



SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO) MEETING

April 5, 2024

9:30 A.M. – 11:30 A.M.

SEDA-COG Office or

Teleconference/Videoconference

(470) 869-2200; Meeting ID: 5753736953# or

<https://meetings.ringcentral.com/j/5753736953>

MEETING AGENDA

- A. Call to Order S. Herman
B. Public Forum S. Herman
C. *Approval of the January 26, 2024 MPO Meeting Minutes..... S. Herman
D. *TIP Administrative Modifications and Amendments PennDOT
E. CSVT Project and SR 54 Safety Project Status Reports PennDOT
F. Unified Planning Work Program (UPWP) Update..... S. Herman
G. *Draft 2025-2028 Transportation Improvement Program (TIP)K. McLaughlin
H. Draft SEDA-COG MPO Complete Streets PolicyM. Brummer
I. SEDA-COG MPO Strategic Plan Update.....M. Brummer
J. Electric Vehicle Charging Stations Study Update.....D. Kiel
K. Active Transportation Committee UpdateB. Buck
L. Member Forum S. Herman
M. Adjournment S. Herman

(*) Action Items

Agenda Item C



**SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO)
MEETING MINUTES
Hybrid Meeting
Friday, January 26, 2024
SEDA-COG, Lewisburg, PA
9:30 A.M.**

MPO VOTING MEMBERS

Stephen Gibson, Clinton County
Steve Herman, SEDA-COG
Brad Kerstetter, Juniata County
Michele Ocker-Holman, SEDA-COG Board, Transit Interests (via teleconference)
James Lettiere, Mifflin County
Shawn McLaughlin, Union County
Greg Molter, Montour County
Jonathan Ranck, PennDOT District 3-0 (via teleconference)
Mark Schultz, PennDOT District 2-0 (via teleconference)
Justin Skavery, Northumberland County (via teleconference)
Eric Stahley, Columbia County (via teleconference)
Bob Stoudt, SEDA-COG Board, Multi-modal Interests
Nathan Walker, PennDOT Central Office

GUESTS

Michelle Brummer, Gannett Fleming (via teleconference)
Brian Funkhouser, Michael Baker International (via teleconference)
Duane Gaugler, Larson Design Group (via teleconference)
Frank Hampton, PennDOT Central Office (via teleconference)
Jeff Iseman, PA SILC/PA Transportation Alliance (via teleconference)
Gini Feigles-Kaar, Dewberry Engineers (via teleconference)
Chris King, PennDOT District 3-0 (via teleconference)
Eric Murnyack, PennDOT District 2-0 (via teleconference)
Gene Porochniak, FHWA (via teleconference)
Thomas Prestash, PennDOT District 2-0 (via teleconference)
Craig Sattesahn, PennDOT District 2-0 (via teleconference)
Jonathan Shaw, Lackawanna-Luzerne MPO (via teleconference)
Matt Wise, Office of State Senator Gene Yaw (via teleconference)

STAFF

Michelle Ballou, Program Assistant
Don Kiel, Senior Principal Program Analyst
Kristin McLaughlin, Principal Program Analyst

OTHER SEDA-COG STAFF

Betsy Lockwood, Director of Project Development/Grants
Kim Wheeler, Executive Director

Call to Order

After it was determined that a quorum was present, Mr. Herman called the meeting to order at 9:34 a.m.

Public Forum

Mr. Herman acknowledged the appointments of several new MPO voting members.

Mr. Nathan Walker will be replacing Mr. Frank Hampton as the PennDOT Central Office voting member and has agreed to take on Mr. Hampton's role as MPO Vice-Chair. Mr. Hampton will continue to participate in the MPO meetings and serve as the technical liaison for the MPO.

Mr. Bob Stoudt, Director of the Montour Recreation Commission, was appointed by the SEDA-COG Board of Directors as the Multi-modal Interests voting member on the MPO.

Mr. Randy Karschner, Columbia County Commissioner, was appointed by the SEDA-COG Board of Directors as the SEDA-COG Board Member at Large.

In addition, Ms. Michele Ocker-Holman, Site Manager for rabbittransit, was retained as the Transit Interests voting member by the SEDA-COG Board of Directors.

Mr. Molter made a motion to approve Mr. Nathan Walker as Vice-Chair of the MPO; Mr. Kerstetter seconded the motion; motion carried.

Approval of the November 17, 2023, Meeting Minutes of the SEDA-COG MPO

Mr. McLaughlin made a motion to approve the minutes from the November 17, 2023, MPO meeting; Mr. Lettiere seconded the motion; motion carried with Mr. Stoudt abstaining.

TIP Administrative Modifications and Amendments

Mr. Schultz summarized the TIP administrative modifications for PennDOT District 2-0.

Mr. Kerstetter made a motion for the MPO to approve the TIP administrative modifications as presented for PennDOT District 2-0; Mr. Gibson seconded the motion; motion carried.

Mr. Herman summarized the TIP administrative modifications for PennDOT District 3-0 and demonstrated the TIP adjustments webmap for the MPO meeting.

Mr. Molter made a motion for the MPO to approve the TIP administrative modifications as presented for PennDOT District 3-0; Mr. Stahley seconded the motion; motion carried.

CSV T Project and SR 54 Safety Project Status Reports

CSV T Southern Section

Earthwork Contract: Excavation, hauling, and embankment construction are ongoing throughout the project using heavy earthmoving equipment. The earthwork operations are anticipated to continue for the next several months.

Structures Contract: Construction of the nine bridges and four noise walls included in this contract will be completed throughout 2024 and 2025.

Paving Contract: The contract is anticipated to be let in late 2025 or early 2026, and the Southern Section is anticipated to be opened to traffic in 2027.

CSVT Northern Section

PennDOT issued updated traffic counts taken in the Northern Section of the Central Susquehanna Valley Transportation (CSVT) Project that indicate that the project has had a substantial impact on traffic patterns in the region. Updated counts on other area highways appear to confirm that CSVT has removed substantial volumes of north-south through traffic from both Route 15 in Lewisburg and Route 405 in Northumberland when compared to counts taken before CSVT was constructed. More information is available at <http://www.csvt.com/>

SR 54 Section 090 Intersection Realignment with SR 642 in Montour County

Mr. Ranck mentioned that PennDOT is still in the process of acquiring needed right-of-way for this project. The summer 2024 let date might be delayed till fall 2024, pending final resolution of the right-of-way acquisition.

ARC Local Access Road Program Funding

Ms. Betsy Lockwood provided an overview of the Appalachian Regional Commission (ARC) Local Access Road Program (LAR) process and guidelines, which were included as handouts in the meeting packet. The LAR Program funds access roads that serve businesses. ARC can fund projects up to 100% of the project costs; however, projects with local match and significant economic impacts are the most competitive. There is usually about \$5 million of LAR funding available annually in Pennsylvania. SEDA-COG has been successful in getting 1 to 2 projects approved per year, but new projects are always being explored and considered. MPOs need to agree to add selected LAR projects to the regional TIP; for the SEDA-COG MPO, the project sponsors must complete the checklist included in the meeting packet before a project can be considered by the MPO. Ms. Lockwood recommended that MPO members reach out to her about candidate LAR projects they'd like to pursue.

Unified Planning Work Program (UPWP) Update

Mr. Kiel and Mr. Herman highlighted items from the SEDA-COG MPO Staff Activity Report – January 2024 provided in the meeting packet.

Other handouts provided in the meeting packet included:

- Transportation Alternatives Set-Aside Projects Status Update – 2018 Funding Round and 2021 Funding Round
- Recently Accessed Highway Occupancy Permit Applications
- Recently Accessed Traffic Impact Study Scoping Applications
- Carbon Reduction Program (CRP) Eligibility Examples

Annual Update of Safety Performance Measure Targets

Ms. McLaughlin reviewed the Annual Update of Safety Performance Measures Targets handout included in the meeting packet.

Mr. Lettiere made a motion for the MPO to approve the state Safety Performance Measures Targets for 2024 and to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets; Mr. Molter seconded the motion; motion carried.

Draft SEDA-COG MPO Complete Streets Policy

Ms. Brummer provided an update on the draft MPO Complete Streets Policy and related complete streets planning activities that Gannett Fleming is pursuing on behalf of the MPO. A second draft of the policy will be provided for MPO staff review soon, and ample time will be allowed for the MPO members to review it ahead of the April 5 MPO meeting. A model Complete Streets policy for municipalities is in development and will be further refined after the MPO policy is finalized. Technical assistance has been provided to the Town of Bloomsburg for a local pedalcycle ordinance. Outreach to MPO counties will occur in the near future to compile a prioritization list of complete streets projects.

SEDA-COG MPO Strategic Plan Update

Mr. Kiel gave an overview of the process to update the MPO Strategic Plan. Ms. Brummer summarized the Strategic Plan's Draft Core Elements that was included as a handout in the meeting packet. Ms. Brummer requested that MPO members review the draft elements, identify if they notice any red flags, and share if they have any other ideas for recommended initiatives to include. The new Strategic Plan should be completed by mid-2024.

2025 Transportation Improvement Program Update

Ms. McLaughlin referred to the Draft 2025-2028 SEDA-COG MPO TIP Highway/Bridge Element Summary and At-a-Glance Charts and the Draft TIP project listing handouts included in the meeting packet. The Draft 2025 TIP comment period will run from April 19, 2024 to May 20, 2024. The public meeting is planned for May 6th, starting at 6:00 p.m., and will be conducted as a hybrid meeting that will accommodate in-person or virtual participation. SEDA-COG staff will compile any public comments and appropriate responses to them. The Draft TIP will be considered for adoption at the June 14th SEDA-COG MPO meeting. The 2025 TIP will take effect on October 1, 2024; the next comprehensive TIP update will occur in 2026.

Active Transportation Committee Update

Mr. Herman provided an update on the Active Transportation Committee. He mentioned that the Susquehanna Greenway Partnership has hired Leslie Warriner as its Executive Director. The six trail counters that were recently installed on Clinton County area trails include four counters on the Bald Eagle Valley Trail and two counters on the Lock Haven River Walk; Bryce Buck is checking on the counters periodically and has shared preliminary data with Clinton County for grant applications. The next Active Transportation Committee meeting will be held on February 21st.

Member Forum

Mr. Herman referred to the following handouts that were provided in the meeting packet:

- Items of Potential Interest to MPO Members as of January 2024
- Support Letter for rabbitcares Application to the 1994 Charles B. Degenstein Foundation
- Charge@Work Program Flyer

Mr. Iseman provided several updates on state/federal budget topics. He also mentioned that PA SILC is preparing a state plan for independent living.

Mr. Porochniak stated that the Federal Highway Administration recently released the 11th edition of the Manual on Uniform Traffic Control Devices. This is the standard guidance for traffic control devices that are used on all public roads. In addition, USDOT has recently released a benefit cost analysis for discretionary grant programs as well as a spreadsheet template.

Adjournment

With there being no further comments, Mr. Herman adjourned the meeting at 11:34 a.m. with a motion from Mr. McLaughlin; Mr. Molter seconded the motion; motion carried. The next regular meeting of the MPO is scheduled for April 5, 2024.

Agenda Item D

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

AMENDMENT (MA ID:)				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth			
Reserve Betterment/Safety Line Item /000 Clinton	68128	CON	Before	HSIP					799,000						1,006,000			1,034,000	Reserve Line Item Funds	
			Adjust	HSIP						(250,000)										
			After	HSIP						549,000						1,006,000				1,034,000
SR 322 HFST Seven Mountain WB 322/HFS Mifflin	119417	CON	Before	HSIP															Approved Safety Project in HSIP Application No. 2022-02-2	
			Adjust	HSIP						150,000										
			After	HSIP						150,000										
SR 35 HFST 35/HFS Juniata	120137	CON	Before	HSIP															Approved Safety Project in HSIP Application No. 2023-02-27	
			Adjust	HSIP						100,000										
			After	HSIP						100,000										
Before Totals						\$0	\$0	\$0	\$799,000	\$0	\$0	\$1,006,000	\$0	\$0	\$1,034,000	\$0	\$0	Actions do not affect air quality conformity.		
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$0	\$0	\$0	\$799,000	\$0	\$0	\$1,006,000	\$0	\$0	\$1,034,000	\$0	\$0			

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 134096) SEDA-COG				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP					2,062,992			7,522,807			30,904,396			HSIP Set Aside Reserve line item source of funds.
			Adjust	sHSIP					(225,000)									
			After	sHSIP						1,837,992			7,522,807			30,904,396		
SR 880 HFST Project 880/HFS Clinton	120111	CON	Before															Add project to TIP. HSIP App ID# 2023-02-18 Approved 2/29/2024.
			Adjust						100,000									
			After							100,000								
SR 235 High Friction Surface Treatment 235/HFS Juniata	120113	CON	Before															Add project to TIP. HSIP App ID# 2023-02-23 Approved 2/29/2024.
			Adjust						125,000									
			After							125,000								
Before Totals						\$0	\$0	\$0	\$2,062,992	\$0	\$0	\$7,522,807	\$0	\$0	\$30,904,396	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$0	\$2,062,992	\$0	\$0	\$7,522,807	\$0	\$0	\$30,904,396	\$0	\$0	

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

AMENDMENT (MA ID:)				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Reserve Betterment/Safety Line Item /000 Clinton	68128	CON	Before	HSIP					549,000			1,006,000			1,034,000			Reserve Line Item	
			Adjust	HSIP					(500,000)										
			After	HSIP					49,000			1,006,000			1,034,000				
SR 0022 HTCMB 22/CMB Juniata	120682	CON	Before	HSIP														HSIP Approved Safety Project: ID 2023-02-35	
			Adjust	HSIP					500,000										
			After	HSIP					500,000										
Before Totals						\$0	\$0	\$0	\$549,000	\$0	\$0	\$1,006,000	\$0	\$0	\$1,034,000	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$0	\$0	\$0	\$549,000	\$0	\$0	\$1,006,000	\$0	\$0	\$1,034,000	\$0	\$0		

NOTES

For SEDA-COG

Overall Change Amount: \$0

Action ID	Commit Date	Action Type	Change Amount
133572	01/30/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0. 100% State.

From:

105566 CON 581 Decreased by -1,728,564 in FFY 2023

To:

68128 CON 581 Increased by 1,028,564 in FFY 2023

108875 CON 581 Add 400,000 in FFY 2023

120760 PE 581 Add 300,000 in FFY 2023

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
105566	Juniata	35	912	SR 35 Stop 35 to Sheetz Area	CON	\$-1,728,564

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$1,028,564
108875	Juniata	3018	ST9	Group 2-24-ST9	CON	\$400,000
120760	Clinton	150	329	Hogan Blvd Drainage	PE	\$300,000

Action ID	Commit Date	Action Type	Change Amount
133759	02/06/2024	Amendment	\$0

Narrative:

SEDA-COG MPO, District 2-0.

MPO approval pending.

FHWA approval pending so, STIP date will remain blank.

From:

68128 CON HSIP Decreased by -250,000 in FFY 2024

To:

119417 CON HSIP Add 150,000 in FFY 2024

120137 CON HSIP Add 100,000 in FFY 2024

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-250,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
119417	Mifflin	322	HFS	SR 322 HFST Seven Mountain WB	CON	\$150,000
120137	Juniata	35	HFS	SR 35 HFST	CON	\$100,000

Action ID	Commit Date	Action Type	Change Amount
133761	02/06/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0. 100% State.

From:

68128 CON 581 Decreased by -200,000 in FFY 2023

To:

108875 CON 581 Increased by 200,000 in FFY 2023

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-200,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
108875	Juniata	3018	ST9	Group 2-24-ST9	CON	\$200,000

Action ID	Commit Date	Action Type	Change Amount
133762	02/06/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0. 100% State.

From:

68128 CON 185 Decreased by -175,000 in FFY 2024

To:

119953 CON 185 Increased by 175,000 in FFY 2024

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-175,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
119953	Clinton	220	A01	SR 220 over Lower Creek Rd	CON	\$175,000

Action ID	Commit Date	Action Type	Change Amount
133766	02/06/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0. 100% State.

From:

119588 CON 581 Decreased by -300,000 in FFY 2024

To:

68128 CON 581 Increased by 300,000 in FFY 2024

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
119588	Juniata	75	RAR	SR 75 over Juniata River Bridge Hit RAR	CON	\$-300,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$300,000

Action ID	Commit Date	Action Type	Change Amount
134002	02/22/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0. 100% State funds.

From:

68128 CON 185 Decreased by -24,000 in FFY 2024

To:

93721 UTL 185 Increased by 24,000 in FFY 2024

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-24,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
93721	Juniata	2012	A01	Trib Stony Run	UTL	\$24,000

Action ID	Commit Date	Action Type	Change Amount
134096	02/29/2024	Amendment	\$0

Narrative:

Amendment to the 2023-26 SEDA-COG TIP to add the MPMS 120111 SR 880 HFST Project and MPMS 120113 SR 235 High Friction Surface Treatment project. HSIP SharePoint Applications 2023-02-18 and 2023-02-23 approved 2-29-2024. Statewide HSIP Set Aside Reserve line item used as source of funds.

