

SEDA-COUNCIL OF GOVERNMENTS

UNIFIED PLANNING WORK PROGRAM

UPWP

FISCAL YEARS 2020-2022

(July 1, 2020 through June 30, 2022)

FINAL

Adopted November 22, 2019

SEDA-COG MPO FY 2020-2022 UPWP BACKGROUND

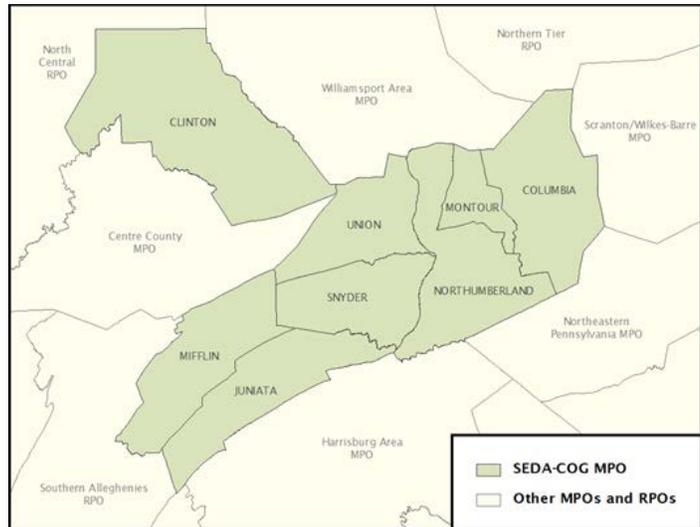
PURPOSE

This Unified Planning Work Program (UPWP) lists the transportation planning activities to be completed by the SEDA-COG Metropolitan Planning Organization (MPO) between July 1, 2020 and June 30, 2022. This document is a required element of federal metropolitan transportation planning regulations. The UPWP equates to a statement of work identifying the planning priorities and activities to be carried out within the SEDA-COG MPO area. The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. In Pennsylvania, UPWPs are developed as 2-year programs. This UPWP effectively addresses the key regional transportation and land use issues facing the region. The program, however, is dynamic and may be modified to respond to any emerging priority issue or special need vital to the orderly growth and development of the SEDA-COG MPO region.

INTRODUCTION

Federal law and regulations require that in all urbanized areas with a population of over 50,000 persons, local and state officials work together to maintain a continuous, cooperative, and comprehensive performance-based multi-modal transportation planning process. This federal mandate is carried out by a formal group called a Metropolitan Planning Organization (MPO).

The SEDA-COG MPO was designated by the Commonwealth of Pennsylvania in 2013. The SEDA-COG MPO is the official transportation planning organization for eight (8) central Pennsylvania counties: Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union. These 8 counties were formerly organized for transportation planning purposes as a Rural Planning Organization (RPO) designated by the Pennsylvania Department of Transportation, with essentially the same status and responsibilities as an MPO. However, because of the 2010 Census, a new urbanized area (UZA) of at least 50,000 people was identified for portions of Columbia, Montour, and Northumberland Counties. This required the designation of an MPO to represent the new UZA named Bloomsburg-Berwick, PA. Therefore, local officials recommended transitioning the 8-county RPO into an 8-county MPO, with the Governor of Pennsylvania's concurrence.



The SEDA-COG MPO works closely with the Pennsylvania Department of Transportation (PennDOT), local governments, area transit agencies, economic development entities, and other partners to identify and prioritize transportation improvement projects throughout the region. In executing its work, the MPO strives to fulfill its vision of providing a balanced transportation system for the maximum benefit of people, businesses, and communities.

COMMITTEE STRUCTURE

The decision-making body of the SEDA-COG MPO is the Coordinating Committee, which is responsible for the transportation planning activities mandated in federal laws and regulations. The Coordinating Committee meets six (6) times per year and has 17 voting members representing the following:

Voting members

Clinton County	Multi-modal Interests
Columbia County	Town of Bloomsburg
Juniata County	Borough of Berwick
Mifflin County	SEDA-COG Board of Directors
Montour County	SEDA-COG Transportation Program
Northumberland County	PennDOT District 2-0 Office (Clearfield)
Snyder County	PennDOT District 3-0 Office (Montoursville)
Union County	PennDOT Central Office (Harrisburg)
Transit Interests	

Non-voting members

Federal Highway Administration (FHWA)
Centre County MPO
Williamsport Area Transportation Study MPO
Harrisburg Area Transportation Study MPO
Lackawanna/Luzerne Transportation Study MPO

A Technical Committee provides comments and recommendations to the Coordinating Committee in an advisory role. The Technical Committee is comprised of members from the same organizations represented on the Coordinating Committee, and meets only on an as needed basis. Additional MPO committees include a Transportation Alternatives Project Review Committee, an Active Transportation Committee, a Local Bridge Subcommittee, an Aviation Subcommittee, and a Local Access Road Subcommittee.

RESPONSIBILITIES

The federal Fixing America's Surface Transportation (FAST) Act (Public Law No. 114-94), and federal metropolitan planning regulations promulgated from the FAST Act, specify the roles and responsibilities of MPOs, including development of a long-range transportation plan, a short-range Transportation Improvement Program, and public involvement efforts. The FAST Act identifies 10 planning factors (see below) that must be considered in the metropolitan planning process. Planning activities identified in this UPWP and other MPO documents strive to incorporate these planning factors. The table on page 3 lists which Planning Factors are addressed by the UPWP main task categories – Task 1: Plans and Programs; Task 2: Data, Tools and Analysis; Task 3: Administration; and Local Technical Assistance Program (LTAP).

Federal Planning Factors

1. Support the economic vitality of the region, 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 the accessibility and mobility options available for people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient transportation system management and operations;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

FAST Act Planning Factors	UPWP Planning Tasks			
	Task 1	Task 2	Task 3	LTAP
Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.	X	X	X	
Increase the safety of the transportation system for motorized and non-motorized users.	X	X	X	X
Increase the security of the transportation system for motorized and non-motorized users.	X	X	X	
Increase the accessibility and mobility options available for people and for freight.	X	X	X	X
Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	X	X	X	X
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	X	X	X	X
Promote efficient transportation system management and operations.	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.	X	X	X	X
Enhance travel and tourism.	X	X	X	

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 2018, the FHWA and FTA approved the Pennsylvania FFY 2019-2022 STIP, which included the individual TIP for the SEDA-COG MPO. 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 what needs improvement in a Statewide or metropolitan transportation planning process.

The FFY 2019-2022 STIP Planning Finding identified one Corrective Action: all MPOs must 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. SEDA-COG MPO resolved this need and published an Annual Listing of Obligated Projects to its website in January 2019. The FFY 2019-2022 STIP identified the following Recommendations:

1. Adapt existing planning processes for meeting new federal requirements for Performance Based Planning and Programming.
2. Revamp PennDOT's Planning Priorities Letter for ensuring that Unified Planning Work Programs are customized, collaborative, and focused on deliverables/tasks.
3. MPOs should begin the process of updating their Long Range Transportation Plan (LRTP) at least 30 months in advance of the adoption deadline. Planning Partners should schedule a meeting with PennDOT District(s), PennDOT Program Center, and FHWA to discuss the methodology, work tasks, budget, and schedule for the LRTP update process – the PennDOT and FHWA staff should actively participate in the LRTP update. LRTPs need to ensure that investment decisions are performance-driven and outcome based.
4. Develop a Work Group and Action Plan describing how the FFY 2019 STIP Planning Findings will be considered and/or achieved.
5. Continue to expand membership in the State Freight Work Group, including private stakeholders, and encourage the Freight Work Group to serve in an advisory role per the guidance in 49 USC 70201.
6. Incorporate Transit Asset Management performance targets and performance based plans into MPO TIPs.
7. Reference in MPO TIPs any federal transit funds that are used for capital projects on the Keystone Corridor commuter rail service.

Local Planning Priorities

The SEDA-COG MPO adopted its current Strategic Plan in March 2019. This Strategic Plan is intended to guide the MPO's UPWP and the preparation of the 2021 Long Range Transportation Plan update. Actions included in the Strategic Plan align with MPO Coordinating Committee priorities to address the following key issues:

- Transportation funding is inadequate and inconsistent;
- Asset management and performance measurement must address local needs;
- System improvements must address resiliency to weather events;
- Modern travel patterns and technology have outdated some corridors;

- Operations are essential to systematic traffic incident management;
- The region’s transportation system must be conveniently multimodal and service-supported;
- Integration of the Central Susquehanna Valley Thruway with local land use and transportation.

Supporting Partners’ Planning Activities

SEDA-COG MPO staff engages frequently with studies and plans being conducted within the 8-county MPO region by area planning partners, including PennDOT Districts, county planning departments, municipalities, transit operators, economic development agencies, recreation groups, etc. Listed below are primary studies/plans that MPO staff will monitor or participate in during FY 2020-22:

- Slide Studies for State Route 120 in Clinton County
- PennDOT District 3-0 Wetland Bank Studies
- Central Susquehanna Valley Thruway Land Use & Transportation Impact Study, being undertaken by the Williamsport Area MPO
- Columbia County Hazard Mitigation Plan
- Union County Hazard Mitigation Plan

Long Range Transportation Plan

A main responsibility of the SEDA-COG MPO is to prepare a Long Range Transportation Plan (LRTP) that covers a minimum twenty-year horizon. The SEDA-COG MPO’s Long Range Transportation Plan (2016-2040) was adopted in July 2016. The LRTP presents a regional overview, trend evaluations, condition assessments, and a guide for ongoing management and development of the transportation system serving the eight-county MPO region. The Plan’s goals mirror the ten federal planning factors expressed in the FAST Act, with the following overarching vision:

“To create and maintain an integrated intermodal transportation system that facilitates the efficient and safe movement of people and goods while maintaining the region’s character, enhancing the quality of life and economic vitality.”

Transportation Improvement Program

A second primary responsibility of the SEDA-COG MPO is to approve funding for highway, bridge, transit and other transportation projects, through the adoption of a short-range Transportation Improvement Program (TIP). The TIP includes federal funds and state capital funds for specific projects over a four-year period, within specified limits of financial constraint. To be on the TIP, projects must also be consistent with the adopted LRTP. The SEDA-COG MPO works closely with PennDOT to develop and adopt the TIP, which is updated every two years. The SEDA-COG MPO is currently operating under the 2019-2022 TIP, with a new 2021-2024 TIP scheduled to be adopted in June 2020 and become effective on October 1, 2020. The list of projects on the TIP is identical to the First Four Year segment of the Commonwealth of Pennsylvania's Twelve Year Program (TYP), which is developed at the same time as the TIP and adopted by the State Transportation Commission.

Coordinated Public Transit-Human Services Transportation Plan

Federal transit law requires that projects selected for funding under the Enhanced Mobility of Seniors

and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, seniors, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. In September 2019, the SEDA-COG MPO adopted an update to its Coordinated Public Transit-Human Services Transportation Plan, done as a joint plan with the Williamsport MPO.

Public Participation Plan

The Public Participation Plan (PPP) ensures that the SEDA-COG MPO’s public involvement activities comply with applicable Federal and state transportation planning regulations. The PPP includes regional overview information and a framework of goals, objectives, and strategies for accomplishing an effective and compliant public participation process. The PPP includes procedures for implementing public involvement as well as indicators for evaluating the performance of the plan and suggesting future improvements. The PPP is reviewed and updated on a periodic basis, and a significant update was completed in 2014. The PPP specifies that draft plans and programs such as the LRTP and TIP must be made available for public review during a 30-day comment period. The MPO is also required to hold at least one (1) public meeting during this comment period.

Environmental Justice/Title VI

The SEDA-COG MPO is required to maintain and update a program of activities to address Environmental Justice and Title VI regulations, to prevent or mitigate adverse impacts to areas with concentrations of low income and minority populations. Concentrations of low income and minority households have been identified and mapped based on U.S. Census American Community Survey data. The SEDA-COG MPO analyzes the data to determine how well the benefits and burdens generated by the LRTP, TYP, and TIP projects are balanced between areas with high concentrations of minority and low-income populations, and all other areas of the SEDA-COG MPO region. Existing techniques will be refined, and new techniques developed on an ongoing basis to improve analyses and communication between citizens, agencies, and the MPO. A Title VI Policy and a Limited English Proficiency (LEP) Plan were adopted in 2017 to facilitate access to the information and services provided by the SEDA-COG MPO.