101969 CON HSIP Spike Decreased by -225,000 in FFY 2024

120111 CON HSIP Spike Add 100,000 in FFY 2024

120113 CON HSIP Spike Add 125,000 in FFY 2024

From: STWD Items/District 99-0

Project	County	S.R.	Section	Project Title	Phase	Amount
101969	Central Office			HSIP Set Aside Reserve	CON	\$-225,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
120111	Clinton	880	HFS	SR 880 HFST Project	CON	\$100,000
120113	Juniata	235	HFS	SR 235 High Friction Surface Treatment	CON	\$125,000

Action ID	Commit Date	Action Type	Change Amount
134140	03/05/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0. 100% State.

From:

68128 CON 581 Decreased by -717 in FFY 2023

To:

96703 CON 581 Add 717 in FFY 2023

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-717

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
96703	Clinton	150	R94	Lock Haven RR Warn Dev	CON	\$717

Action ID	Commit Date	Action Type	Change Amount
134163	03/08/2024	Amendment	\$0

Narrative:

[AMENDMENT] SEDA-COG MPO, District 2-0.

SEDA-COG approval pending.

STIP date will remain blank until FHWA approval.

From:

68128 CON HSIP Decreased by -500,000 in FFY 2024

To:

120682 CON HSIP Add 500,000 in FFY 2024

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-500,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
120682	Juniata	22	CMB	SR 0022 HTCMB	CON	\$500,000

Action ID	Commit Date	Action Type	Change Amount
134164	03/08/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0.

From:

117921 CON CRP Decreased by -10,000 in FFY 2024

To:

120086 PE CRP Increased by 10,000 in FFY 2024

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
117921	Clinton			Infrastructure Investment Reserve Line Item	CON	\$-10,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
120086	Mifflin	322	CRP	SEDA-COG Carbon Reduction	PE	\$10,000

Action ID	Commit Date	Action Type	Change Amount
134182	03/12/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0.

From:

4582 CON NHPP Decreased by -129,000 in FFY 2024
 68128 CON 185 Decreased by -29,000 in FFY 2024
 68128 CON NHPP Decreased by -961,000 in FFY 2025
 116886 CON BRIP Decreased by -832,000 in FFY 2025

To:

68128 CON NHPP Increased by 129,000 in FFY 2024
 4551 PE 185 Increased by 29,000 in FFY 2024
 4551 PE BRIP Increased by 76,000 in FFY 2025
 4582 CON NHPP Increased by 129,000 in FFY 2025
 68128 CON BRIP Increased by 756,000 in FFY 2025
 116886 CON NHPP Increased by 832,000 in FFY 2025

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
4582	Mifflin	22	C05	Lewistown Narrows Rehab	CON	\$0
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-105,000
116886	Juniata	22	P54	2025 SEDA-COG Bridge Preservation	CON	\$0

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
4551	Mifflin	1002	A01	SR 1002 over Honey Creek	PE	\$105,000

Action ID	Commit Date	Action Type	Change Amount
134198	03/14/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0.

From:
68128 CON 581 Decreased by -25,000 in FFY 2023

To:
113133 PE 581 Increased by 25,000 in FFY 2023

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-25,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
113133	Clinton	120	A19	SR 120 over Dry Run	PE	\$25,000

Action ID	Commit Date	Action Type	Change Amount
134199	03/14/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0.

From:
101535 UTL BRIP Decreased by -50,000 in FFY 2024
68128 CON BRIP Decreased by -50,000 in FFY 2025

To:
114302 PE BRIP Increased by 50,000 in FFY 2024
101535 UTL BRIP Increased by 50,000 in FFY 2025

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-50,000
101535	Clinton	477	A08	Bridge over Long Run	UTL	\$0

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
114302	Juniata	2006	P44	2024 SEDA-COG Bridge Preservation	PE	\$50,000

Action ID	Commit Date	Action Type	Change Amount
134261	03/19/2024	Administrative Action	\$0

Narrative:

Administrative action to the 2023-26 SEDA-COG TIP to remove the CON phase of the MPMS 111074 River Road RR Warning Device project. Funds were fully obligated on the 2021 TIP. Funds returned to the Statewide RRX Reserve line item.

From:
111074 CON RRX Remove -500 in FFY 2024

To:
98255 CON RRX Increased by 500 in FFY 2024

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
111074	Juniata		R12	River Road RR Warning Device	CON	\$-500

To: STWD Items/District 99-0

Project	County	S.R.	Section	Project Title	Phase	Amount
98255	Central Office			RRX Reserve	CON	\$500

Action ID	Commit Date	Action Type	Change Amount
134287	03/20/2024	Administrative Action	\$0

Narrative:

MPMS 119411 Final Design-Switch STP with NHPP fund flavor
 MPMS 114298 Final Design-Increase to meet updated estimate

From:
 68128 CON NHPP Decreased by -82,218 in FFY 2024

To:
 114298 FD STP Increased by 82,218 in FFY 2024
 119411 FD NHPP Increased by 82,218 in FFY 2024
 119411 FD STP Decreased by -82,218 in FFY 2024

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-82,218
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114298	Clinton	120	324	SR 120 West Port Fill Slide	FD	\$82,218
119411	Clinton	220	P64	SR 220 Youngdale Bridges	FD	\$0

Action ID	Commit Date	Action Type	Change Amount
134314	03/21/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO. This action uses 100% Federal Funds (CRP)

MPMS 120086 Preliminary Engineering-Updated Estimate, increased for final agreement amount plus Dept Costs

From:
 117921 CON CRP Decreased by -15,000 in FFY 2024

To:
 120086 PE CRP Increased by 15,000 in FFY 2024

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
117921	Clinton			Infrastructure Investment Reserve Line Item	CON	\$-15,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
120086	Mifflin	322	CRP	SEDA-COG Carbon Reduction	PE	\$15,000

Action ID	Commit Date	Action Type	Change Amount
134333	03/25/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0.

From:
 68128 CON NHPP Decreased by -120,000 in FFY 2024

To:
 119410 FD NHPP Increased by 120,000 in FFY 2024

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-120,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
119410	Juniata	22	P63	SR 22 Thompsontown Bridges	FD	\$120,000

Action ID	Commit Date	Action Type	Change Amount
134338	03/26/2024	Administrative Action	\$0

Narrative:

Administrative Action to the Statewide TIP and SEDA-COG TIP to increase the Clinton County Rail Trail for final invoice.

TAP Reserve line item will be used as funding source.

60560 CON TAP Decreased by -6,000 in FFY 2024

111458 CON TAP Add 6,000 in FFY 2024

From: STWD Items/District 99-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
60560	Central Office			TAP Reserve	CON	\$-6,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
111458	Clinton	2012	ENH	Clinton County Rail Trail	CON	\$6,000

FISCAL CONSTRAINT CHART
 FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID:)				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Shamokin Independence Street Streetscape /EM1 Northumberland	119490	PE	Before																Add Phase Earmark Funds
			Adjust	SXF					350,000										
			After	SXF					350,000										
Shamokin Independence Street Streetscape /EM1 Northumberland	119490	FD	Before																Add Phase Earmark Funds
			Adjust	SXF							150,000								
			After	SXF							150,000								
Shamokin Independence Street Streetscape /EM1 Northumberland	119490	CON	Before																Add Phase Earmark Funds
			Adjust	SXF								2,175,000							
			After	SXF								2,175,000							
Before Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Adjustment Totals						\$0	\$0	\$0	\$350,000	\$0	\$0	\$2,325,000	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
After Totals						\$0	\$0	\$0	\$350,000	\$0	\$0	\$2,325,000	\$0	\$0	\$0	\$0	\$0		

NOTES This is a congressionally directed project. Please program PA740 funds.

For SEDA-COG

Overall Change Amount: \$2,770,276

Action ID	Commit Date	Action Type	Change Amount
133595	01/19/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:

68016 CON NHPP Decreased by -30,000 in FFY 2024

To:

109577 PE NHPP Increased by 30,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-30,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
109577	Montour	80	172	I-80 Bridge Piers Rehab	PE	\$30,000

Action ID	Commit Date	Action Type	Change Amount
133650	01/23/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0. 100% State.

From:

68016 CON 185 Decreased by -21,000 in FFY 2024

To:

117579 ROW 185 Add 21,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-21,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
117579	Snyder	4016	013	SR 4016 over N Branch Middle Creek	ROW	\$21,000

Action ID	Commit Date	Action Type	Change Amount
133658	01/23/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0. 100% State.

From:

93643 FD 185 Decreased by -100,000 in FFY 2024

To:

68016 CON 185 Increased by 100,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
93643	Columbia	1001	012	SR 1001 over Tributary to Susquehanna Rive	FD	\$-100,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$100,000

Action ID	Commit Date	Action Type	Change Amount
133678	01/25/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0. 100% State.

From:

68016 CON 581 Decreased by -15,000 in FFY 2024

To:

115592 FD 581 Increased by 15,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-15,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
115592	Columbia			Columbia Co 2024 Crack Seal	FD	\$15,000

Action ID	Commit Date	Action Type	Change Amount
133687	01/26/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0. 100% State.

From:

68016 CON 185 Decreased by -210,750 in FFY 2024

To:

121103 CON 185 Add 46,250 in FFY 2024

121104 CON 185 Add 164,500 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-210,750

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
121103	Union	15	272	SR 15 over Winfield Creek	CON	\$46,250
121104	Snyder	1013	020	SR 1013 over Penns Creek	CON	\$164,500

Action ID	Commit Date	Action Type	Change Amount
133688	01/26/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0. 100% State.

From:

68016 CON 581 Decreased by -70,000 in FFY 2024

To:

118286 PE 581 Add 70,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-70,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
118286	Columbia	239	027	SR 487 to Mendenhall Lane	PE	\$70,000

Action ID	Commit Date	Action Type	Change Amount
133719	01/31/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0. 100% State.

From:

116227 CON 581 Decreased by -190,000 in FFY 2024
 98483 CON 581 Decreased by -190,000 in FFY 2025

To:

68016 CON 581 Increased by 190,000 in FFY 2024
 116227 CON 581 Increased by 190,000 in FFY 2025

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
98483	Columbia	339	016	Catawissa Crk. to SR 2009	CON	\$-190,000
116227	Montour	2010	023	Ferry St to Cherry St	CON	\$0

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$190,000

Action ID	Commit Date	Action Type	Change Amount
133730	02/01/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0. 100% State.

From:

68016 CON 581 Decreased by -70,000 in FFY 2024

To:

115584 FD 581 Increased by 70,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-70,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
115584	Northumberland	405	109	Church St to Shikellamy Ave	FD	\$70,000

Action ID	Commit Date	Action Type	Change Amount
133749	02/05/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:

68016 CON BRIP Decreased by -70,000 in FFY 2024

To:

117566 CON BRIP Increased by 70,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-70,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
117566	Northumberland	225	053	SR 225 over Mahanoy Creek	CON	\$70,000

Action ID	Commit Date	Action Type	Change Amount
133799	02/12/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:

68016 CON 185 Decreased by -38,250 in FFY 2024

To:

98828 PE 185 Add 38,250 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-38,250
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
98828	Union	3014	007	SR 3014 over Turkey Run	PE	\$38,250

Action ID	Commit Date	Action Type	Change Amount
133805	02/12/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:

68016 CON 581 Decreased by -30,000 in FFY 2024

To:

115509 CON 581 Add 30,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-30,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
115509	Northumberland	44	089	Pine St to Montour Co	CON	\$30,000

Action ID	Commit Date	Action Type	Change Amount
133809	02/12/2024	Administrative Action	\$0

Narrative:

Administrative Action to the Statewide TIP and SEDA-COG TIP to cash flow funding of the Danville North Branch Canal Trail Levee Trail and Front St to 13th St projects to match estimated let dates.

TAP Reserve line item will be used as balancing source.

60560 CON TAP Increased by 1,120,629 in FFY 2024
 60560 CON TAP Decreased by -1,120,629 in FFY 2025
 111599 CON TAP Decreased by -620,629 in FFY 2024
 111599 CON TAP Increased by 620,629 in FFY 2025
 118341 CON TAP Decreased by -500,000 in FFY 2024
 118341 CON TAP Increased by 500,000 in FFY 2025

From: STWD Items/District 99-0

Project	County	S.R.	Section	Project Title	Phase	Amount
60560	Central Office			TAP Reserve	CON	\$0
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
111599	Montour		63E	Danville North Branch Canal Trail LeveeTra	CON	\$0
118341	Northumberland	61	01E	Front St to 13th St	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
134006	02/22/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0. 100% State.

From:

98735 CON 185 Decreased by -50,000 in FFY 2024

To:

68016 CON 185 Increased by 50,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
98735	Union	192	026	SR 192 Union County Bridge Painting	CON	\$-50,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$50,000

Action ID	Commit Date	Action Type	Change Amount
134007	02/22/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0. 100% State.

From:

68016 CON 185 Decreased by -20,000 in FFY 2024

To:

78825 FD 185 Increased by 20,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-20,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
78825	Columbia	4049	023	SR 4049 over W Branch Fishing Creek	FD	\$20,000

Action ID	Commit Date	Action Type	Change Amount
134045	02/26/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:

68016 CON STP Decreased by -135,340 in FFY 2024

To:

110828 CON STP Increased by 135,340 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-135,340

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
110828	Union	304	018	SR 45 to Orchard Ln	CON	\$135,340

Action ID	Commit Date	Action Type	Change Amount
134098	02/29/2024	Administrative Action	\$95,276

Narrative:

SEDA-COG MPO, District 2-0. Fiscal constraint appears off by \$95,276 due to influx of de-obligation funds.

To:

68016 CON NHPP Increased by 30,609 in FFY 2024
 68016 CON BOF Increased by 64,667 in FFY 2024

De-obligation Sources:

85623 PE NHPP Decreased by -30,609 in FFY 2023 - DEOB
 112602 ROW Bridge Off Decreased by -8,669 in FFY 2023 - DEOB
 113459 STUDY Bridge Off Decreased by -55,998 in FFY 2023 - DEOB

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$95,276

Action ID	Commit Date	Action Type	Change Amount
134159	03/07/2024	Administrative Action	\$2,675,000

Narrative:

[AMENDMENT] SEDA-COG MPO, District 3-0. Adds project with Earmark funds.

Consolidated Appropriations Act 2022. PA 740. (Public Law 117-103) Division L, Title I, Highway Infrastructure Programs.

SEDA-COG MPO approval pending.

STIP date will remain blank until FHWA approval.

To:

119490 PE SXF Add 350,000 in FFY 2024
 119490 FD SXF Add 150,000 in FFY 2025
 119490 CON SXF Add 2,175,000 in FFY 2025

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
119490	Northumberland		EM1	Shamokin Independence Street Streetscape	PE	\$350,000
119490	Northumberland		EM1	Shamokin Independence Street Streetscape	FD	\$150,000
119490	Northumberland		EM1	Shamokin Independence Street Streetscape	CON	\$2,175,000

Action ID	Commit Date	Action Type	Change Amount
134166	03/08/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0. 100% State.

From:

68016 CON 581 Decreased by -10,000 in FFY 2024

To:

110231 PE 581 Increased by 5,000 in FFY 2024
 113612 PE 581 Increased by 5,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	-\$10,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
110231	Union	80	177	I-80 East from Mile Run to SR 1010	PE	\$5,000
113612	Union	80	186	I-80 West from Mile Run to SR 1010	PE	\$5,000

Action ID	Commit Date	Action Type	Change Amount
134196	03/14/2024	Administrative Action	\$0

Narrative:

Simply changing "Loc" to "Act 13" local to more accurately reflect local source flavor. Dollar amounts did not change.

From:

103917 PE LOC Decreased by -7,625 in FFY 2023
 103917 PE LOC Decreased by -5,875 in FFY 2024
 103917 FD LOC Decreased by -7,000 in FFY 2025
 103917 UTL LOC Decreased by -1,500 in FFY 2025
 103917 ROW LOC Decreased by -1,500 in FFY 2025
 103917 CON LOC Decreased by -20,000 in FFY 2026
 103917 CON LOC Decreased by -25,000 in FFY 2027
 103928 PE LOC Decreased by -6,875 in FFY 2023
 103928 PE LOC Decreased by -5,375 in FFY 2024
 103928 PE LOC Decreased by -750 in FFY 2025
 103928 FD LOC Decreased by -7,500 in FFY 2025
 103928 ROW LOC Decreased by -2,000 in FFY 2025
 103928 UTL LOC Decreased by -7,500 in FFY 2025
 103928 FD LOC Decreased by -500 in FFY 2026
 103928 UTL LOC Decreased by -7,500 in FFY 2026
 103928 CON LOC Decreased by -25,000 in FFY 2026
 103928 CON LOC Decreased by -62,500 in FFY 2027

To:

103917 PE ACT13 Increased by 7,625 in FFY 2023
 103917 PE ACT13 Increased by 5,875 in FFY 2024
 103917 FD ACT13 Increased by 7,000 in FFY 2025
 103917 UTL ACT13 Increased by 1,500 in FFY 2025
 103917 ROW ACT13 Increased by 1,500 in FFY 2025
 103917 CON ACT13 Increased by 20,000 in FFY 2026
 103917 CON ACT13 Increased by 25,000 in FFY 2027
 103928 PE ACT13 Increased by 6,875 in FFY 2023
 103928 PE ACT13 Increased by 5,375 in FFY 2024
 103928 PE ACT13 Increased by 750 in FFY 2025
 103928 FD ACT13 Increased by 7,500 in FFY 2025
 103928 ROW ACT13 Increased by 2,000 in FFY 2025
 103928 UTL ACT13 Increased by 7,500 in FFY 2025
 103928 FD ACT13 Increased by 500 in FFY 2026
 103928 UTL ACT13 Increased by 7,500 in FFY 2026
 103928 CON ACT13 Increased by 25,000 in FFY 2026
 103928 CON ACT13 Increased by 62,500 in FFY 2027

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
103917	Northumberland		LBR	T-696 over Plum Creek	CON	\$0
103917	Northumberland		LBR	T-696 over Plum Creek	ROW	\$0
103917	Northumberland		LBR	T-696 over Plum Creek	UTL	\$0
103917	Northumberland		LBR	T-696 over Plum Creek	FD	\$0
103917	Northumberland		LBR	T-696 over Plum Creek	PE	\$0
103928	Northumberland		LBR	8th St over Shamokin Crk	CON	\$0
103928	Northumberland		LBR	8th St over Shamokin Crk	PE	\$0
103928	Northumberland		LBR	8th St over Shamokin Crk	FD	\$0
103928	Northumberland		LBR	8th St over Shamokin Crk	UTL	\$0
103928	Northumberland		LBR	8th St over Shamokin Crk	ROW	\$0

Action ID	Commit Date	Action Type	Change Amount
134239	03/18/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0. 100% State.