Plan/Activity Milestones

The below table reflects the milestone dates for major planning documents/requirements/core activities that are addressed by the SEDA-COG MPO:

Plan/Activity	Current	Next	
	Adoption/Completion	Required Adoption	Targeted Completion
Unified Planning Work Program (UPWP)	February 16, 2018	January 2020	November 2019
Long Range Transportation Plan (LRTP)	July 15, 2016	July 2021	June 2021
Transportation Improvement Program (TIP)	June 15, 2018	June 2020	June 2020

Public Participation Plan (PPP)	December 12, 2014	As needed	June 2020
Coordinated Public Transit Plan	September 20, 2019	As needed	September 2024
Environmental Justice Evaluation of Benefits & Burdens	June 2018	June 2020	April 2020
L RTP Performance Measures Report	March 2019	Annually	April 2020
Local Technical Assistance Program (LTAP) Annual Report	July 2019	Annually	July 2020
MPO Strategic Plan	March 22, 2019	As needed	March 2024
Regional Operations Plan	December 7, 2018		December 2023
Title VI Policy & Procedures	January 27, 2017	As needed	June 2020
Limited English Proficiency Plan	January 27, 2017	As needed	June 2020
Local Bridge Prioritization Scoring	September 2017		November 2019
Middle Susquehanna Regional Bike/Ped Plan	May 17, 2019	As needed	May 2024
Annual List of Federally Obligated Projects	January 2019	Annually	December 2019
MPO Planning Process Review by FHWA/FTA/PennDOT	April 2019		April 2024
Functional Classification Revisions	January 2019		November 2022

STAFFING AND WORK PROGRAM DEVELOPMENT

Staff support for the SEDA-COG MPO is provided by SEDA-Council of Governments, PennDOT District 2-0 Office (Clearfield), PennDOT District 3-0 Office (Montoursville), and PennDOT Central Office (Harrisburg). These organizations work together to prepare transportation plans and programs, propose project priorities, and complete technical studies to be used by the MPO Coordinating Committee to make policy decisions and fulfill its responsibilities.

The major policy decisions required of the MPO, and the day-to-day work tasks completed by the SEDA-COG staff are detailed in the UPWP. The UPWP is prepared by MPO staff, in cooperation with PennDOT and FHWA, then reviewed by and adopted by the MPO Coordinating Committee. SEDA-COG staff initiated the FY 2020-2022 UPWP development process in March 2019. Coordination meetings with PennDOT and FHWA staff were held in May and July 2019. A Draft FY 2020-22 UPWP was shared with the full MPO membership, area transit operators, and the Federal Transit Administration in July 2019. In addition to requesting input on the core tasks and descriptions, stakeholders were asked to submit any proposals for supplemental planning studies. Following discussion at the September 2019 MPO meeting, a revised UPWP was submitted for review by PennDOT and FHWA on September 24, 2019. The finalized FY 2020-22 UPWP was adopted by the MPO Coordinating Committee in November 2019 and subsequently submitted to PennDOT for approval. The MPO's resolution approving the FY 2020-22 UPWP is included as Exhibit 1.

Funding to complete the work tasks in the UPWP comes from the Federal Highway Administration, Federal Transit Administration, and the Pennsylvania Department of Transportation. The federal and state funds must be matched by local funds, which are primarily contributed by SEDA-COG, with occasional support from counties, municipalities, and organizations for special studies. The federal and state funds are made available through a legal agreement and work orders executed by PennDOT and SEDA-Council of Governments, on behalf of the SEDA-COG MPO.

The following pages provide details about the transportation planning activities to be completed in Fiscal Years 2020-22. Major priorities to be worked on during this period include:

- Updating the region's Long Range Transportation Plan, which must be completed by July 2021.
- Supporting PennDOT in implementing the Project Development PennDOT Connects/Local Government Collaboration process, and helping local partners pursue funding opportunities for their planning objectives.
- Implementing and reporting on the priority actions included in the 2019 SEDA-COG MPO Strategic Plan.
- Supporting a new MPO Active Transportation Committee and implementing the 2019 Middle Susquehanna Regional Bicycle and Pedestrian Plan.
- Prioritizing local bridge candidates for the 2023 Transportation Improvement Program.
- Facilitating a 5-county fixed route transit feasibility study.

FOR MORE INFORMATION

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SEDA-COG MPO FY 2020-22 UPWP
Actions and Procedures

The following tasks will be completed by SEDA-COG staff. If feasible, consultant assistance might be used for certain high priorities and studies. Supporting agencies for the below activities include PennDOT, FHWA, counties, municipalities, transit operators, and the SEDA-COG Joint Rail Authority.

1. PLANS AND PROGRAMS

Deliver a comprehensive, cooperative, and continuing (3-C) metropolitan transportation planning process for the SEDA-COG planning region, in accordance with the requirements of the FAST Act, in partnership with PennDOT and under the guidance of the Federal Highway Administration.

Plan Maintenance

- Transportation Improvement Program (TIP)
 - Modify/Amend the current TIP and LRTP as required. Adopt the Draft FFY 2021-2024 TIP and submit all required information per the TIP Checklist. FHWA and FTA regulations, as well as PennDOT's General and Procedural Guidance require that documentation of the process used by the MPO/RPO for project selection and prioritization for TIP updates be included with the TIP submittal package.
 - Conduct county level meetings to identify candidate projects for the 2023-2026 TIP update.
 - Utilize the Project Development PennDOT Connects/Local Government Collaboration meetings to initiate all new projects being considered for inclusion in the Long Range Transportation Plan (LRTP) updates and the TIP/Twelve Year Program (TYP).
 - Prepare Annual List of Federally Obligated Projects.
- Long Range Transportation Plan
 - Maintain and update the SEDA-COG Long Range Transportation Plan (LRTP) as needed in accordance with the current federal transportation legislation requirements. (Work begun in 2019 for the 2021 five-year update, including data collection, issue identification, and STC comment analysis, will transition to Plan development activities.)
 - Utilize consultant assistance for public outreach and other tasks necessary to update the LRTP update.
 - Coordinate with PennDOT, FHWA and FTA on the development of transportation performance measures for both the LRTP and the TIP. (Continue to monitor performance measures for the SEDA-COG MPO region with an annual performance measures report.)
 - In 2020, work to collect data and perform analysis for documentation requested by the FHWA in the LRTP, including;
 - Focus areas and key strategies found in the Pennsylvania Strategic Highway Safety Plan (SHSP)
 - Operational and management strategies to improve the performance of existing transportation facilities
 - Capital investment and strategies to preserve the existing transportation

- infrastructure
 - Benefits and Burdens Analysis
 - Project selection and project prioritization
 - Performance based planning and programming
- Other Required Plan updates
 - Maintain additional plans required for the metropolitan transportation planning program, completing a regular review and update process in accordance with state and federal guidelines, including the following activities:
 - Maintain the SEDA-COG Unified Planning Work Program (UPWP). Adopt the FY 2020-2022 UPWP by January 31, 2020. Begin preparation of the FY 2022-2024 UPWP for the next update cycle in 2021.
 - Maintain the joint Coordinated Public Transit – Human Services Transportation Plan for the Williamsport and SEDA-COG MPOs.
 - Maintain the implementation of the Title VI Policy for the SEDA-COG region, and update as required in preparation for the 2021-2024 TIP update.
 - Review and evaluate the effectiveness of the procedures and strategies in the Public Participation Plan and update as required in preparation for the 2021-2024 TIP update and 2021 LRTP.
 - Review the Limited English Proficiency Plan, update demographics data and update plan as required in preparation for the 2021-2024 TIP update.
 - Maintain and complete updates to locally developed planning products that support the metropolitan planning process, including the SEDA-COG MPO performance measures report, an annual report of the traffic counts completed, the Strategic Plan for the MPO, the Middle Susquehanna Regional Bicycle and Pedestrian Plan, and annual reports for the LTAP program.
 - Ensure coordination with local, county and regional planning processes, including the development and maintenance of comprehensive plans, hazard mitigation plans, the SEDA-COG Comprehensive Economic Development Strategy, the PennDOT Regional Operations Plan and other relevant planning efforts. Where requested or appropriate, share data and participate as a stakeholder or steering committee member to facilitate the completion of local plans.

Planning Process

- Conduct regular meetings for the SEDA-COG MPO to allow for maintenance of the TIP, to keep members informed on the status of the program, on the availability of funding programs, to facilitate member and stakeholder input into the plans and projects at the MPO level and facilitate coordination between state, regional and local planning processes.
 - Where required or requested, facilitate regional scoring and prioritization processes to facilitate member input.
 - Provide meeting notices, agendas, and meeting materials not less than five working days prior to meetings and distribute the meeting minutes within 30 working days after the meetings.
- Maintain, develop, and present orientation materials for new SEDA-COG MPO members or those interested in receiving refreshers on transportation planning processes.

- Conduct county level meetings to identify local priorities for the 2023-2026 TIP update, and as requested to provide information on plans, projects or the planning process.
 - Maintain and update processes for project prioritization, and identification of future projects for the TIP and LRTP.
- Convene meetings and support subcommittees in support of planning efforts.
 - Continue to support the Central Pennsylvania Transportation Coalition as a stakeholder group for transit issues.
 - Continue to support an Active Transportation Committee focused on bicycle and pedestrian related issues.
 - Provide regular updates on the activities of these groups to the MPO members.
- Where requested and as appropriate, attend regular meetings to provide input, gather information, identify opportunities for cooperation, and report on the activities of the MPO. Continue to participate in regular meetings for groups, including the following:
 - The SEDA-COG Board of Directors
 - The Greater Susquehanna Valley Chamber of Commerce Transportation Committee
 - The Clinton County Economic Partnership Transportation Committee
 - The rabbittransit Transportation Partnership on Mobility
 - The SEDA-COG Natural Gas Cooperative
 - The WATS MPO Coordinating Committee
 - The WATS MPO Transit Advisory Committee
- Participate in workgroups, committees, and ad-hoc groups at the regional and statewide level in support of the planning process.
 - Participate in equal opportunity, non-discrimination and DBE trainings offered by PennDOT, FHWA and FTA, as well as training for the Commonwealth’s Small Business Procurement Initiative and the Small Diverse Business Program.
 - Participate in semi-annual planning partners meetings.
 - Participate in additional training sessions identified by PennDOT, such as previous sessions on bicycle/pedestrian facilities design, implementation of the PennDOT Connects Initiative and implementation of the OMB Super Circular requirements.
 - Participate in a range of seminars, trainings and conferences to maintain staff credentials, develop skill sets, and increase the state of the practice available to the program.
- Document land use planning activities within MPO planning processes and ensure coordination with respective Comprehensive Planning, Long Range Transportation Plans (LRTP), and related Freight plans. Initiate any changes in the process that may be identified as part of the documentation.
- Identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as: access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation. Utilize PennDOT’s Extreme Weather Vulnerability Assessment to: incorporate flooding resiliency into TIP projects; enhance County Hazard Mitigation Planning; and improve emergency preparedness.
- Work with resource agencies to evaluate the impacts of the Marcellus Shale industry as related to asset management strategies in the MPO LRTP. Work with MPO members, adjoining counties

and other stakeholders to develop strategies and actions to expand sustainable utilization of Marcellus Shale gas.

- Develop intergovernmental planning processes for multi-municipal, corridor-focused land-use/transportation assessments for targeted geographic areas. Areas targeted should be reflective of place-based circumstances, including but not limited to population growth or decline, shifts in human and economic resources, and other regional trends identified in regional Long Range Plans, and should precede the identification of specific TIP projects. Planning activities should be initiated in collaboration with county, local and PennDOT District stakeholders and should be consistent with available program resources, PennDOT and MPO planning tools. Planning activities shall also be consistent with county, and to the greatest extent possible, municipal comprehensive plans. Planning activities should lead to better consideration of land-use priorities and transportation network operations in the selection and prioritization of highway, bridge, transit and multi-modal projects.

Project Development and Delivery

Work with PennDOT Districts and MPO members to advance projects on the TIP and LRTP, and to identify candidate projects for future updates. Where needed, collaborate with members to identify other funding sources for advancing local transportation projects.