From:

68016 CON 185 Decreased by -80,000 in FFY 2025

To:

114168 PE 185 Add 80,000 in FFY 2025

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-80,000

To: Northern Tier/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
114168	Bradford	1056	014	SR 1056 over Trib Wappasening Creek	PE	\$80,000

Action ID	Commit Date	Action Type	Change Amount
134271	03/20/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:

68016 CON STP Decreased by -40,000 in FFY 2024

To:

107128 PE STP Increased by 40,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-40,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
107128	Montour	54	095	SR 54 under Market Street	PE	\$40,000

Action ID	Commit Date	Action Type	Change Amount
134282	03/20/2024	Administrative Action	\$0

Narrative:

NTIER RPO 100% State. Technical Correction.
Action 2 of 2.

MPMS # 114168 - PE Phase.

Decrease due to Other - technical correction. Returning funds to SEDA-COG Line Item MPMS 68016.
Funding used is A-185 (state).

From:

114168 PE 185 Decreased by -80,000 in FFY 2025

To:

68016 CON 185 Increased by 80,000 in FFY 2025

From: Northern Tier/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
114168	Bradford	1056	014	SR 1056 over Trib Wappasening Creek	PE	\$-80,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$80,000

Action ID	Commit Date	Action Type	Change Amount
134312	03/21/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO. This action uses 100% Federal Funds (STP, BRIP)

MPMS 117608 Final Design-Remove 2024 funding. This phase is fully funded on the SEDA-COG Draft 25 TIP.

MPMS 117608 Preliminary Engineering-Increase phase program amount due to Consultant Agreement increase

From:

68016 CON BRIP Decreased by -28,000 in FFY 2024
 68016 CON STP Decreased by -107,000 in FFY 2024
 117608 FD BRIP Decreased by -100,000 in FFY 2024

To:

117608 PE BRIP Increased by 128,000 in FFY 2024
 117608 PE STP Increased by 107,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-135,000
117608	Northumberland	3018	014	SR 3018 over Mahantango Creek	FD	\$-100,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
117608	Northumberland	3018	014	SR 3018 over Mahantango Creek	PE	\$235,000

Action ID	Commit Date	Action Type	Change Amount
134321	03/22/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO. 100% Federal Funds (BOF)

MPMS 114101 Construction-Increase phase program amount to cover inspection and to finalize the project costs.

From:

68016 CON BOF Decreased by -9,000 in FFY 2024

To:

114101 CON BOF Increased by 9,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-9,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
114101	Northumberland	2003	024	Bridge Painting Off System Bridges SEDA-C	CON	\$9,000

Action ID	Commit Date	Action Type	Change Amount
134325	03/22/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO. 100% State funding (581)

MPMS 116307 Construction-Increase phase program amount due to low bid cost plus CE.

MPMS 68016 Line Item-Reduce line item amount to cover phase cost increase.

From:

68016 CON 581 Decreased by -95,000 in FFY 2024

To:

116307 CON 581 Increased by 95,000 in FFY 2024

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-95,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
116307	Montour	11	163	Northumberland Co to Bald Top Rd	CON	\$95,000

Summary of Transportation Projects in the SEDA-COG Region

During FFY 2017 to present

Approved for TIP Addition

Pending Available Funding/Actions by Other Parties

MPMS Number	Route/Road	Location	Project Name	Requested by/Sponsor	Description	Estimated Cost / Funding Request	MPO Approval Date	Funding Committed Date/Notes
109049	SR 42 and SR 4003 (Frosty Valley Road)	Hemlock Township, Columbia County	SR 42 and SR 4003 Safety Improvements	Hemlock Township	Install left turn lanes or other measures to address conflict between through traffic and vehicles turning on to SR 4003. Convenience store/gas station/restuarant/tire store development in Hemlock Township has an approved TIS that requires installation of a traffic signal and left turn lanes at this intersection that must be completed by 6/24/2024.	TBD	7/21/2017	On 4/1/24, the contractor will begin this intersection improvement project which will include the installation of a traffic signal. Work on the project will include road widening and addition of turn lanes. The project is expected to be completed in June 2024.
111618	Industrial Park Road	Selinsgrove Borough, Snyder County	Selinsgrove Industrial Park Road Reconstruction Project	Selinsgrove Borough	Improvements to 2,975 linear feet of Industrial Park Road, including widening of the road to 30 feet, installing storm sewer inlets and drains, paving, and installing curbing to assist with drainage. The reconstruction and widening will provide improved access for current and future light industrial businesses. With these improvements, the possibility of attracting new businesses is possible with the nearby connection to the bypass and Routes 11 & 15. The project will be located on Industrial Park Road, from West Sassafras Street to Sand Hill Road, in Selinsgrove, PA.	\$2,352,207	11/17/2017	ARC approved project on 5/18/18 for the use of \$500,000 in LAR funds. ARC approved an additional \$852,207 in LAR funds on 12/2/22. The borough was awarded \$130,000 in DCED Multimodal funding on 3/26/24. Environmental clearance is expected in April 2024. Estimated let date is 1/16/25.
115607	Marsh Road	Milton Borough, Northumberland County	Marsh Road Construction Project	Milton Borough	Construction of a 4,500 LF access road to serve 145 acres of industrially zoned land that is designated as a Keystone Opportunity Zone to support the expansion of the Milton Area Industrial Park. The project will provide access to 5 lots and serve a 145-acre parcel of land zoned for industrial uses. The project will support the creation of 60 jobs at full build out and leverage \$15 million in private investment.	\$697,659	2/14/2020	ARC approved project on 1/31/20 for the use of \$697,659 in LAR funds. Borough is currently addressing wetland mitigation and construction funding shortfall issues and has applied for TASA funds for safe wildlife crossings. Design has been placed on hold until the funding shortfall is addressed.

Agenda Item F

SEDA-COG MPO Staff Activity Report April 2024

Planning Process – Plans and Updates:

Middle Susquehanna
Regional Bicycle and
Pedestrian Plan

Coordinated with members and stakeholders of the Active Transportation Committee. Held full Committee meeting on 2/21/24. Coordinated with Committee Work Groups and held Work Group meetings on 2/1 and 2/14. Worked on Hub site and StoryMap for Bike/Ped Plan. Implemented a trail counting program and maintained a [StoryMap](#) for it. Pursued acquiring two additional and more advanced bike/ped counting units. The MPO Bicycle and Pedestrian Plan was adopted on 5/17/19 and is available on the SEDA-COG website [here](#).

FY 2022-2024 UPWP

The FY 2022-24 UPWP was approved by the SEDA-COG MPO on 11/19/22. The UPWP package was submitted to PennDOT on 2/10/22 and posted to the MPO webpage. FHWA and FTA approved the FY 2022-24 UPWP on 4/5/22. SEDA-COG's FY 2022-28 Master Agreement and FY 22-24 work order were approved by PennDOT. Staff revised the FY 22-24 UPWP to reflect additional federal planning funds from the Bipartisan Infrastructure Law and submitted the amended UPWP to PennDOT on 11/21/22, following approval by the MPO at its 11/18/22 meeting. PennDOT executed the new UPWP on 12/22/22 and the revised UPWP was posted [here](#).

FY 2024-2025 UPWP

The FY 2024-25 UPWP was approved by the SEDA-COG MPO on 11/17/23. The exhibit documents were finalized, and the UPWP package was submitted to PennDOT on 2/5/24. The FY 24-25 UPWP can be found [here](#). We will return to a two-year work program for the FY 2025-27 UPWP.

FFY 2023-2026 TIP

MPO members approved the 2023-2026 TIP on 6/10/22. The approved TIP is available on the SEDA-COG website [here](#). The TIP submission documents were uploaded to PennDOT's SharePoint page on 6/15/22 for review and approval. The State Transportation Commission approved the 2023 [Twelve Year Program](#) on 8/17/22. FHWA/FTA issued joint approval and a federal planning finding for the 2023-2026 Statewide Transportation Improvement Program and all incorporated TIPs on 9/29/22. Staff has developed interactive webmaps as guides for the TIP modifications considered at MPO meetings; the latest version can be found [here](#).

FFY 2025-2028 TIP Update

The Draft 2025 TIP was submitted to PennDOT Central Office in late December and a review meeting was held on 1/17/24. The draft project listing was updated since the 1/26/24 MPO meeting to include statewide managed funding and Secretary's discretionary funding. See enclosed At-a-Glance summary information and TIP project listings. Staff reviewed and performed cluster analysis on the State Transportation Commission [public survey results](#) for use with the 2025 TIP/TYP, along with doing Environmental Justice analysis and mapping of the Draft TIP

SEDA-COG MPO Staff Activity Report April 2024

projects. Members are requested to approve advertising the Draft TIP for public comment in April 2024.

Annual Listing of Obligated Projects

Per federal planning requirements, staff prepared an Annual Listing of Obligated Projects for FFY 2023 and issued a social media post about it on 12/7/2023. The report can be found [here](#).

Complete Streets Planning

Executed work order with Gannett Fleming consultant team for complete streets planning activities and held kick-off meeting on 4/5/23. The first priority is developing a Complete Streets Policy for adoption by the MPO. A draft of the policy is enclosed and will be presented as part of the 4/5/24 MPO meeting. The consultant is simultaneously developing a municipal template policy and coordinating with area counties to compile a Complete Streets project listing.

Electric Vehicle (EV) Charging Stations Study

Executed work order with Michael Baker consultant team for an EV Charging Stations Study and Implementation Plan and held kick-off meeting on 8/16/23. Data collection and mapping work is ongoing. A Steering Committee meeting was held on 10/12/23. A Partnership Event was held on 2/22/24 at Penn College; this event was covered by WNEP and featured [here](#). Staff completed a survey for Planning Partners that PDOT is conducting to gather valuable insights on current and future planning efforts for public EV charging infrastructure.

SEDA-COG MPO Strategic Plan Update

Executed work order with Gannett Fleming consultant team for an update to the MPO Strategic Plan and held kick-off meeting on 9/18/23. A Strategic Planning Workshop with MPO voting members was held on 11/2/23. The draft core plan elements were presented at the 1/26/24 MPO meeting. Updated draft materials will be discussed at the 4/5/24 MPO meeting. The new plan is expected to be approved in June 2024.

SEDA-COG MPO Coordinated Transit Plan Update

Executed work order with Gannett Fleming consultant team for an update to the MPO Coordinated Transit Plan (jointly covering the Williamsport MPO) and held a kick-off meeting on 11/14/23. A progress meeting with the consultant team was held on 1/18/24. Stakeholder interviews were conducted in February/March. The new plan is expected to be approved in summer/fall 2024.

Greenhouse Gas Performance Measures

In December 2023, FHWA published a final rule establishing a measure for assessing the performance of the National Highway System (NHS) related to greenhouse gas (GHG) emissions. The final rule became effective on January 8, 2024. On February 20, 2024, PennDOT notified MPOs/RPOs of their obligation to establish declining carbon dioxide emissions targets for the GHG performance measure, and to report on progress towards achieving the target. By July 30, 2024, MPOs were to adopt GHG targets by either adopting the statewide target (e.g. -5% GHG

SEDA-COG MPO Staff Activity Report April 2024

emissions on the NHS from 2022-2025, or develop a unique target for the NHS in the region. Baseline (2002) GHG emissions for the NHS were to be estimated within the region as well. GHG targets and baseline values were to be set for Census urbanized areas covered by multiple MPOs; SEDA-COG was to coordinate with Lackawanna Luzerne Transportation Study (LLTS) MPO to comply with these requirements for the Bloomsburg-Berwick urbanized area. However, on March 27, 2024, a federal court ruled, in a case brought by the State of Texas, that FHWA is not authorized to regulate GHG or GHG emissions via the December 2023 rulemaking. More info on the federal court case and decision can be found [here](#). We will share more details as they are learned.

ADA Coordinator Designation

Designated an ADA Coordinator for the MPO and updated meeting notice language, website, and complaint procedures for compliance with federal and state regulations. Modified Title VI Program text to incorporate the changes.

Public Participation Panel

Established a SEDA-COG MPO Public Participation Panel that met for the first time on 9/20/23. The next meeting will be held on April 16, 2024 at 10:00 a.m. for public input on the 2025 TIP.

2021 Long Range Transportation Plan (LRTP) Update

The 2021 LRTP was approved by the SEDA-COG MPO on 6/25/21. The final document is available [here](#). Staff coordinated with the Michael Baker consultant team on developing an online dashboard for reporting on LRTP Performance Measures. The [Dashboard](#) was presented to the MPO on 5/19/23, and it was finalized in June 2023. The next LRTP will need adopted before 6/25/26; a coordination meeting was held with PennDOT/FHWA staff to kick off the update process on 1/16/24. Staff has been further scoping and preparing a schedule for the update. We've coordinated with our Michael Baker consultant team for receiving a scope of work for public engagement and specialized assistance.

PennDOT 2045 Long-Range Transportation Plan (LRTP)

PennDOT completed its 2045 LRTP to establish priorities and critical transportation strategies to guide Pennsylvania's project investments. This new plan will help guide the next MPO LRTP. The final PennDOT 2045 LRTP is available [here](#). A companion document is the [2045 Freight Movement Plan \(FMP\)](#).

PennDOT 2023 Vulnerable Road User Safety Assessment Report

PennDOT released its 2023 [Vulnerable Road User \(VRU\) Safety Assessment](#), which is a comprehensive statewide examination aimed at understanding the transportation safety challenges faced by VRUs (referred to primarily as pedestrians and cyclists).

2021 Planning Emphasis Areas

The Federal Highway Administration and Federal Transit Administration have jointly issued updated Planning Emphasis Areas for use in developing Metropolitan and Statewide Planning and Research Work Programs. See [here](#) for more.