- Support PennDOT in the implementation of the Project Development PennDOT Connects/Local Government Collaboration process. Attend collaboration meetings, scoping field view meetings, and support PennDOT staff in the use of the management process. Provide context determination and facilitate local input into the project screening forms and project development process.
- Implement the Program Development and Project Delivery Process to improve efficiency of project implementation through sound land use/transportation/economic development linkages.
- Partner with PennDOT in developing strategies to advance to conclusion, modify, or implement plans and projects that are outside of the region's fiscal constraint based upon cash flow.
- Monitor and advance, in conjunction with PennDOT, the non-traditional projects including Appalachian Regional Commission (ARC) Local Access Road Projects identified by the MPO, PennDOT and Transit Providers, and projects programmed on the TIP.
- Establish and document a process to coordinate changes to the TIP and LRTP to ensure fiscal constraint, to strengthen the linkage between planning and programming, and to expedite the project delivery process. Guidance on fiscal constraint, asset management needs and targets for preservation for the LRTP project lists are available from PennDOT and FHWA.
- Participate in Transportation Impact Studies (TISs) and review of Highway Occupancy Permits (HOPs) to ensure planned development is coordinated with sound land use/transportation linkages/economic development, and that all transportation modes have been adequately considered.
- Participate in data driven safety planning activities and road safety audits that lead to better consideration of safety in the selection and prioritization of highway and transit projects.

Task 1. Plans and Programs	Total Budget	Fed. PL	Fed. MPP	State MLF	Local FHWA	Local FTA
Year 1	\$387,800.00	\$261,306.25	\$48,933.75	\$37,478.30	\$27,848.26	\$12,233.44
Year 2	\$410,557.00	\$272,445.60	\$56,000.00	\$41,485.51	\$26,625.89	\$14,000.00

Major tasks completed in previous FY 2018-20 UPWP:

- Completed and adopted 2019-2022 TIP.
- Approved administrative modifications and amendments to the 2019-2022 TIP.
- Prepared Annual List of Federally Obligated Projects.
- Completed and adopted 2021-2024 TIP.
- Completed LRTP Regional Performance Measures Annual Reports.
- Prepared FY 2020-22 UPWP and Exhibits.
- Completed and adopted SEDA-COG MPO 2019-2023 Strategic Plan.
- Completed and adopted Coordinated Transit Plan update.
- Prepared notices, agendas, minutes, and summaries for meetings.
- Participated in meetings of various local organizations and committees.
- Organized PennDOT Connects training for local governments.
- Provided assistance to sponsors of several Transportation Alternatives, Green Light-Go, Multimodal Fund, ARLE, and ARC Local Access Road projects.
- Participated as members of several PennDOT planning and funding work groups.

Major tasks to be completed in FY 2020-22 UPWP:

- Modify and amend the 2021-2024 TIP as needed.
- Work with PennDOT and local officials to prepare the 2023-2026 TIP by June 30, 2022.
- Prepare Annual List of Federally Obligated Projects by December 30, 2020 and December 30, 2021; post these listings on the SEDA-COG website.
- Continue annual monitoring and reporting on performance measures included in the 2016-2040 LRTP.
- Amend the 2016-2040 LRTP as needed.
- Complete and adopt 2021-2045 LRTP by July 31, 2021.
- Support implementation of the Project Development PennDOT Connects/Local Government Collaboration process.
- Facilitate 5-county fixed route transit feasibility study.
- Document and track PennDOT Connects collaboration meetings, project scoping field views, project design field views, and related project meetings attended by SEDA-COG staff.

2. DATA, TOOLS AND ANALYSIS

Local Data Coordination

Work with counties and other stakeholders in the region to assemble, maintain and refresh regional GIS data for the region. Facilitate regular updates, and quality reviews of the data produced. Promote use of the data in planning and land use analysis efforts.

- Maintain locally created data layers, including the following:
 - Major employers
 - Critical facilities
 - Locally owned bridges less than 20 ft. long
 - Regional freight and intermodal facilities
 - Official and unofficial park and ride locations
 - Sewer and water service areas
 - Industrial parks
- As appropriate, convene annual sessions for regional GIS users to discuss tools, techniques and data available.
- Publicize opportunities to provide local input into processes to improve data at the state and national level, such as efforts surrounding the 2020 Census.
- Work to develop additional data sets as needed. Conduct analysis and research to identify data sources and issues.
- Ensure that the MPO has access to PennDOT's SharePoint website for efficient document and information sharing purposes.
- Maintain or pursue access to other data tools and sources within PennDOT systems as appropriate.

Data Collection

- Collect traffic count data to support prioritization and designation efforts. Publish traffic counts collected on an annual basis.
- Assist PennDOT with Asset Management activities, including inventories of locally owned bridges less than 20 ft. and locally owned, non-federal aid roadways.
- Work with PennDOT and other MPOs/RPOs to develop minimum data collection requirements for freight facilities and bicycle/pedestrian facilities, including consideration of purchasing data collection equipment for such facilities.
- Verify and update roadway inventory and performance measures on Highway Performance Monitoring System (HPMS) samples. Submit HPMS data to PennDOT by the first Friday in December of each year.
- Collect and conduct QA reviews for HPMS samples.
- Comply with PennDOT's Traffic Safety and Assistance Program (TCSAP) procedures. Purchase safety equipment, as needed.
- Continuously monitor and evaluate procedures used for collecting statistical data (race, sex,

national origin/limited English, age, disability, income, etc.) of participants in, and beneficiaries of transportation programs by tracking participation in public meetings and reviewing new regional Census data.

Tools and Analysis

Develop analysis methodologies and tools to support the planning process. Maintain data used and share results, tools and methodologies as appropriate.

- Conduct geographic analysis to support scoring processes for local bridge prioritization, LRTP project selection, and regional input into TA Set Aside and other appropriate programs.
- Continue to use regional GIS data and locally developed tools to support context determination for the LPN and project development process.
- Review existing Functional Classification Roadway Designation maps and make recommended changes for roadway functional classification, National Highway System, National Highway Freight Network, NHS intermodal connectors, and urbanized boundary updates for MPO.
 - Continue analysis, meetings with local officials/surrounding planning partners, and technical submissions that need to carry over from FY 18-20 UPWP. Repeat these efforts in conjunction with the decennial Census, at a minimum.
 - Coordinate with PennDOT as requested to jointly identify and integrate a prioritization concept that identifies critical multimodal transportation facilities and intermodal connectors.
- Upon release of the official urbanized areas based on the 2020 Census, review the need to smooth out irregularities in the SEDA-COG MPO's urbanized area boundary.
- Consider MS4 related improvements inside the urbanized area boundary that need to be made in conjunction with transportation system improvements.
- When requested, use Decision Lens or other prioritization tools to provide comparative analysis of projects and strategies to support transportation decision making.
- Work with PennDOT, FHWA, and FTA to implement provisions of the current federal legislation, including performance measures and targets. Maintain data and procedures for a local performance based planning process, and work with PennDOT and FHWA to refine the process and synchronize it with statewide and federal requirements.
- Update planning agreements / Memorandums of Understanding (MOUs) to account for performance measures.
- Reuse and refine processes developed for plan updates, such as the benefits and burdens analysis and cluster analysis of State Transportation Commission (STC) survey responses implemented for the 2016 LRTP update, with a focus on safety, mobility, and operations issues.
- Support MPO members, municipalities and programs within SEDA-COG in the development of techniques to use GIS and other analytical tools to improve decision making processes.
- Develop land analysis tools, such as the Targeted Impact Area analysis conducted for the Regional Gas Utilization Study, to guide transportation and economic development decision making. As requested, share the data, outcomes and methodologies to support local land use, transportation and economic development planning.

Public Information and Involvement

Collaborate with PennDOT, FHWA, MPO members and local stakeholders to share information on the planning process. Provide information on outcomes and opportunities to participate in the planning process.

- Develop and expand the use of the MPO website to share planning and programming information and the tenets and requirements of current federal legislation with the public and tribal governments.
- Provide space on MPO website for PennDOT to share statewide documents (STIP, LRTP, etc.) with the public for review and comments. Consider the use of social media for MPO public outreach efforts.
- Consider development of MPO website linkages to PennDOT TIP Visualization applications.
- Continue to collaborate with the State Transportation Commission (STC) in the Modernized Twelve Year Program (TYP) Public Outreach Campaign. Continue to work with the STC and PennDOT to garner input by encouraging citizens to take the online survey through various methods including meetings, mass email communications, social media, etc.
- Expand and improve Environmental Justice (EJ) activities to ensure that all stakeholders have the opportunity to become involved in the region’s planning and programming process. Complete EJ Core Elements, including Benefits & Burdens analysis for prioritized projects in the 2023 TIP and 2021 LRTP updates.
- Continue to facilitate opportunities for all populations to participate in the planning and programming process, including minority, non-English speaking and Limited English Proficiency (LEP), and low-income groups. As appropriate, develop communication materials to enhance participation of these groups. As needed, procure LEP services within the confines of the UPWP agreement and state procurement guidelines.
- Provide timely information in response to requests from the public and news media.

Task 2. Data, Tools and Analysis	Total Budget	Fed. PL	Fed. MPP	State MLF	Local FHWA	Local FTA
Year 1	\$166,200.00	\$111,988.39	\$20,971.61	\$16,062.13	\$11,934.97	\$5,242.90
Year 2	\$175,953.00	\$116,762.40	\$24,000.00	\$17,779.50	\$11,411.10	\$6,000.00

Major tasks completed in previous FY 2018-20 UPWP:

- Maintained and refined locally created data layers (major employers, critical facilities, etc.) that were served to local officials and used for evaluating transportation projects.
- Convened annual GIS practitioners’ meetings for regional GIS users to discuss tools, techniques, and available data.
- Supported the SEDA-COG Joint Rail Authority (JRA) in the development of a database to manage information related to the right-of-way and rail infrastructure in the JRA system.
- Created data layers, project matrices, and mapping for 2019 Middle Susquehanna Regional Bicycle and Pedestrian Plan.

- Acquired restricted access to and worked with PennDOT's PA Crash Information Tool for querying crash and injury data.
- Used Decision Lens software for prioritizing bridge repairs, transportation alternatives projects, and for supporting coordination between transportation, land use, and economic development.
- Reviewed existing Functional Classification Roadway Designation maps and recommended changes for MPO area.
- Coordinated with U.S. Census Bureau and local officials on input for 2020 Census Participant Statistical Areas Program boundaries.
- Began initial collections and quality assurance reviews of HPMS samples.

Major tasks to be completed in FY 2020-22 UPWP:

- Continue maintaining regional data layers clearinghouse annually.
- Prepare crash mapping and coordinate with PennDOT, FHWA, and local officials on analyzing traffic safety concerns.
- Complete Environmental Justice Core Elements as part of TIP and LRTP updates.
- Use available data sources and work with PennDOT and FHWA to analyze Safety, Pavement/Bridge, System, and Freight performance measures and targets.
- Collect traffic count data to support project prioritization and planning efforts.
- Continue annual collection and quality assurance reviews of HPMS sample locations by December 15th of each year.

3. ADMINISTRATION

Administer the metropolitan transportation planning program under the master agreement and guidelines provided by PennDOT.

- Provide regular invoices and activity reports for the program, observing the following requirements:
 - Submit progress reports to PennDOT no later than 30 days following the reporting period;
 - Provide separate budget tables for each year of the UPWP document;
 - Identify carryover/ongoing supplemental planning tasks as candidates when the UPWP is updated;
 - Complete timesheets, expense forms, and reports that will allow UPWP billing to occur;
 - As appropriate, work with FHWA to implement the new OMB Super Circular requirements;
 - Ensure that the program is carried out addressing the requirements for Disadvantaged Business Enterprises (DBE) as part of contracting practices. Utilize new DBE reporting form to report a listing of all contracts, DBE goals and payments on a quarterly basis.
- As requested, participate in Federal Non-Certification Reviews and state Planning Process Reviews.
- Assist stakeholders in the completion of studies and projects undertaken with Supplemental Planning Funds, including projects carried over from the 2018-2020 UPWP.