SEDA-COG MPO Staff Activity Report April 2024

PennDOT Pathways Initiative	<i>Monitored updates related to the PennDOT Pathways Planning & Environmental Linkages Study. The PennDOT website on transportation funding options can be found here.</i>
PennDOT Plan for National Electric Vehicle Infrastructure (NEVI) Formula Program	<i>As part of the Bipartisan Infrastructure Law, PennDOT will receive and distribute \$171.5 million in formula funds for EV charging infrastructure over the next five years. PennDOT was required to outline and submit a state EV infrastructure deployment plan to the U.S. Department of Transportation. See here for the NEVI Plan. PennDOT has also prepared an EV Mobility Plan that identifies specific actions to facilitate the transition to electrified mobility across Pennsylvania.</i>
PennDOT Carbon Reduction Strategy	<i>The federal Carbon Reduction Program (CRP) requires that each state develop a Carbon Reduction Strategy (CRS). PennDOT submitted the statewide Carbon Reduction Strategy (CRS) to FHWA on 11/13/23. Certification of the CRS is still pending; it will guide implementing the CRP in Pennsylvania. The SEDA-COG MPO is estimated to receive \$6.4 million in CRP funds through FFY 2026.</i>
Planning Process – Project Development:	
Infrastructure Investment and Jobs Act – also known as Bipartisan Infrastructure Law (BIL)	<i>On Nov. 15, 2021, the President signed into law H.R. 3684, the Infrastructure Investment and Jobs Act, which reauthorizes surface transportation programs through Fiscal Year 2026. The U.S. Department of Transportation has prepared a resource website on the law and compiled a fact sheet about what the act means for Pennsylvania. The Biden Administration has prepared a summary of how the BIL is impacting Pennsylvania, a fact sheet on Competitive Infrastructure Funding Opportunities for Local Governments, a Technical Assistance Guide, a DOT Grant Navigator resource, Key Notices of Funding Opportunity, and a FY 2023 Discretionary Grant Prep Checklist. PennDOT has developed a BIL funding grant alerts website. The National League of Cities has developed a Local Infrastructure Hub to help cities and towns access the federal funding opportunities.</i>
ARLE Program	<i>The 2023 PennDOT Automated Red Light Enforcement (ARLE) Funding Program grant round opened on June 1 and closed on June 30, 2023. Awards were announced on 1/29/24; the City of Sunbury received funding to reconfigure the intersection at Susquehanna Avenue and Route 405. More ARLE details can be found here.</i>
Green Light-Go Program	<i>PennDOT announced the application period for FY 23-24 Green Light-Go Program funding on 10/20/23. The round was open through 2/29/24. It is anticipated awards from this round will be announced in summer 2024 and the projects must be completed by spring 2027. More details can be found here.</i>

SEDA-COG MPO Staff Activity Report April 2024

PennDOT Multimodal Fund Applications	<p>The FY 2024-25 round opened on 9/25/23 and closed on 11/13/23. There were eight applications from the MPO region; staff reviewed the applications and prepared the enclosed comments. More information can be found here.</p>	
CFA Multimodal Fund Applications	<p>Applications for the 2024 CFA Multimodal Transportation Fund round will be accepted until 7/31/24. On March 26, 2024, CFA announced the 2023 awards; over \$3.5 million was awarded within the SEDA-COG MPO region. More information can be found here.</p>	
Transportation Alternatives Set-Aside Applications	<p>PennDOT opened the 2023 Transportation Alternatives Set-Aside Program funding round on 5/30/23. Staff participated in coordination calls with all 10 sponsors that submitted draft applications. Full applications were due on 9/15/23, and seven final applications were submitted from the MPO region. Presentations from area applicants occurred during the TA Set-Aside Review Committee meeting on 10/27/23. MPO comments on applications from the region were submitted to PennDOT after the MPO meeting on 11/17/23. Funding awards are expected in spring 2024. More details can be found here.</p>	
CSVT	<p>The project's Northern Section was opened to traffic in July 2022. The Southern Section is expected to be opened to traffic by 2027. See more here. On 1/11/24, PennDOT released updated traffic count numbers associated with the Northern Section, which show that the project has removed through traffic from both Lewisburg and Northumberland. See the full news release here.</p>	
Kick-off, Design Field View and/or Engineering & Environmental Scoping Field View Meetings	<p>Attended meetings on the following projects:</p> <ul style="list-style-type: none"> - E&E Scoping Field View for SR 2010, Section A01 bridge over Rauchtown Creek, Crawford Township, Clinton County (2/22) - Design Field View for SR 22, Section P63, Delaware Township, Juniata County (3/13) - Design Field View for SR 120, Section 324, Noyes Township, Clinton County (4/3) 	Contact Staff for meeting notes, if desired.
PennDOT Connects	<p>Promoted Connects technical assistance to municipalities. There are still technical assistance units available statewide for help with transportation/land use issues.</p> <p>Reviewed and commented on Connects proposal forms. Participated in Connects new start project municipal outreach meetings with municipalities.</p> <p>Facilitated implementing recent PennDOT Connects planning studies in Clinton/Snyder counties. The Clinton County (Hogan Boulevard Bike/Ped Safety Study) findings were presented to and accepted by the MPO on 8/12/22; the final report can be found here. The Snyder County (US 522 Corridor Improvements Study)</p>	

SEDA-COG MPO Staff Activity Report April 2024

findings were presented to and accepted by the MPO on 10/7/22; the final report can be found [here](#).

Promoted Connects Municipal Outreach & Peer Exchange Workshops on 3/25/24 and 5/29/24. To register for the sessions, click [here](#).

TSMO Capital Funding Initiative Projects

As part of the 2025 Program update, \$10 Million per FFY of Carbon Reduction Program funds has been set aside for the Transportation Systems Management and Operations (TSMO) Capital Funding Initiative. MPO staff submitted four applications for projects (see below listing) in District 2-0 counties by the 8/31/23 deadline; the I-80 integrated corridor management project was approved on 2/1/24 for \$1,075,000.

- US 22/322 Road Weather Information System (near Thompsontown)
- US 220 Corridor CCTV Cameras and Dynamic Message sign (near Mill Hall)
- SR 64 Dynamic Message Sign (near I-80)
- I-80 Integrated Corridor Management (between Exits 173 and 185, parallel corridors of SR 64 & SR 477)

Project Support

Attended meetings, participated in calls, and provided continuing support on the following projects:

- Electric Vehicle Charging Stations Proposals
- Mifflin County Capital Bridge Plan
- SEDA-COG Trail Counting Initiative
- SEDA-COG Regional Forums and Project Prioritization
- Old Trail Road Improvements (Susquehanna Twp.)
- SR 45 Streetscape Improvements (East Buffalo Twp.)
- Milton Area Trail Proposals
- Kulpmont Borough Streetscape Project
- City of Lock Haven WalkWorks Active Transportation Plan
- Snyder and Mifflin County Hazard Mitigation Plan Updates

Contact staff with questions or for further information

Planning Process – Collaboration:

CSV T Special Impacts Study (led by Williamsport MPO)

The report is available [here](#) and it was presented to and accepted by the MPO at its 11/19/21 meeting. Collaborated with Williamsport MPO about implementing the study through supplemental PennDOT Connects funding and participated in Implementation Task Force meetings and US Route 15 Corridor Study meetings. Monitored updates for the US 15 Study's 2nd public meeting to be held in spring 2024.

Other Meetings

Represented SEDA-COG MPO in continuing meetings with several organizations, including:

- SEDA-COG Board of Directors (2/28, 3/27)
- Greater Susquehanna Valley Chamber of Commerce Transportation Committee (2/9)

SEDA-COG MPO Staff Activity Report April 2024

- rabbitransit Transportation Advisory Group (2/21, 3/20)
- Williamsport MPO Coordinating Committee (2/5)

SEDA-COG Joint Rail Authority (JRA)	<i>Participated in project meetings.</i>
SEDA-COG Natural Gas Cooperative	<i>Participated in coop board meetings and continued project development meetings.</i>
New MPO Member Orientation	<i>Staff provided an MPO Orientation for new MPO voting members on 3/5/24.</i>
Tools, Data Collection and Analysis:	
Highway Performance Monitoring System (HPMS) Samples	<i>Completed validation work for 179 sample sections using HPMS Mobile Application ahead of 12/1/23 deadline.</i>
Trail Demand StoryMap Report	<i>Staff prepared an Esri StoryMap for presenting data collected using TRAFx units for the SEDA-COG MPO Bicycle & Pedestrian Counts Program. The draft report site was shared with our collaborator from Bucknell University and the owners of the three trails where the counters were deployed during 2022-23. Comments have been addressed for the version available here. Coordinated with Dr. Michelle Beiler on a TRB article and poster session about our count program. Ordered two more sophisticated people counters from Eco-Counter.</i>
GIS Intern	<i>We hired an intern from Bucknell University that started on 10/23/23 and is expected to work for us through April 2024. Conducted interviews in March 2024 with candidates for a summer GIS internship.</i>
Road Safety Reviews	<i>Later in 2024, staff will review crash records, network screening results, regional plans, and local priorities to identify locations for new road safety reviews. Members should feel free to forward safety concerns for a running list of candidate locations and possible applications for HSIP funding.</i>
PennDOT One Map	<i>PennDOT One Map serves as the GIS visualization portal for planned and completed transportation projects. PennDOT One Map provides sets of map data which can be exported and queried for attribute data. This application can be found here.</i>
SEDA-COG MPO Newsletter	<i>Issued fall edition of electronic MPO newsletter (called "Pathways") using Constant Contact on 11/28/23 and that was opened by 40% of recipients. The next issue will likely go out in April.</i>

SEDA-COG MPO Staff Activity Report April 2024

Major Employer and Critical Facility Inventory	<i>Staff compiled and organized these datasets for use in regional planning processes.</i>
2020 Census Urban Areas	<i>The Census Bureau delineates urban areas after each decennial census for tabulating and presenting data for the urban and rural population and housing within the U.S. The 2020 urban area data and final criteria were released on 12/29/22. Based on revised criteria, the SEDA-COG MPO's largest urban area (Bloomsburg-Berwick) dipped under 50,000 people. However, staff learned from FHWA that the SEDA-COG MPO can still retain its MPO designation, responsibilities, and federal metropolitan planning funds. See here or here for good comparisons of the urban area changes since 2010.</i>
LTAP:	
LTAP Classes and Other Municipal Training	<i>Coordinated with PennDOT/PSATS/municipalities about classes. Promoted available virtual classes. Scheduled and promoted in-person classes. Future class schedule can be found here.</i>
LTAP Spring e-newsletter	<i>The spring 2024 LTAP e-newsletter was distributed on 3/6/24. It was opened by 35% of recipients. It can be found here. The next newsletter will likely be issued in September 2024.</i>
Interactive Online Maps	<i>Staff and our GIS intern have been working to prepare interactive online maps of LTAP training and technical assistance performance data for area municipalities.</i>
Penn College Training	<i>Coordinated with Penn College for arranging special workshops on Equipment Operator Training (June) and Chainsaw Safety (July).</i>
Road Crew Survey	<i>Issued a Road Crew Survey to all area municipalities on 3/4/24. The survey is designed to update baseline data and gather information about road crew operations, staffing, concerns, and interest in receiving LTAP classes and Technical Assists. Over 50 responses have been submitted so far.</i>
New LTAP Courses	<i>Staff participated on the development teams for designing new LTAP courses on GIS and Drones.</i>
LTAP Virtual Drop-in Sessions and Webinars	<i>Staff helped promote the next round of LTAP virtual drop-in sessions and webinars. More details can be found here under "Bulletin Board."</i>

**FY 2024-25 PennDOT Multimodal Transportation Fund Round
SEDA-COG MPO Region Application Comments**

Dunnstable Township – TR-428 Stewart Road Bridge Replacement (Dunnstable Township, Clinton County)

This project is of high importance to Dunnstable Township. The project would replace the unstable one lane bridge on T-428 Stewart Road over Big Plum Run, which is locally owned and maintained. The bridge has a span of approximately 13 feet. The existing bridge would be replaced with a precast box culvert. Design has not yet commenced. This project is consistent with the projects and implementation strategies included in the 2021-2045 SEDA-COG MPO Long-Range Transportation Plan (LRTP).

Lamar Township – Roadway Lighting Safety Improvements (Lamar Township, Clinton County)

This project is of high importance to Lamar Township. The lighting safety improvements to the SR 477/US 220 interchange will involve replacing all streetlights and installing LED cobra head streetlights to address poor illumination and visibility near the village of Salona. Many of the current streetlights are not in working condition. These improvements will not only create safer travel for all roadway users at this interchange but will be energy efficient and have a lower maintenance cost. Maintenance and operation of the streetlights will be the Township’s responsibility. The cost estimate appears to be low, however. Design has not yet commenced. The applicant is commended for its commitment to improving safety at this interchange of two major state routes and for committing more than 40% in local match towards the project. This project is consistent with the projects and implementation strategies included in the 2021-2045 SEDA-COG MPO Long-Range Transportation Plan (LRTP).

Renovo Borough – 2024 MM Grant Delaware Avenue Improvement Project (Renovo, Clinton County)

This project is of high importance to Renovo Borough. Delaware Avenue is a critical roadway through the Borough, and connects the eastern end of the Borough, including public housing that lies north of the railroad corridor, with the western end of the Borough. This permits the residents of Delaware Avenue to access the amenities and businesses, such as groceries, to the south of the railroad. This 2,600 linear feet of roadway would be improved through road reconstruction, drainage improvements including eight inlets, curbing, and ADA-compliant curb ramps. The project is consistent with the projects and implementation strategies included in the 2021-2045 SEDA-COG MPO Long-Range Transportation Plan (LRTP).

Delaware Township - Black Dog Road – Roadway Rehabilitation Project (Delaware Township, Juniata County)

This project is of high importance to Delaware Township in Juniata County. The road widening and reconstruction project will improve freight movement from the industries and agricultural operations that utilize this roadway daily, as well as improve safety for residents and school buses.

One industry located along this roadway provides eggs for the production of vaccines and sees multiple daily trips of large trucks in its operation. The project will also incorporate drainage improvements. Design has not yet commenced on this project. The applicant is commended for committing more than 40% in local match towards the project. This project is consistent with the projects and implementation strategies included in the 2021-2045 SEDA-COG MPO Long-Range Transportation Plan (LRTP).

Fayette Township – Leonard Road Safety Improvement Project (Fayette Township, Juniata County)

This project is of high importance to Fayette Township in Juniata County. The Leonard Road intersection with SR 35 is at a skewed angle east of Oakland Mills, creating site distance issues for the road users including residents, school buses, agricultural and commercial equipment, and horse and buggies. In addition, the road crosses two structurally deficient concrete bridges. The project will abandon and/or remove pavement on portions of Leonard Road and create a new access point perpendicular to SR 35, thus eliminating the site distance issue. The project would also remove the two bridges along the road. Design has not yet commenced. The applicant is commended for committing more than 40% in local match towards the project. This project is consistent with the projects and implementation strategies included in the 2021-2045 SEDA-COG MPO Long-Range Transportation Plan (LRTP).

Snydertown Borough – 2024 Borough Road Improvement Project (Snydertown Borough, Northumberland County)

This project is of high importance to Snydertown Borough in Northumberland County. It will address deteriorating roadway surfaces on Bellas Hollow Road, Clark Road, Furman Road, and Camp Road through full depth reclamation and paving, along with drainage improvements. Preliminary design has commenced. The Borough has proposed 0% matching funds; the minimum match required is 30%. In addition, the application does not address multimodal interests such as key industries or pedestrian improvements. This project is consistent with the projects and implementation strategies included in the 2021-2045 SEDA-COG MPO Long-Range Transportation Plan (LRTP).

Kelly Township – Hospital Drive Roundabout and Pedestrian Connectivity (Kelly Township, Union County)

This project is of high importance to Kelly Township in Union County. This project would install a new roundabout along with associated intersection widening and approach realignment to optimize traffic flow. Located in an area with several medical care facilities, retail stores and restaurants, as well as childcare and school facilities, the project would include enhanced signing, pavement markings, utility relocation, and pavement markings. The design will permit pedestrian improvements such as sidewalks in the future. Roundabouts are effective techniques to improve traffic flows through intersections, reduce intersection delays, and reduce fatal and injury crashes. The SEDA-COG MPO is interested in seeing more of these proven safety countermeasures implemented in this region. Final design is planned for April 2024. The Township is commended for developing an innovative solution for this intersection and improving connectivity for motorists and pedestrians/bicyclists. This project is consistent with the projects and implementation strategies included in the 2021-2045 SEDA-COG MPO Long-Range Transportation Plan (LRTP). Kelly Township

received a previous award of PennDOT Multimodal funds for this project; however, it was not in an amount sufficient to advance the project to construction.

Union County – Union County Local Bridge Bundle (Five Municipalities in Union County)

This project is of high importance to Union County and will improve six municipally owned bridges in poor condition located in five separate municipalities. Many of these <20' structures are currently single lane and do not accommodate multimodal traffic, including bicyclists and horse and buggies. The bridge replacements will remedy this issue, while being a cost-effective means of addressing failing bridge infrastructure across the county. Union County and its engineer have a strong track record of delivering on bridge projects following PennDOT processes. The county is commended for developing this multi-municipal bridge bundle and for implementing a \$5 fee ordinance to address local bridge needs. The project is consistent with the projects and implementation strategies included in the 2021-2045 SEDA-COG MPO Long-Range Transportation Plan (LRTP). Union County received a previous award of PennDOT Multimodal funds for this project; however, it was not in an amount sufficient to advance the project to construction.

Transportation Alternatives Set-Aside Projects Status Update
2018 Funding Round

MPMS 111599 – North Branch Canal Trail Levee Top Trail – Danville Borough

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No. 5/24/25 est.	No. 5/24/25 est.	No. 7/24/25 est.	No. 5/28/25 est.	No.

Project involves construction of one mile of paved pedestrian and bicycle trail atop the Hospital Run and the Upper Susquehanna levees as part of the North Branch Canal Trail system in Danville Borough. Project was approved for TA funding by PennDOT on 5/8/18. Completion of construction is estimated for fall 2025. Due to a revision to the flood mapping in the project area, a portion of the project as originally designed is in the newly delineated floodway. The Borough’s Engineer recently submitted a new concept for that portion of the project that is being reviewed by PennDOT.

MPMS 111460 – Sidewalk and Curb Enhancements – Renovo Borough

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes.	Yes.	Not Applicable	Yes.	Not Applicable

Project involves studying sidewalks, ADA curb ramps, crosswalks and curbing along 3rd, 4th, 5th, 11th and 12th Streets in Renovo Borough. Project was approved for TA funding by PennDOT on 5/8/18. Study has been completed. Project was only funded through PE and Renovo submitted unsuccessful DCED Multimodal Fund and TA applications to advance the sidewalk project.

Transportation Alternatives Set-Aside Projects Status Update
2021 Funding Round

MPMS 118400 – Bald Eagle Valley Trail Phase 5 – Clinton County

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No. 3/7/24 est.	No. 3/7/24 est.	No. 4/11/24 est.	No. 4/22/24 est.	No.

Project involves constructing a ramp to carry the trail off the former railroad bridge over the Susquehanna River, building approximately 3,200 feet of new trail surface on an abandoned road, and installing sharrows and share-the-road signage on approximately 3 miles of River Road in Pine Creek and Wayne Townships, Clinton County. Project was approved for TA funding by PennDOT on 4/20/22. Completion of construction is estimated for winter 2024.

MPMS 118341 – Market Street Streetscape – City of Sunbury

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No.	No.	No. 1/1/25 est.	No.	No.

Project involves installing new concrete sidewalks, curbs, and ADA-compliant curb ramps, pedestrian LED lighting, guide railing, retaining wall, and intersection improvements on Market Street from Front Street to 13th Street and Chestnut/10th Street intersection in the City of Sunbury. Project was approved for TA funding by PennDOT on 4/20/22. Completion of construction is estimated for fall 2027.

Recently Accessed Highway Occupancy Permit Applications

Applicant/Owner	Application	County	SR	Segments	Status	Submit	Response	Issue	Permit Group	Permit	Permit Type	Permit Sub Type	Security Exp Date	District	Eng Firm	Created By	Created
Nittany Oil, Inc.	316416	Clinton	150	280 - 280	Permit Issued	2/7/2024	2/14/2024	2/14/2024	HOP	02030206	Driveway	Medium Volume	2/14/2025	2	David E. Wooster and Associates, Inc.	Doug A Hill	7/27/2023
Calvin L. & Sadie Mae King	330461	Clinton	2008	50 - 50	Returned For Revisions	1/12/2024	1/23/2024				Driveway	Low Volume		2	Kerry A. Uhler and Associates	Dean Fishel	1/8/2024
Provco Pinegood Mill Hall, LLC	334235	Clinton	150	140-140	Returned for Revisions	2/15/2024	3/15/2024				Driveway	High Volume		2	Traffic Planning and Design, Inc.	Connor Mondock	2/14/2024
M & G Realty, Inc.	328676	Clinton	1005	10 - 10	Under Review	3/12/2024					Driveway	Medium Volume		2	LIVIC Civil, LLC	Scott Seneca	12/13/2023
Grugan Township Supervisor's	334683	Clinton	120	710-710	Under Review	3/21/2024					Driveway	Minimum Use		2	Mid-Penn Engineering Corp	Kolden D Kosmer	2/19/2024
Haza Bell Northeast LLC	324022	Columbia	11	370 - 370	Permit Issued	1/18/2024	2/5/2024	2/5/2024	HOP	03039416	Driveway	Low Volume	2/5/2025	3	Dolan, Betsy	Eric Campbell	10/20/2023
KLINGERMANN JOHN C. & RENEE R.	321682	Columbia	4004	50 - 50	Permit Issued	1/30/2024	2/7/2024	2/7/2024	HOP	03039425	Driveway	Minimum Use	2/7/2025	3	BOW Renewables, LLC	Josh Ladig	9/22/2023
Joel Vought	315452	Columbia	11	340 - 340	Permit Issued	1/16/2024	2/22/2024	2/22/2024	HOP	03039394	Driveway	Medium Volume	2/22/2025	3	Megan Readler	Emily Welles	7/19/2023
Geisinger System Services	284272	Columbia	42	530-540	Permit Issued	1/17/2024	2/22/2024	2/22/2024	HOP	03039452	Driveway	High Volume	2/22/2025	3	Borton-Lawson Engineering, Inc.	Nicholas R Argot	8/18/2022
Foust Holdings, LLC	320931	Columbia	42	540 - 540	Returned For Revisions	10/30/2023	11/28/2023				Driveway	Low Volume		3	Dynamic Traffic, LLC	Dynamic Traffic	9/13/2023
Cedar Springs Mennonite Church	329216	Juniata			Draft						Driveway	Local Road		2	LIVIC Civil, LLC	Scott Seneca	12/20/2023
Mifflin County Municipal Authority	326053	Mifflin	1005	220-220	Permit Issued	01/04/2024	01/09/2024	01/09/2024	HOP	02030064	Driveway	Low Volume	01/09/2025	02	Herbert, Rowland & Grubic, Inc.	Matthew Deskevich	11/10/2023
Red Hubs Re LLC	321442	Mifflin	3002	20 - 20	Returned For Revisions	12/8/2023	12/22/2023				Driveway	Low Volume		2	Traffic Planning and Design, Inc.	Dillon Wolfe	9/20/2023
Randall Sunderland	330462	Mifflin	655	280 - 280	Returned For Revisions	1/8/2024	1/26/2024				Driveway	Local Road		2	The EADS Group, Inc.	David Neill	1/8/2024
Curtis Hoover	323719	Mifflin	22	170 - 170	Returned For Revisions	3/1/2024	3/1/2024				Driveway	Low Volume		2	The EADS Group, Inc.	Susan M Daugherty	10/17/2023
John M. Hickey	331174	Mifflin			Draft						Driveway	Low Volume		2	Traffic Planning and Design, Inc.	Dillon Wolfe	1/17/2024
BOND ROBERT W. JR. & BRENDA	321674	Montour	3003	70 - 70	Permit Issued	2/9/2024	2/16/2024	2/16/2024	HOP	03039445	Driveway	Minimum Use	2/16/2025	3	BOW Renewables, LLC	Josh Ladig	9/22/2023
TANNER MARLIN E. & NORMA E	321673	Montour	1008	10 - 10	Permit Issued	2/20/2024	3/1/2024	3/1/2024	HOP	03039465	Driveway	Minimum Use	3/1/2025	3	BOW Renewables, LLC	Josh Ladig	9/22/2023
Danville Development LLC	317556	Montour	11	90 - 90	Returned For Revisions	3/4/2024	3/25/2024				Driveway	High Volume		3	Grove Miller Engineering, Inc.	Gregory E Creasy P.E.	8/8/2023
DRIVE	282417	Northumberland	11	190-190	Permit Issued	01/23/2023	02/06/2023	02/06/2023	HOP	03038116	Driveway	Low Volume	02/06/2024	03	Miller, Bruce	Bruce Miller	07/28/2022
Montandon Development Group, LLC	278032	Northumberland	45	70-70	Returned For Revisions	1/29/2024	2/14/2024				Driveway	High Volume		3	LIVIC Civil, LLC	Brent Littlejohn	6/9/2022

Recently Accessed Highway Occupancy Permit Applications

Applicant/Owner	Application	County	SR	Segments	Status	Submit	Response	Issue	Permit Group	Permit	Permit Type	Permit Sub Type	Security Exp Date	District	Eng Firm	Created By	Created
MR Milton LLC	333115	Northumberland	405	220-230	Returned For Revisions	02/13/2024	03/12/2024				Driveway	Low Volume		03	Mid-Penn Engineering Corp	Kolden D Kosmer	02/02/2024
MDM Surveyors & Engineers, LLC.	338072	Northumberland	4004	50-50	Received	03/22/2024					Driveway	Low Volume		03		Carmen A DiDiano	03/22/2024
160 Colonial, LLC	337261	Northumberland	54	500-500	Draft						Driveway	Minimum Use		03	ARM Group Inc.	Kyle Mostik	03/13/2024
160 Colonial, LLC	337327	Northumberland	54	500-500	Draft						Driveway	Minimum Use		03	ARM Group Inc.	Kyle Mostik	03/14/2024
MR Milton LLC	297005	Northumberland	405	220 - 230	Withdrawn	7/7/2023	8/2/2023				Driveway	Low Volume		3	Mid-Penn Engineering Corp	Kolden D Kosmer	1/10/2023
Bryan D. Cotner and Andrea M. Cotner	292062	Northumberland	2002	10 - 10	Returned For Revisions	10/23/2023	11/3/2023				Driveway	Low Volume		3	Brinkash & Associates., Inc.	Mike Brinkash	11/9/2022
Masser's Catering, Inc.	320378	Northumberland	61	231 - 231	Returned For Revisions	11/3/2023	11/16/2023				Driveway	Low Volume		3	Brinkash & Associates., Inc.	Mike Brinkash	9/7/2023
Blue Creek Investment, LLC	313280	Northumberland	54	582 - 582	Returned For Revisions	2/6/2024	3/4/2024				Driveway	High Volume		3	Ruppert, Zakary	Zakary Ruppert	6/22/2023
Blue Creek Investment, LLC	313272	Northumberland	2038	12 - 12	Returned For Revisions	2/11/2024	2/23/2024				Driveway	Medium Volume		3	Ruppert, Zakary	Zakary Ruppert	6/22/2023
Turbotville Business Plaza, Inc.	320392	Northumberland		-	Withdrawn						Driveway	Low Volume		3	Axtman Engineering , LLC	Charles Axtman	9/7/2023
Caitlyn Persing	323788	Northumberland		-	Draft						Driveway	Minimum Use		3		Caitlyn Persing	10/17/2023
Firstlink, LLC	329890	Snyder	522	160 - 170	Returned For Revisions	2/8/2024	3/4/2024				Driveway	Low Volume		3	Triad Engineering, Inc.	Ray Burns	1/2/2024
Tall Tree Management, LLC	323726	Snyder	35	160-160	Returned For Revisions	2/16/2024	3/12/2024				Driveway	Low Volume		3	Stahl Sheaffer Engineering	Lauren Golden	10/17/2023
Firstlink, LLC	330037	Snyder	522	210 - 210	Returned For Revisions	3/11/2024	3/25/2024				Driveway	Low Volume		3	Triad Engineering, Inc.	Ray Burns	1/3/2024
Green Land Holding (was Emporium Equity Group LLC)	324027	Snyder	522	60 - 70	Draft						Driveway	Minimum Use		3	Colliers Engineering & Design, INC	Matthew Nowelski	10/20/2023
Royal Farms /Susquehanna Trail LLC	280063	Snyder	11	391-391	Returned For Revisions	11/17/2023	11/29/2023				Driveway	Medium Volume		3	LIVIC Civil, LLC	Brent Littlejohn	6/30/2022
Cellco Partnership D/B/A Verizon Wireless	332255	Union	1010	100-100	Permit Issued	02/09/2024	02/15/2024	02/15/2024	HOP	03039435	Driveway	Minimum Use	02/15/2025	03		Jeffrey L Noble	01/29/2024
John Martin	331511	Union	304	110-110	Received	03/18/2024					Driveway	Low Volume		03	Axtman Engineering , LLC	Charles Axtman	01/21/2024
Old Dominion Freight Line Inc	336223	Union			Draft						Driveway	Low Volume		03	Crosby, Jerrod C.	Zackery J Hayes	03/04/2024
PNK P2, LLC	326524	Union	15	470 - 470	Returned For Revisions	11/29/2023	12/15/2023				Driveway	Local Road		3	LIVIC Civil, LLC	Scott Seneca	11/16/2023

Recently Accessed Highway Occupancy Permit Applications																	
Applicant/Owner	Application	County	SR	Segments	Status	Submit	Response	Issue	Permit Group	Permit	Permit Type	Permit Sub Type	Security Exp Date	District	Eng Firm	Created By	Created
Morningstar Mennonite Church	328421	Union	304	120 - 130	Returned For Revisions	1/12/2024	1/19/2024				Driveway	Low Volume		3	Axtman Engineering , LLC	Charles Axtman	12/11/2023

As of 3/26/2024

Recently Accessed Traffic Impact Study Scoping Applications

Development Name	Application Number	County	SR	District	Status	Created
Freedom Towing Services	S0320240014	Union	45	3	Draft	3/26/2024
South Main Street Carwash	S0220240010	Mifflin	3001	2	Under Review	3/19/2024
Danville Dollar General	S0320240012	Montour	11	3	Submitted	3/18/2024
South Main Street Carwash	S0220240009	Mifflin	3001	2	Draft	3/15/2024
Truck Garage for Curtis Hoover	S0220240007	Mifflin	22	2	Draft	3/4/2024
Kish Bank	S0220240006	Juniata	3002	2	Draft	2/28/2024
Lewisburg Office	S0320240007	Union	15	3	Draft	2/23/2024
Danville Field Maintenance Shop	S0320240006	Montour	642	3	Completed	2/9/2024
Proposed Restaurant with Drive-Thru	S0320240005	Northumberland	4004	3	Completed	2/8/2024
Creekside Mennonite School	S0320240004	Union	304	3	Completed	2/3/2024
Steve Shannon Warehouse	S0320240002	Columbia	4009	3	Received	1/17/2024
AutoZone Store #5629	S0320230050	Northumberland	4004	3	Completed	12/26/2023
Dollar General - Beaver Springs	S0320230047	Snyder	522	3	Draft	12/19/2023
Driveway Access to State Road 305	S0220230027	Mifflin	305	2	Draft	11/29/2023
Driveway Access to State Road 305	S0220230026	Mifflin	305	2	Draft	11/29/2023
Rutters Store #118 McElhattan	S0220230018	Clinton	1005	2	Completed	9/13/2023
Thomas Road Tie	S0320230029	Columbia		3	Draft	7/25/2023
PAFBC Bank Stabilization Project	S0320230023	Union		3	Draft	6/8/2023
Susquehanna Ave Reconstruction	S0320230018	Northumberland		3	Draft	04/10/2023
Whatever It Takes Logistics LP	S0320230015	Northumberland	1006	3	Draft	03/28/2023
MGB Commercial Realty, LLC	S0320230016	Northumberland	1006	3	Returned to Applicant	03/28/2023
Mifflinburg Lumber-Middleburg	S0320230008	Snyder	522	3	Draft	03/13/2023
ACF Industries LLC	S0320220061	Northumberland		3	Draft	12/21/2022
Popernak Family Dentistry	S0220220037	Mifflin	655	2	Draft	12/1/2022
11 n 522 us highway 522 north	S0220220035	Mifflin		2	Draft	11/29/2022
PPL Electric utilities Corporation	S0320220052	Montour		3	Draft	11/18/2022
Proposed Mixed-Use Development	S0220220033	Clinton	2015	2	Returned to Applicant	11/2/2022
Mowery Sidewalk	S0220220026	Mifflin	1007	2	Draft	9/6/2022
PACTIV Front Entrance	S0320220041	Northumberland	2038	3	Draft	8/22/2022
Take 5 - Lewistown	S0220220015	Mifflin	3002	2	Returned to Applicant	6/29/2022
Jeff Gum Driveway Addition	S0220220010	Mifflin	322	2	Returned to Applicant	6/7/2022

As of 3/26/2024

Agenda Item G

**Draft 2025-2028 SEDA-COG MPO TIP
Highway/Bridge Element Summary and At-a-Glance Charts**

The Draft 2025-2028 SEDA-COG TIP contains 260 projects worth a total cost of **\$521,064,336**.

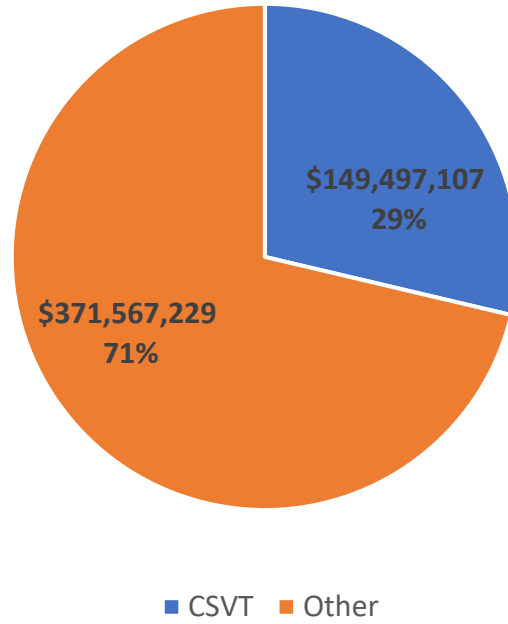
The 2025-2028 SEDA-COG TIP includes:

- 85 new projects worth \$78,547,153
 - 30 new roadway projects worth \$26,187,286
 - 46 new bridge projects worth \$48,891,717
 - 9 new safety projects worth \$3,468,150
- 168 carry-over projects worth \$405,940,806
 - 61 carry-over roadway projects worth \$231,646,594
 - 97 carry-over bridge projects worth \$144,988,583
 - 8 carry-over safety projects worth \$27,885,000
 - 2 carry-over Transportation Alternatives Set Aside projects worth \$1,420,629
- 7 line item projects worth \$36,576,377
- \$149,497,107 for continuing the Central Susquehanna Valley Transportation (CSVT) project

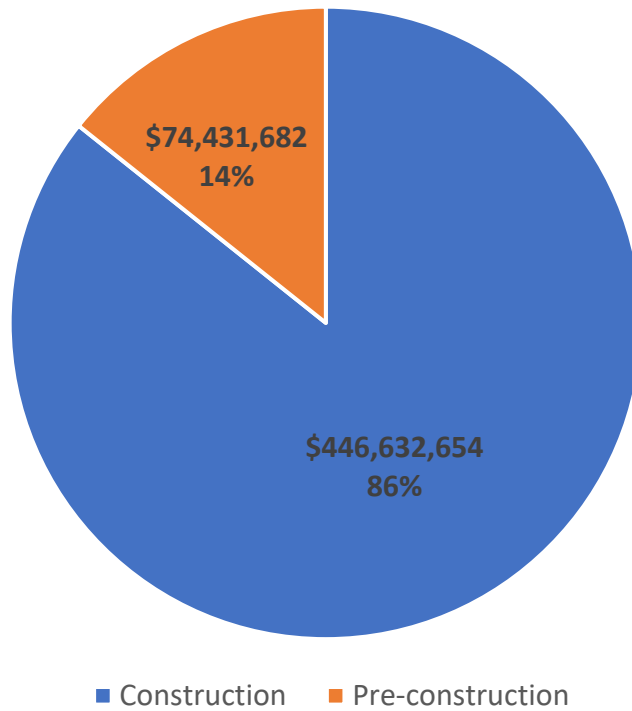
The Draft 2025 TIP comment period will run from **April 19, 2024 to May 20, 2024**. The public meeting is planned for **May 6th**, starting at 6:00 PM, and will be conducted as a hybrid meeting that will accommodate in-person or virtual participation.