- Support staff development through relevant conferences, workshops, and seminars.
- Attend PennDOT Planning Partners' and other statewide meetings.

Task 3. Administration	Total Budget	Fed. PL	State MLF	Local FHWA
Year 1	\$93,500.00	\$74,800.00	\$10,728.19	\$7,971.81
Year 2	\$110,990.00	\$88,792.00	\$12,734.99	\$9,463.01

Major tasks completed in previous FY 2018-20 UPWP:

- Completed progress reports, invoices, and budget revisions.
- Provided administrative support for sponsors of supplemental planning studies.
- Attended training on and helped to implement the new OMB Super Circular requirements.
- Participated in SEDA-COG MPO Planning Process Review conducted by FHWA and PennDOT staff; considered planning process recommendations included in summary findings.
- Closed out three (3) work orders from on-call consulting contracts.

Major tasks to be completed in FY 2020-22 UPWP:

- Continue preparing quarterly progress reports and invoices.
- Implement recommendations included in summary findings from 2019 SEDA-COG MPO Planning Process Review.
- Assist with completing and implementing projects approved for supplemental planning funds.

Local Technical Assistance Program (LTAP)

The PennDOT Local Technical Assistance Program, PennDOT LTAP, is part of a national initiative to transfer transportation technology through training, technical assistance, and other customer services to municipal elected officials and their staff. PennDOT LTAP provides technical information and proven technologies to meet the growing demands on municipal governments. To expand and promote LTAP services to the 212 municipalities within its 9-county LTAP planning region (Centre, Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union counties), SEDA-COG proposes to assist PennDOT with facilitating LTAP training during Fiscal Years 2020-2022.

Identify Regional Training Needs

- Develop a priority training list that identifies training needs within the region based on historical data, knowledge of region, shifting trends, and PennDOT Municipal Services representatives' input.
- Using the priority training list, work with PennDOT to schedule training dates.
- In coordination with PennDOT Project Manager, identify training course locations. Responsibilities to include: logistics, class locations, registration, room set-up, food, etc.
- Identify new regional training or technology issues and provide to the PennDOT Project Manager for consideration.

LTAP Program Marketing and Outreach

- In conjunction with PennDOT Project Manager, develop a plan to market the value of LTAP training and technical assistance in the region. Examples of marketing activities may include: integration of LTAP into MPO outreach programs, promotion of technical assistance through the distribution of brochures, targeting municipalities that have not taken advantage of LTAP services, etc. The plan should be developed no later than September 12, 2020.
- Advertise training to all municipalities and PennDOT's Municipal Services representatives. Promote upcoming LTAP activities at least six (6) weeks prior to the scheduled LTAP class sessions. Promotional activities may include: emails, letters, brochures, LTAP fax alerts, website updates, newsletters, postcards, social media, etc.
- In coordination with the PennDOT Project Manager, develop a plan for LTAP outreach in the region, such as equipment shows, Advisory Committee, COG meetings, etc. for approval by PennDOT Project Manager. Outreach activities should be coordinated with PennDOT Project Manager and Municipal Services representatives to insure there is no duplication in outreach efforts.

Administration and Reporting

- Work with PennDOT Project Manager to develop an annual travel budget, which includes costs and justification for outreach activities, for pre-approval by PennDOT Project Manager no later than August 29, 2020.
- Participate in scheduled conference calls with PennDOT Project Manager. Determine a regular communication method that will work best for all parties.

- Participate in an annual LTAP MPO/RPO meeting and other PennDOT meetings as required. Attend LTAP training courses and participate in technical assistance on-site visits in region.
- Participate in regular PennDOT LTAP Advisory Committee meetings.
- Submit quarterly reports detailing all LTAP project activities and expenditures to PennDOT Project Manager.
- Develop and submit annual report that details the process used to market LTAP in the region no later than July 31, 2020. The annual report should include an evaluation of training, marketing, and outreach activities, and recommendations for future activities with LTAP in the region.

Local Technical Assistance Program (LTAP)	Total Budget	Fed. PL	State MLF	Local FHWA
Year 1	\$35,000.00	\$35,000.00	-	-
Year 2	\$35,000.00	\$35,000.00	-	-

Major tasks completed in previous FY 2018-20 UPWP:

- Scheduled, marketed, and facilitated over 20 LTAP safety & maintenance courses.
- Trained over 300 students attending LTAP courses.
- Developed LTAP budget, travel, and marketing plans.
- Completed LTAP annual reports.
- Participated in county conventions and regional equipment shows.
- Conducted training interest surveys.
- Participated in LTAP statewide Advisory Committee.
- Revamped LTAP hard copy newsletter format and issued e-newsletters via Constant Contact.
- Sponsored and organized an Equipment Operator Training workshop in conjunction with Pennsylvania College of Technology.

Major tasks to be completed in FY 2020-22 UPWP:

- Continue identifying priority training lists and facilitating LTAP courses.
- Continue promoting LTAP technical assistance offerings and attend tech assist on-site visits.
- Continue marketing LTAP through newsletters, flyers, emails, press releases, social media posts, website content, and attendance at county conventions/equipment shows.
- Complete LTAP Annual Report by August 1, 2020 and August 1, 2021.
- Further integrate LTAP with related transportation activities and programs.
- Seek to again sponsor an Equipment Operator Training workshop.

Plan Updates and Support

Developing a Long Range Transportation Plan (LRTP) that establishes the vision and goals that will guide public decisions impacting transportation is an integral part of the planning process. The LRTP was last updated in 2016, and Federal legislation requires that the next update be completed no later than 2021.

This update will implement several new requirements for the LRTP, including the adoption of a performance-driven, outcome-based approach to planning, and a focus on the Ten Federal Planning Factors included in the FAST Act.

To extend the abilities of the SEDA-COG MPO staff, the program proposes to enlist consultant support for the following tasks:

Performance Based Planning

- Revise existing and formulate new methods for the evaluation of performance measures, providing additional resources and tools to assess the performance of the regional transportation network relative to established targets.
- Develop or apply existing tools for evaluating the impact of the projects included in the LRTP and TIP on future performance measures.
- Develop implementation steps consistent with the 2019 MPO Strategic Plan, including analysis to be conducted as part of the update.
- Develop clear, impactful and readily understood visualizations for describing the performance of the regional transportation networks.
- Participate with PennDOT staff in developing a methodology for developing LRTP projects from Asset Management Planning as well as local priorities and regional project submissions for the Twelve Year Plan update.
- Develop a fiscal plan that meets federal requirements for reasonableness and incorporates best available data for future funding availability.
- Create and address meaningful and easily understood graphics and text for the plan.