SEDA-COG staff will compile any public comments and appropriate responses to them. The Draft TIP will be considered for adoption at the June 14th SEDA-COG MPO meeting. The 2025 TIP will take effect on October 1, 2024; the next comprehensive TIP update will occur in 2026.

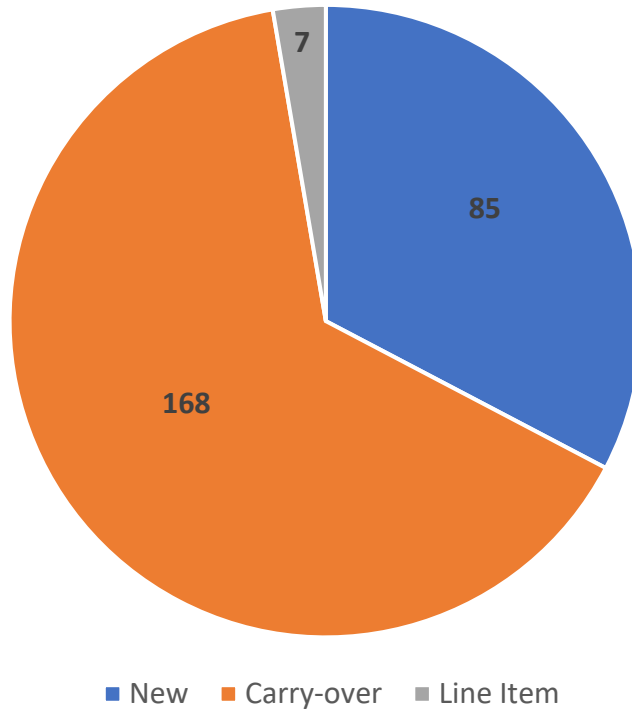
Highway/Bridge TIP Total Funding
\$521,064,336



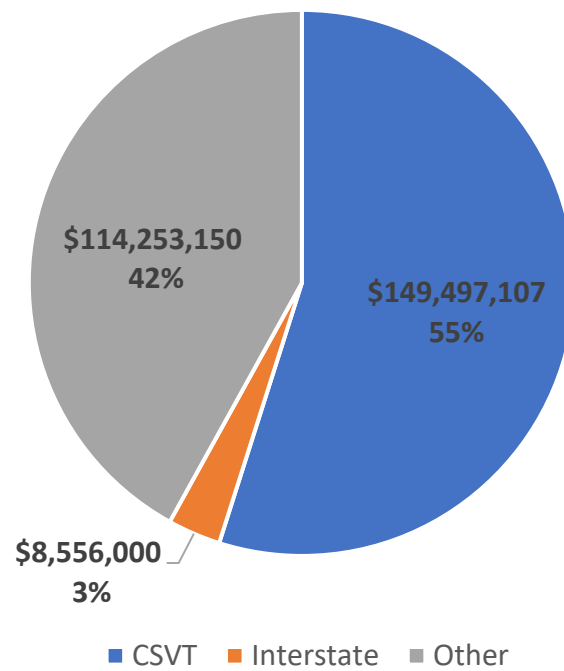
Highway/Bridge TIP Funding by Phase

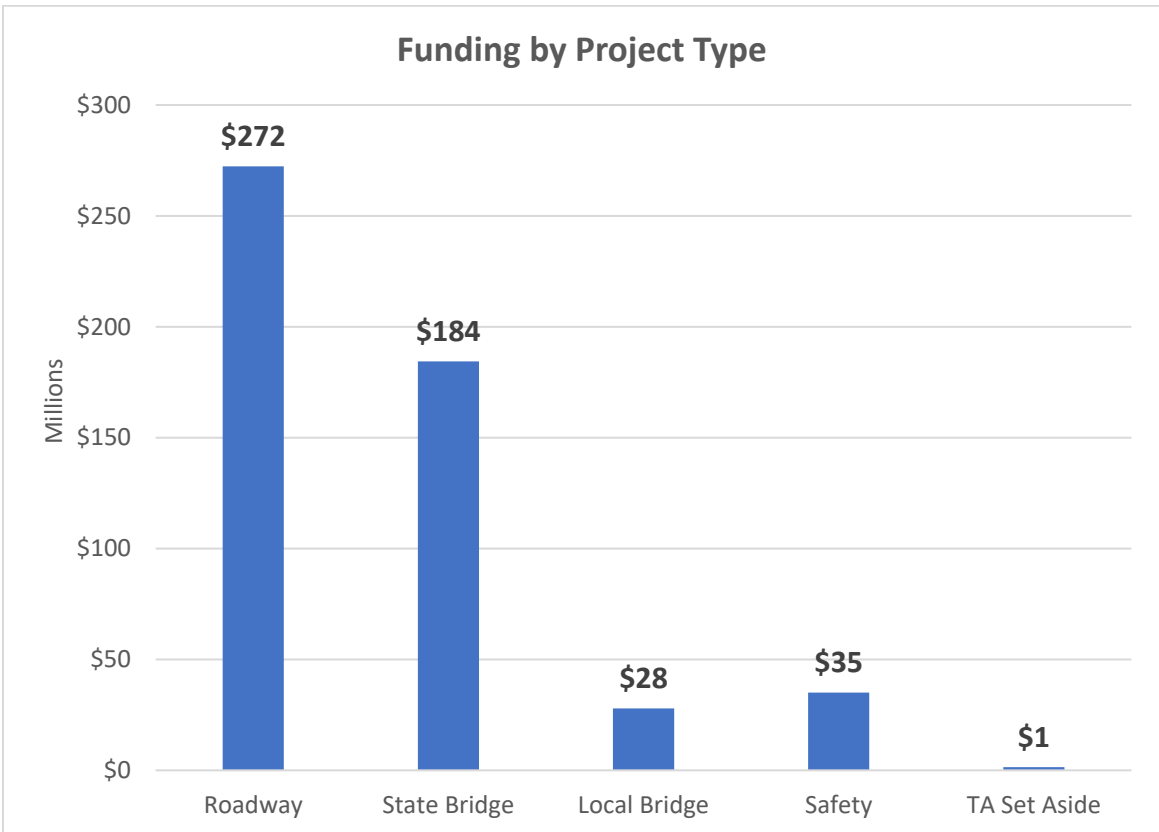
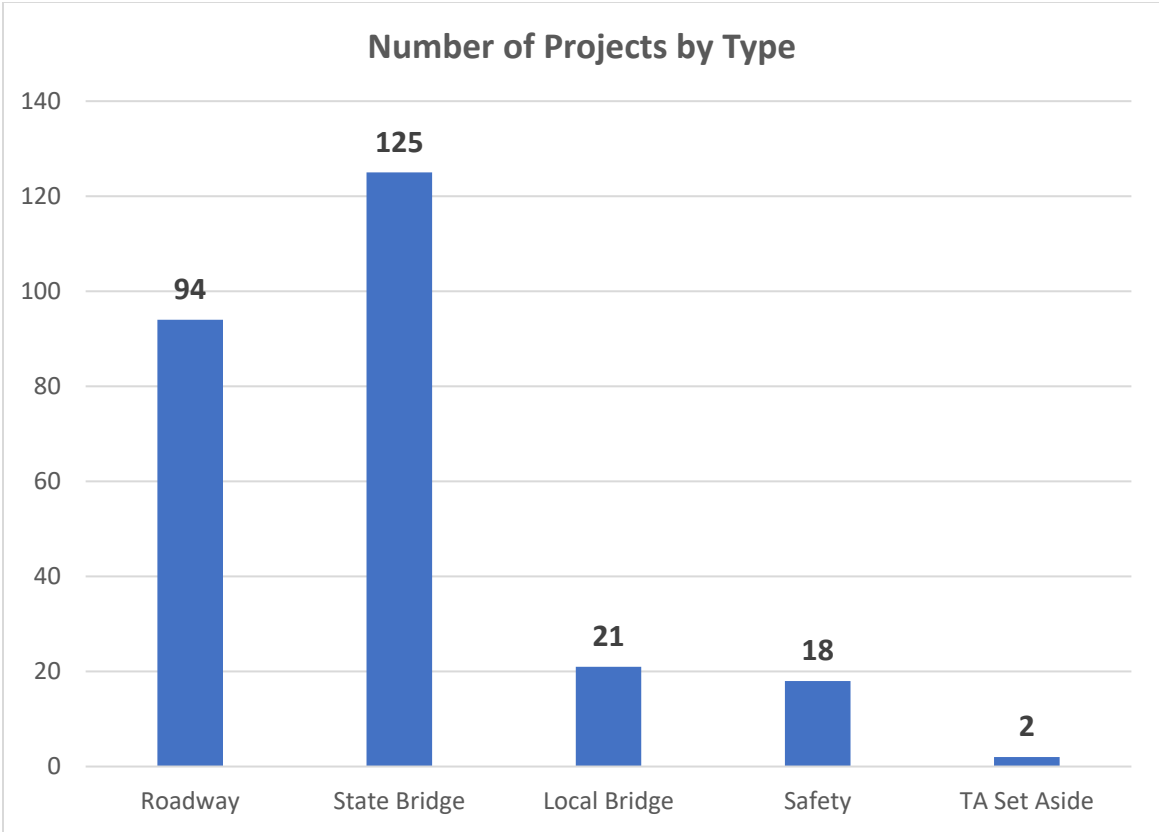


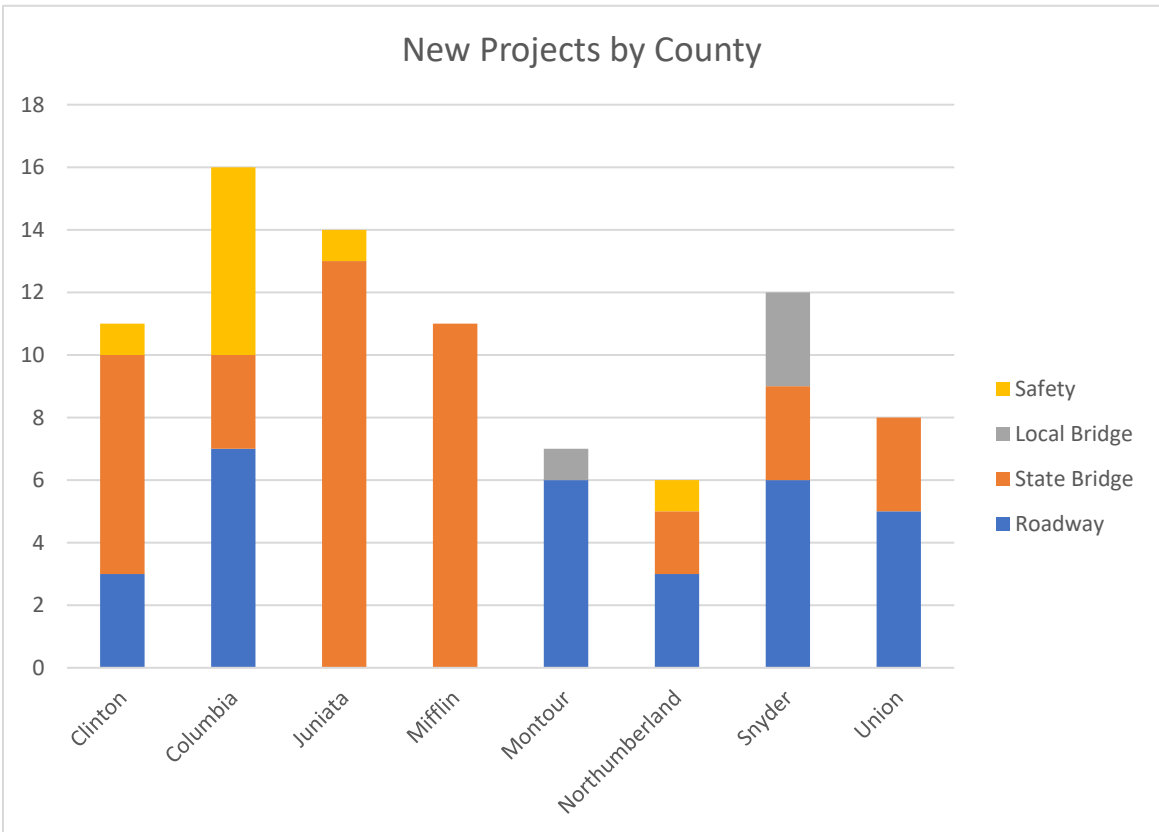
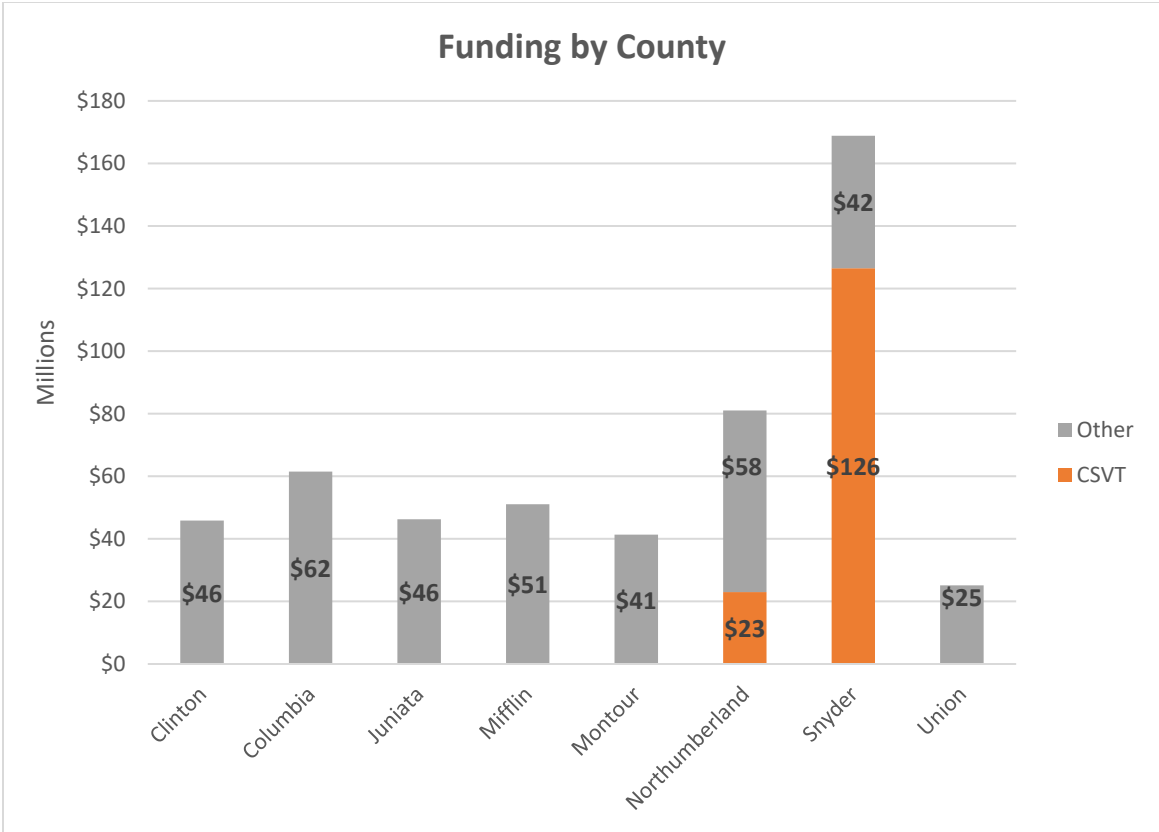
Projects by Status (260 total projects)



Roadway Projects







2025-2028 TIP Submission Required Documentation

	Status	Include for Public Review and Comment
1. Cover Letter	Pending	
2. TIP Development/Project Selection Process Documentation	Completed	✓
3. TIP Development Timeline	Completed	✓
4. TPM (PM1, PM2, and PM3) Narrative Documentation	Completed	✓
5. HSIP SharePoint Application Submission Confirmation	Completed	
6. Transit Performance Measures Narrative Documentation	Completed	✓
7. Highway and Bridge TIP Listing with public narrative	Completed	✓
8. Public Transportation TIP Listing with public narrative	Completed	✓
9. Interstate TIP Listing with public narrative (regional)	Completed	✓
10. TIP Financial Constraint Chart	Completed	✓
11. Public Transportation Financial Capacity Analysis	N/A	
12. EJ Analysis and Documentation plus StoryMap	Started	✓
13. Air Quality Conformity Determination Report	N/A	✓
14. Air Quality Resolution	N/A	
15. Public Comment Period Advertisement	Started	✓
16. Documented Public Comments received (if applicable)	Pending	
17. Title VI Policy Statement and ADA Procedures	Completed	✓
18. TIP Revision Procedures MOU	Completed	✓
19. Self-Certification Resolution	Completed	
20. List of major projects from the previous TIP that were implemented	Completed	
21. List of major regional projects from the previous TIP that were delayed	Completed	
22. TIP Checklist	Pending	

Agenda Item H

COMPLETE STREETS POLICY

The SEDA–Council of Governments (SEDA-COG) Metropolitan Planning Organization (MPO) is a regional planning organization charged with developing plans that lead to an integrated intermodal transportation system that facilitates the efficient movement of people and goods in an eight-county region in Central Pennsylvania that spans rural landscapes, small cities, and town centers.