To extend the abilities of the SEDA-COG MPO staff, the program proposes to enlist consultant support for the following tasks:

Public Involvement

- Extend the reach of the public participation program to grow the number of participants in the process and increase the impact of participation.
- Facilitate a public review process for potential projects, similar to the session used in the 2016 update.
- Develop and facilitate input sessions for key stakeholders related to specific issues, with an emphasis on issues identified in the Strategic Plan, such as planning for impacts of the completion of the CSVT, improving resiliency, modernization, and developing asset management processes that include the impact of freight on locally owned infrastructure.

- Realize opportunities for education about the transportation planning process as part of the outreach effort.

In addition to the LRTP, other regional plans and needs will be considered. Should changes in regional conditions, federal legislation or other factors indicate the need, this item will also be used to support revisions and updates to the regional Public Participation Plan, Limited English Proficiency Plan, regional Title VI Policy or to initiate smaller scale corridor and area plan efforts.

Task S2. Plan Updates and Support	Total Budget	Fed. PL	Fed. MPP	State MLF	Local FHWA	Local FTA
Year 1	\$80,000.00	\$53,905.36	\$10,094.64	\$7,731.38	\$5,744.96	\$2,523.66
Year 2	-	-	-	-	-	-

Major tasks completed in previous LRTP Update:

- Developed a Strategic Plan for the MPO that identified a central vision and issues for consideration in the LRTP update.
- Established seven performance measures related to Highway Safety, Bridges and Pavement. Compiled baseline data for the measures and set targets for the measures. Continued to monitor the region’s transportation network through Annual Performance Measures Report.
- Provided a project selection and identification process that incorporated the use of stakeholder input and regional transportation issues forums along with geospatial analysis of the comment data received by the State Transportation Commission through online surveys related to the Twelve Year Plan update.
- Developed and applied a methodology for a Benefits and Burdens Analysis, identifying where high concentrations of minority, in-poverty and other traditionally underserved populations reside, and evaluating the relative benefit or burden placed on them by the transportation system and ongoing investment program.
- Provided an inventory of the region’s multimodal transportation system that reflects the unique mix of modes and needs particular to the SEDA-COG region and gave specific focus to freight issues and the performance of the region’s rail network.
- Created an implementation plan to guide staff and stakeholder efforts through to the next LRTP update.

Major tasks to be completed in current LRTP Update:

- Advance consideration of the vision and issues identified in the 2019 update to the SEDA-COG MPO Strategic Plan, providing discussion and implementable action steps.
- Revise the project identification and selection process to include major projects identified in the regional transportation asset management process while retaining the innovations accomplished in the 2016 update. Clarify the process used to incorporate projects and initiatives developed through complementary plans such as the Coordinated Transit Plan, the Regional Operations Plan, and the Bicycle and Pedestrian Plan.
- Update the consideration of performance measures to consider data sources made available since the 2016 update and implement a process to consider the impacts of the projects contained within the plan on the performance of the regional network. Streamline the process

used for performance measure reporting within the region.

- Update the benefits and burdens methodology to incorporate current guidance such as the EJ Core Elements Methodology.
- Identify achievable analysis tasks to inform the long range plan development consistent with implementation of the regional Bicycle and Pedestrian Plan, PennDOT's Regional Freight Plan Guidance and other sources.
- Provide an inventory of the region's multimodal transportation system that reflects the unique mix of modes and needs particular to the SEDA-COG region and give specific focus to freight issues and the performance of the region's rail network.
- Create an implementation plan to guide staff and stakeholder efforts through to the next LRTP update.

**SEDA-COUNCIL OF GOVERNMENTS
FY 2020-2021 UPWP
BUDGET SUMMARY**

Work Task	Total Task Budget	Funding Sources				
		Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1. Plans and Programs	\$387,800.00	\$261,306.25	\$48,933.75	\$37,478.30	\$27,848.26	\$12,233.44
2. Data, Tools and Analysis	\$166,200.00	\$111,988.39	\$20,971.61	\$16,062.13	\$11,934.97	\$5,242.90
3. Administration	\$93,500.00	\$74,800.00		\$10,728.19	\$7,971.81	
Base Program Total	\$647,500.00	\$448,094.64	\$69,905.36	\$64,268.62	\$47,755.04	\$17,476.34
S1. Local Technical Assistance Program (LTAP)	\$35,000.00	\$35,000.00				
S2. Plan Updates and Support	\$80,000.00	\$53,905.36	\$10,094.64	\$7,731.38	\$5,744.96	\$2,523.66
Supplemental Program Total	\$115,000.00	\$88,905.36	\$10,094.64	\$7,731.38	\$5,744.96	\$2,523.66
TOTAL BUDGET	\$762,500.00	\$537,000.00	\$80,000.00	\$72,000.00	\$53,500.00	\$20,000.00

**SEDA-COUNCIL OF GOVERNMENTS
FY 2021-2022 UPWP
BUDGET SUMMARY**

Work Task	Funding Sources					
	Total Task Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1. Plans and Programs	\$410,557.00	\$272,445.60	\$56,000.00	\$41,485.51	\$26,625.89	\$14,000.00
2. Data, Tools and Analysis	\$175,953.00	\$116,762.40	\$24,000.00	\$17,779.50	\$11,411.10	\$6,000.00
3. Administration	\$110,990.00	\$88,792.00		\$12,734.99	\$9,463.01	
Base Program Total	\$697,500.00	\$478,000.00	\$80,000.00	\$72,000.00	\$47,500.00	\$20,000.00
S1. Local Technical Assistance Program (LTAP)	\$35,000.00	\$35,000.00				
Supplemental Program Total	\$35,000.00	\$35,000.00				
TOTAL BUDGET	\$732,500.00	\$513,000.00	\$80,000.00	\$72,000.00	\$47,500.00	\$20,000.00