VISION

SEDA-COG’s vision for Complete Streets is an integrated transportation system that supports safe and efficient movement by accommodating all travel modes that are appropriate for each community’s development and activity patterns. A Complete Streets approach will improve connectivity, enhance accessibility, and make walking, bicycling, riding public transportation, and travel by horse and buggy and other authorized wheeled devices easier and more convenient. This policy is intended to formalize the planning, design, operation, and maintenance of streets so they are safe for all ages and abilities and provide a multimodal transportation network.

DEFINITION

“Complete Streets” refers to a design approach that ensures the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, people with disabilities, motorists, and freight vehicles. A Complete Streets approach supports roadway designs that dedicate space for all modes and ensures the right-of-way is safe and accessible for all, regardless of age, ability, or mode. Complete Streets are context-sensitive solutions that engage and reflect the community, with an emphasis on walkability and other forms of active and alternative transportation, and encourage public transportation options.

Providing inclusive transportation infrastructure and accommodating options that are safe, comfortable, convenient, and affordable will expand mobility and quality of life and better serve the travel needs of the region’s residents and visitors, especially for traditionally underserved populations identified in the [SEDA-COG MPO Title VI Program Appendix S.3](#), and listed below, and the Plain Sect population.

- Minority populations (Hispanic/Latino and/or non-white)
- Low-Income populations (in-poverty)
- Senior populations (65 years and older)
- Disabled populations
- Populations with limited English proficiency (LEP)
- Populations with no personal vehicle available (zero-vehicle households)
- Populations of female-headed households with children

GOALS

This Complete Streets Policy provides direction to the SEDA-COG MPO and its partner agencies (i.e., municipal leaders) to advance Complete Streets concepts and context-sensitive roadway designs throughout the region. The goals of this policy are:

1. To **safely accommodate the needs of all users** with facilities that minimize conflict between modes (as available), including designated facilities and amenities for pedestrians, cyclists, transit riders, horse-and-buggy travelers, motorists, freight, and emergency response vehicles.
2. To **create a comprehensive, integrated, and interconnected transportation system** that enhances convenient active transportation connections within communities and between local destinations.
3. To **support context-sensitive Complete Streets designs** that align with the local environment and development patterns while meeting the safety needs of all users.
4. To **incorporate Complete Streets concepts and principles into SEDA-COG MPO planning and projects**, at all stages from project selection to design to evaluation, and throughout ongoing maintenance and operations.
5. To **promote more walkable, livable communities**.
6. To **provide equitable, affordable, and reliable transportation options** based on the needs of the populations being served, particularly the needs of traditionally underserved populations.

COMPLETE STREETS PRINCIPLES

This section outlines how the SEDA-COG MPO and area municipal leaders and partners shall encourage Complete Streets, and outlines the intent of Complete Streets programs and policies.

- **Community-centered approaches:** SEDA-COG MPO and its partners shall provide community education and engagement opportunities to discuss safe street designs and behaviors, and to encourage shifts to active and public transportation options. SEDA-COG MPO staff shall regularly participate in professional development and training events on Complete Streets principles offered by regulatory agencies and transportation-related associations.
- **Integration with other plans and policies:** Complete Streets strategies shall be integrated with other plans and policies, such as transportation plans, land use plans, and public health plans. This integration will ensure that Complete Streets implementation is aligned with broader community goals and priorities.
- **Learn from peer and national guidance:** Complete Streets solutions shall rely on peer and national guidance when applicable, such as from the American Association of State Highway and Transportation Officials (AASHTO), National Association of City Transportation Officials (NACTO), and the Federal Highway Administration (FHWA). This guidance can help ensure that the SEDA-COG MPO region's Complete Streets are based on best practices and proven strategies. In addition to guidance documents, SEDA-COG shall support the sharing of best practices for implementation with municipalities.
- **Data-driven decisions:** Complete Streets design shall be data-driven and use evidence-based tools and methods. This includes using data such as vehicle and pedestrian counts to inform street design decisions, conducting community engagement to understand user needs, and using tools and resources such as FHWA's *Complete Streets Design Implementation Guide* or NACTO's *Urban Street Design Guide*.

- **Context-specific design:** Complete Streets design shall be context-specific and consider the needs and characteristics of the surrounding community. The design shall reflect the local street environment, including factors such as traffic volumes, development patterns, and land use.
- **Multimodal networks:** Complete Streets shall provide safe and accessible connections for all modes of transportation, including walking, bicycling, riding transit, traveling by horse and buggy, and driving vehicles or other authorized wheeled devices. This includes features such as sidewalks, bike lanes, crosswalks, transit stops, and traffic-calming measures.
- **Connectivity and comfort as key metrics:** Complete Streets shall prioritize connectivity and comfort (or lack of stress when traveling) for all users, regardless of their mode of transportation.
- **Maintenance and sustainability:** Ongoing operations and maintenance needs shall be considered early in the planning process and supported throughout the street's (or other facility's) lifecycle. This includes seasonal maintenance (such as snow removal in the winter and vegetation management and sweeping in warmer months).
- **Standards and supportive tools:** SEDA-COG MPO shall make a Complete Streets Checklist and resources available to transportation project sponsors to aid in their project development.

APPLICABILITY AND EXCEPTIONS

Determining appropriate Complete Streets elements depends on the specific project type and community context. This section outlines an approach for SEDA-COG MPO and municipal leaders to evaluate projects and integrate Complete Streets considerations as well as exceptions.

Community Context

Complete Streets are not a “one-size-fits-all” solution, but are context-sensitive improvements that best fit the specific needs of a street or community. Recognizing the variety of communities, land uses, and landscapes across the SEDA-COG MPO region, this policy organizes its requirements and approach to design based on a tiered categorization of the surrounding community context.



Taras Livvy - [stock.adobe.com](https://www.adobe.com/stock)

Urban and Downtown Areas

E.g., Bloomsburg, Danville, Sunbury, Lewisburg, Shamokin, Lewistown, Lock Haven

Transportation networks are often most complex in downtown cores, making Complete Streets and dedicated space for all modes an important safety need. Most facilities in this category will be on-road; reorganizing lane widths and functions may be a means of accommodating all modes.

Special considerations for urban and downtown areas focus on reclaiming or redesigning lanes for multimodal uses (e.g., through road diets). Protected or buffered delineation between modes is a prioritized option when applicable. Physical infrastructure needs such as crosswalks and signals, bike lanes, transit shelters, and adequate shoulders or shared-lane signage for frequently traveled buggy routes, are coupled with needs for design elements such as lighting and wayfinding (signage).



Taras Livvy - stock.adobe.com

Suburban and Small-Town Communities

E.g., Scott Township; Mahoning Township; Point Township; Shamokin Dam; East Buffalo Township

The SEDA-COG MPO region features many boroughs and small-town communities with a blend of traditional neighborhood development patterns (e.g., grids) and suburban development. Complete Streets projects for these areas focus on improvements to make walking, biking, rolling, and riding transit more comfortable and convenient, and competitive with driving. On routes frequently used by horse-and-buggy travelers, Complete Streets includes safety accommodations for that mode.

Special considerations for suburban areas may include improving connectivity between key destinations with on- or off-road facilities, reducing conflict at intersections and driveways, and expanding facilities and amenities for non-motorized users.

Rural Areas

Rural roadways typically have lower traffic volumes and higher speeds than denser areas. Complete Streets projects focus on off-road facilities and connectors to destinations.

Special considerations for rural areas may include designs to address safety and access in Plain Sect communities (related to horse-and-buggy travel) and adjacent to schools.



Taras Livvy - stock.adobe.com

Applicability

This Complete Streets Policy applies to new construction, reconstruction, and resurfacing activities that will use state or federal funds through the SEDA-COG MPO Transportation Improvement Program (TIP) for any phase of project implementation, including study, design, right-of-way acquisition, construction, or operations. Examples of the types of projects that must adhere to this Complete Streets Policy are listed below.

1. Projects that use federal funding from competitively managed or discretionary programs, such as Transportation Alternatives Program. Note: The 2021 Bipartisan Infrastructure Law (BIL) requires all MPOs to allocate 2.5 percent of planning funding on activities that support Complete Streets.
2. Projects that use state funding from competitively managed or discretionary programs, including Multimodal Transportation Fund projects.
3. New roadway projects and roadway widening projects.
4. Roadway reconstruction and resurfacing projects.
5. New bridge, bridge rehabilitation, and bridge replacement projects.
6. Projects that specifically interact with the active transportation network, including off-road trails and public transit services.

Sponsors of applicable projects shall complete and submit the SEDA-COG MPO's Complete Streets Checklist prior to listing the project on the Transportation Improvement Program (TIP) to ensure that the scope, schedule, and cost estimate can respond to the completed Checklist.

Exceptions

Complete Streets improvements may not be practical for all projects.

Exceptions to the Complete Streets policy may be considered in the following situations, however project sponsors must ensure the safety of all permitted roadway users:

1. On corridors where specific users are prohibited, such as Interstate highways or pedestrian malls.
2. Where the cost of accommodation is excessively disproportionate to the need or probable use, which is defined by the FHWA at the time of the adoption of this policy as exceeding 20 percent of the cost of the larger project.¹
3. Where there is no need to accommodate all modes, and the absence of current and future (25-year horizon) need are publicly documented.
4. Public transit accommodation is not necessary where there is no existing or planned transit service.
5. Where routine maintenance of the transportation network does not change the roadway geometry or operations, such as mowing, sweeping, or spot pavement repair.
6. Where there is an existing or proposed parallel facility with sufficient accommodations, or it is more feasible and/or less costly to locate the proposed accommodations on an alternate route. Compared to the original route, the alternative shall not increase travel distance for pedestrians by more than ¼ mile and/or for bicyclists by more than 1 mile.

Exceptions may be requested and will be approved or denied as outlined below.

1. The project sponsor shall submit a Complete Streets Exception Form to the SEDA-COG Transportation Program Director. The Complete Streets Exception Form shall be available on the SEDA-COG MPO website. Supporting data must be provided for all exceptions.
2. Complete Streets Exception Forms shall be reviewed by the SEDA-COG Transportation Program Director and the MPO Board member representing the county in which the project is located, or their designees. Reviews shall occur on a rolling basis and shall result in a decision to give public notice for the exception or to decline the exception; a decline may include a request for additional information.
3. When a Complete Streets Exception is being considered for a particular project, public notice, including a description of the project and the reason for the exception, shall be given for at least 30 days through the SEDA-COG website.
 - a. If the project's public involvement program includes activities during that period, the request for Complete Streets Policy Exception should be incorporated.

¹ Accommodating Bicycle and Pedestrian Travel: A Recommended Approach, FHWA, https://safety.fhwa.dot.gov/saferjourney1/library/pdf/Pb_memoDesign%20Guidance.pdf

- b. The Middle Susquehanna Active Transportation Committee should be notified and given the opportunity to offer an advisory opinion before an exception is granted.
4. Exceptions under consideration shall be included as part of a project's public involvement program to the greatest extent possible.
5. The SEDA-COG Transportation Program Director and the MPO Board member shall review all public comments and make a final decision.
6. All Complete Streets Exceptions shall be approved unanimously by the SEDA-COG Transportation Program Director and the MPO Board member representing the county in which the project is located or their designees.
7. Exceptions and their related discussions shall be documented and the justification for each exception shall be summarized in a report and made available to the public through the SEDA-COG website.

IMPLEMENTATION

The SEDA-COG MPO shall lead implementation of this Complete Streets Policy. Activities include but are not limited to the following:

- Assess the transportation network for gaps, stresses, or other opportunities for potential Complete Streets improvements and designs. This includes monitoring Bicycle Level of Traffic Stress (BLTS) as proposed in the Middle Susquehanna Regional Bicycle and Pedestrian Plan, along with supporting Road Safety Audits and Local Road Safety Plans.
- Share best practices and resources to support integration of Complete Streets concepts in project planning and implementation.
- Collaborate with PennDOT, neighboring MPOs, and member counties to ensure the principles and practices of Complete Streets are embedded within their planning, design, construction, and maintenance activities.
- Evaluate submitted Complete Streets Checklist.
- Evaluate submitted Complete Streets Exceptions Forms and supporting data.
- Monitor project development, design, and construction, as resources permit.
- Support municipalities in Complete Streets-related applications for funding or technical assistance (e.g., PennDOT Connects Technical Assistance, PennDOT Local Technical Assistance Program, or USDOT Safe Streets and Roads for All planning grants).
- Track and report on Complete Streets performance measures included in this policy, including unintended consequences of Complete Streets projects and potential mitigations (e.g., policy or process modifications).

Complete Streets Checklist

The SEDA-COG MPO Complete Street Checklist provides a tool to guide project sponsors and the SEDA-COG MPO in evaluating projects and integrating Complete Streets elements. The checklist inventories existing conditions and proposed complete streets elements and records the MPO's concurrence or recommendations regarding complete streets elements for Transportation Improvement Program (TIP)

projects in its region. A completed checklist will provide evidence of the MPO's due diligence in implementing its Complete Streets Policy.

Preparation of the Checklist or Exception Form: Project sponsors, whether PennDOT, a county, or a municipality shall prepare either a Complete Streets checklist, or an Exception Form, and submit to the Transportation Director for evaluation.

Timing of Checklist Submissions: For PennDOT-led projects, PennDOT shall submit a checklist prior to listing the project on the Transportation Improvement Program (TIP) to ensure that the scope, schedule, and cost estimate can respond to the evaluated checklist. For locally sponsored projects, the checklist shall also be submitted prior to listing the project on the TIP.

Evaluation of Checklist: A SEDA-COG MPO staff member and the MPO Board County Voting Member shall evaluate the submitted checklist. If the MPO staff member and the MPO Board County Voting Member concur with the proposed Complete Streets elements, they shall approve the checklist and distribute the checklist to the project sponsor and municipality. If the MPO staff member and the MPO Board County Voting Member recommend additional or alternative Complete Streets elements, they shall offer to meet with the project sponsor and municipality to resolve comments or concerns. Upon resolution, the MPO staff member shall distribute the checklist to the project sponsor and municipality.

PERFORMANCE MEASURES

The SEDA-COG MPO shall monitor and document the following Complete Streets performance measures every two years. A dashboard or other online tool should be used to track and publicize the performance data. The results shall be reported at MPO Board meetings and publicized online.

- Miles of pedestrian facilities (ADA-compliant sidewalks and paths).
- Miles of shared use (pedestrian, bicycle) facilities.
- Access to jobs by mode, as percentage of job trips by mode (Source: American Community Survey: Table S0802: Means of Transportation to Work by Selected Characteristics).
- Number of Complete Streets training sessions taken by MPO staff.
- Number of municipalities that have adopted a Complete Streets Policy.
- Number and percentage of fixed-route transit stops accessible via sidewalks and curb ramps (Source: Transit Providers for fixed-route data; online aerial imagery for sidewalk and curb ramp locations).
- Number of projects that serve disadvantaged communities as identified by the [US DOT Equitable Transportation Community \(ETC\) Explorer](#), which incorporates 5 of the 7 traditionally underserved populations identified in the [SEDA-COG MPO Title VI Program Appendix S.3](#).

EVALUATION

The SEDA-COG MPO shall, at a minimum, evaluate this policy in conjunction with the Long-Range Transportation Plan update cycles. This evaluation may include recommendations for amendments to the Complete Streets Policy and subsequently be considered for adoption by the MPO Board using its current procedures.



COMPLETE STREETS CHECKLIST DRAFT 4/1/2024

The SEDA-COG MPO's Complete Streets Policy is intended to improve connectivity, enhance accessibility, and make walking, bicycling, riding public transportation, and travel by horse and buggy and other authorized wheeled devices easier and more convenient for all ages and abilities.

The Complete Streets Checklist inventories existing conditions and proposed complete streets elements and records the MPO's concurrence or recommendations regarding complete streets elements for Transportation Improvement Program (TIP) projects in its region. A completed checklist will provide evidence of the MPO's due diligence in implementing its Complete Streets Policy.

INSTRUCTION

Preparation of the Checklist or Exception Form: Project sponsors, whether PennDOT, a county, or a municipality shall prepare either a Complete Streets checklist, or an Exception Form, and submit to sherman@seda-cog.org.

Timing of Checklist Submissions: For PennDOT-led projects, PennDOT shall submit a checklist prior to listing the project on the Transportation Improvement Program (TIP) to ensure that the scope, schedule, and cost estimate can respond to the evaluated checklist. For locally sponsored projects, the checklist shall also be submitted prior to listing the project on the TIP.

Evaluation of Checklist: A SEDA-COG MPO staff member and the MPO Board County Voting Member shall evaluate the submitted checklist. If the MPO staff member and the MPO Board County Voting Member concur with the proposed Complete Streets elements, they shall approve the checklist and distribute the checklist to the project sponsor and municipality. If the MPO staff member and the MPO Board County Voting Member recommend additional or alternative Complete Streets elements, they shall offer to meet with the project sponsor and municipality to resolve comments or concerns. Upon resolution, the MPO staff member shall distribute the checklist to the project sponsor and municipality.

PROJECT INFORMATION	
Project Name/Title:	
State Route or Street (No./Name and limits):	
Description (project type):	
Anticipated Project Completion:	
Municipality(ies):	
Community Context:	<input type="checkbox"/> Urban/Downtown Area <input type="checkbox"/> Suburban/Small-town Community <input type="checkbox"/> Rural Area
Functional Classification:	
Posted Speed:	
Traffic/Users (counts preferred; estimates may be accepted)	
Avg. Annual Daily Traffic:	
Avg. Daily Pedestrians:	
Avg. Daily Bicyclists:	
Avg. Daily Horse-and-Buggy:	
Prepared by/date:	
Others Consulted:	
Decision:	<input type="checkbox"/> Concurrence <input type="checkbox"/> Recommendation
Evaluated by/date:	
MPO Transportation Director (or designee)	
MPO Board Member for the project location (or designee)	

EXISTING CONDITIONS IN THE PROJECT AREA (within 300 feet of the project)




Community Context and Connections		Description/Notes
Are public service destinations present? Schools/colleges/libraries, parks, hospitals/health care, community centers, govt. offices, etc.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are essential retail destinations or major employment centers present? Food/pharmacy, shopping centers, etc.,	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are residential blocks/neighborhoods present?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are any of the above uses planned (i.e., proposed or permitted by zoning)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Does the community have one or more traditionally underserved populations above the regional average as identified in the SEDA-COG MPO Title VI Program Appendix S.3 ? If yes, identify the population(s).	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Is the community disadvantaged according to the USDOT Equitable Transportation Community (ETC) Explorer ?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Pedestrian Facilities/Features		Description/Notes
Are pedestrian facilities present?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are pedestrian facilities ADA compliant, as applicable?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are pedestrian facilities or improvements planned?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Bicycle Facilities/Features		Description/Notes
Are bicycle facilities present?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Is bicycle parking present?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are bicycle facilities or improvements planned?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Horse-and-Buggy Use		Description/Notes
Is horse-and-buggy use evident (pavement rutting) or has it been observed?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Transit Considerations		Description/Notes
Is transit service available? If yes, specify fixed-route or flexible service, such as paratransit, microtransit, or other on-demand service, and the transit agency.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are transit stops marked/signed?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

EXISTING CONDITIONS IN THE PROJECT AREA (within 300 feet of the project)

Roadway Features/Conditions		Description/Notes
Is the roadway shoulder ≥4 ft?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Is the shoulder pavement condition adequate for walking/biking?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Is on-street parking permitted?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Streetscape Considerations		Description/Notes
Are shade trees, lighting, wayfinding signage, seating, or similar streetscape elements present?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Coordination Efforts		Description/Notes
Have local leaders/stakeholders been contacted to discuss needs and potential complete streets elements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Has law enforcement been contacted to discuss needs and potential complete streets elements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Have transit agencies been contacted to discuss needs and potential complete streets elements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

PROJECT-PROPOSED COMPLETE STREETS ELEMENTS

Community Context and Connections		Description/Notes
Sustain/improve connections with public service destinations	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Sustain/improve connections to retail/employment destinations	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Sustain/improve connections between neighborhoods	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Sustain/improve connections for EJ communities	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Other	<input type="checkbox"/> Yes	
Pedestrian, Bicycle, & Horse-and-Buggy Facilities/Features		Description/Notes
ADA-compliant sidewalks or pedestrian paths, both sides of the street preferred	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
ADA-compliant ramp, curb ramp and detectable warning surface, including slope and cross slope	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Curb bump-outs and/or pedestrian islands	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
High-visibility crosswalks	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

PROJECT-PROPOSED COMPLETE STREETS ELEMENTS		
Pedestrian traffic signals with adequate pedestrian crossing time and accessible push buttons, paired with No Turn on Red signage	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Bicycle/buggy detection at traffic signals	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Traffic signals with adequate bicyclist/buggy crossing time, paired with No Turn on Red signage	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Off-road multiuse path or trail	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Paved shoulders, ≥4 feet in width	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
On-road bike lane	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Other	<input type="checkbox"/> Yes	
 Transit Considerations		Description/Notes
Marked/Signed transit stops	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Bus shelters	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Other	<input type="checkbox"/> Yes	
 Roadway Features/Conditions		Description/Notes
Increase in roadway shoulder width	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
New roadway shoulder pavement	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Change to/Addition of on-street parking	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Change to /Addition of access management to reduce conflict points	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Bicycle-friendly inlets/grates		
Other	<input type="checkbox"/> Yes	
 Streetscape Considerations		Description/Notes
Street trees	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Bicycle/Pedestrian facility lighting (human-scale preferred)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Wayfinding signage	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Seating/rest options	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Other	<input type="checkbox"/> Yes	
Operations Awareness and Maintenance Commitment		Description/Notes
Municipality(ies) is aware of project design, including complete streets elements; agrees design meets needs for all users/vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	



COMPLETE STREETS EXCEPTION FORM DRAFT 3/26/2024

PROJECT INFORMATION	
Project Name/Title:	
State Route or Street (No./Name and limits):	
Description (project type):	
Anticipated Project Completion:	
Municipality(ies):	
Community Context:	<input type="checkbox"/> Urban/Downtown Area <input type="checkbox"/> Suburban/Small-town Community <input type="checkbox"/> Rural Area
Functional Classification:	
Posted Speed:	
Traffic/Users (counts preferred; estimates may be accepted)	
Avg. Annual Daily Traffic:	
Avg. Daily Pedestrians:	
Avg. Daily Bicyclists:	
Avg. Daily Horse-and-Buggy:	
Total Road and/or Bridge Design & Construction Costs	
Total Proposed Complete Streets Design & Construction Costs	
Proposed Complete Streets Elements	
Prepared by/date:	
Submitted by/date:	

EXCEPTION RATIONALE

Please check all that apply and provide a brief justification statement for each on page 2.

- 1. On corridors where specific users are prohibited, such as Interstate highways or pedestrian malls.
- 2. Where the cost of accommodation is excessively disproportionate to the need or probable use, which is defined by the FHWA at the time of the adoption of this policy as exceeding 20 percent of the cost of the larger project.
- 3. Where there is no need to accommodate all modes, and the absence of current and future (25-year horizon) need are publicly documented.
- 4. Public transit accommodation is not necessary where there is no existing or planned transit service.
- 5. As part of routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, or spot pavement repair.
- 6. Where there is an existing or proposed parallel facility with sufficient accommodations, or it is more feasible and/or less costly to locate the proposed accommodations on an alternate route. Compared to the original route, the alternative shall not increase travel distance for pedestrians by more than ¼ mile and/or for bicyclists by more than 1 mile.

EXCEPTION JUSTIFICATION

Exception Decision	
Exception Granted:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Exception Decision by/date:	
MPO Transportation Director (or designee)	
MPO Board County Voting Member for the project location (or designee)	



Complete Streets Planning

Increasing
Safe and Accessible
Transportation Options

POLICY RESEARCH REPORT

REVISED DRAFT April 1, 2024

Complete Streets Planning

Increasing Safe and Accessible Transportation Options

POLICY RESEARCH REPORT

DRAFT Version 4 | April 1, 2024

Contents

Introduction.....	1
What are Complete Streets?.....	1
Federal Emphasis on Complete Streets	0
Literature Review and Best Practices	1
Complete Streets Resources.....	1
Sample Complete Streets Policies.....	3
Model Language Synthesis.....	4
Safety Language.....	4
Checklists to Encourage Complete Streets Elements.....	5
Design Considerations	8
Resources	10



INTRODUCTION

SEDA–Council of Governments (SEDA-COG) Metropolitan Planning Organization (MPO) is committed to expanding multimodal and active transportation accessibility across its eight-county region, with dedicated efforts to enhance facilities, build connections, and craft policies and programs that will enhance mobility for all users. Fundamental to this vision is adoption of a **Complete Streets policy** that sets a framework and the standards for a “conveniently multimodal”¹ system serving the needs of all users—from walking, biking, and rolling to driving, transit, and freight and service vehicles—to ensure travel is safe and efficient for all modes.

What are Complete Streets?

“Complete Streets” refers to the concept, and associated designs and policies, that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, people with disabilities, motorists, and freight vehicles.

Supporting Complete Streets principles can be accomplished in several ways, including:

- Enacting dedicated policy (e.g., enabling ordinances or guidance that give requirements related to design and use of the right-of-way);
- Creating supportive tools (e.g., checklists and resources to guide developers, public works departments and maintenance providers, and community members); and
- Providing community education and engagement opportunities to discuss safe street designs and behaviors, and to encourage shifts to active and public transportation options.

Complete Streets...

- Are context-sensitive solutions that engage and reflect the community.
- Support designs and policies that dedicate space for all modes.
- Prioritize walking, biking, rolling, and other forms of active or alternative transportation.
- Encourage transit and shared options.



- For more information about Complete Street designs and policies, visit the [USDOT Complete Streets](#) resource hub, or the Smart Growth America [National Complete Streets Coalition](#) website.

¹ SEDA-COG LRTP

Federal Emphasis on Complete Streets

The Federal Highway Administration (FHWA) aims to “Make Complete Streets the Default Approach”² by shifting policies and funding priorities toward Complete Streets models. Further, the Bipartisan Infrastructure Law (BIL) passed in 2021 features several elements in support of Complete Streets. First, BIL includes a new requirement that MPOs, such as SEDA-COG, must allocate 2.5 percent of planning funding on activities that support Complete Streets.³ Second, BIL reauthorized formula funding for active transportation programs such as Safe Routes to School, Transportation Alternatives, and Highway Safety Improvement Program (HSIP) funding.⁴ Third, BIL created a new discretionary funding opportunity for Complete Streets projects: the Safe Streets and Roads for All (SS4A) Program.⁵

The SS4A grant program supports two types of activities to improve roadway conditions and to address community safety concerns: (1) planning and demonstration grants and (2) implementation grants. Planning and demonstration grants support initiatives such as developing a comprehensive safety action plan; studies and analyses to support a safety action plan; and demonstrations or pilots that deploy experimental safety designs or campaigns (e.g., temporary, “quick-build” installations that can demonstrate and assess a design concept prior to constructing permanent installations). Implementation grants provide financial support to advance the activities or designs described in the Action Plan (i.e., the safety plan of strategies and priorities produced during the planning grant). The scope of implementation grants can vary; funds can be used for physical interventions, operational activities or initiatives, demonstration events and educational campaigns, and other safety strategies and projects.

In addition, USDOT and other national agencies have promoted Complete Streets in several ongoing initiatives and publications, such as the 2022 FHWA report to Congress on the opportunities and challenges of *Moving to a Complete Streets Design Model* ([report](#)), the online resource for Context-Sensitive Design (CSS/D, [site](#)), and multi-agency collaborations such as AARP’s partnership with the National Complete Streets Coalition to produce the *Evaluating Complete Streets Projects* toolkit and guide ([site](#)).

² U.S. Department of Transportation, Federal Highway Administration (FHWA). Complete Streets. Available at: <https://highways.dot.gov/complete-streets>

³ U.S. Department of Transportation, Federal Highway Administration (FHWA). Bipartisan Infrastructure Law (BIL), “Metropolitan Planning Program (MPP).” Available at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm

⁴ Summary of Formula and Competitive Funding programs authorized by BIL produced by the National Association of City Transportation Officials (NACTO). “Infrastructure Investment and Jobs Act: Overview for Cities.” Available at: <https://nacto.org/wp-content/uploads/2021/08/NACTO-IJA-City-Overview.pdf>

⁵ U.S. Department of Transportation. Safe Streets and Roads for All (SS4A) Grant Program. Available at: <https://www.transportation.gov/grants/SS4A>

This momentum and federal emphasis carry down to the local level with more than 1,700 Complete Streets policies adopted across the U.S. This includes 19 Complete Streets policies in Pennsylvania. This report serves to help SEDA-COG and municipal leaders throughout the region to consider context-sensitive Complete Streets policies for their communities.

LITERATURE REVIEW AND BEST PRACTICES

This document outlines proposed principles, standards, and other language that could be adopted directly or referenced by the SEDA-COG MPO in programming documents such as the *Long-Range Transportation Plan*, *Coordinated Transit Plan*, or other relevant plans such as the *Middle Susquehanna Bicycle and Pedestrian Plan*. The proposed policy elements are founded on a regional and national literature review of peer MPO/RPO Complete Streets policies—both legislative materials and community plans. Findings are outlined below, with more detail provided in Appendix A.

From that review, best practices and relevant provisions are synthesized and inform the draft policy. Beyond providing a primer on Complete Streets, this document serves as a discussion guide for SEDA-COG and its municipal leaders to understand the opportunities and impact of a Complete Streets approach to transportation planning and programming.

Complete Streets Resources

This section outlines leading U.S. agencies or websites that have published or continue to maintain resources to support Complete Streets planning and policy.

- **Smart Growth America**
(<https://smartgrowthamerica.org/>), featuring the **National Complete Streets Coalition**. Through this coalition, SGA maintains an inventory of Complete Streets plans and programs across the U.S., as shown in the Policy Atlas snapshot in Figure 1. The Coalition also regularly offers educational and practice-ready tools and trainings for transportation professionals. In particular, SGA's [Elements of a Complete Street Policy](#) report outlines the considerations and components to include in a policy or plan.

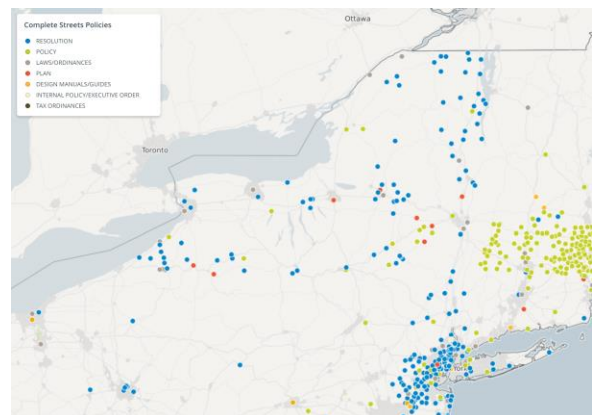


Figure 1. Excerpt from the Complete Streets Policy Atlas interactive map (National Complete Streets Coalition). Available online at: <https://completestreets.carto.com/>

- **Institute of Transportation Engineers (ITE)** (<https://www.ite.org/technical-resources/topics/complete-streets/>). Includes design guidelines, traffic-calming strategies, toolkits, case studies, and management techniques.
- **American Planning Association (APA)** (<https://www.planning.org/>) offers training and reference materials to help planners develop guidance and strategies for Complete Streets in a range of community contexts. In particular, APA resources include a report on Complete Streets best practices.
- **National Association of City Transportation Officials (NACTO)** (<https://www.nacto.org/>) offers several guidance documents, including a *Bikeway Design Guide* and *Street Design Guide*, with case studies of key safety interventions used in cities across the U.S. and globally.
- **American Association of State Highway Transportation Officials (AASHTO)** (<https://transportation.org/active/>) **Active Transportation Council** serves as a forum for transportation professionals and produces technical advice for Complete Streets/Active Transportation concepts.
- **Other Local and Supportive Groups:**

Pennsylvania Downtown Center (<https://padowntown.org/programs/walkworks/>), in partnership with the PA Department of Health (PA DOH), supports Complete Streets planning and policies with dedicated funding opportunities and targeted technical assistance.

Pedalcycle and Pedestrian Advisory Committee (PPAC) (<https://www.penndot.pa.gov/about-us/pages/pedalcycle-and-pedestrian-advisory-committee.aspx>) serves PennDOT as an advisory group on projects and issues related to active transportation infrastructure across the state.

American Association of Retired Persons (AARP) (<https://www.aarp.org/livable-communities/>), through its **Livable Communities** initiative, advocates for Complete Streets and more connected, walkable communities across the U.S., to expand and enhance safe mobility options for aging adults.

Many of the best resources for Complete Streets policies and design are shared from peer agencies and municipalities. For example, the Transportation Research Board (TRB) ([link](#)) publishes research and reports on best practices in street design; groups such as the Association of Metropolitan Planning Organizations (AMPO) shares best practices of, and for, MPOs interested Complete Streets ([link](#)⁶).

⁶ The linked website refers to the New York State chapter of AMPO Complete Street toolkit, with resources and information about Complete Streets for MPOs interested in projects or policies.

Sample Complete Streets Policies

The following Complete Streets policies and plans were reviewed for principles and model language relevant to the varied contexts of the SEDA-COG MPO region. A full table of peer MPO/RPO and other local policies is provided as Appendix A.

Borough/Township Complete Streets Resolution and Policy

Lancaster County Planning Commission (LCPC), Lancaster County, PA, June 2014, [link](#)

The Lancaster County Transportation Coordinating Committee (through the LCPC) prepared a Complete Streets Policy document that describes the basic elements and goals associated with Complete Streets concepts. The document is coupled with a model Complete Streets policy that Lancaster County municipalities can refine and/or adopt based on their specific needs and objectives.

Regional Complete Streets Policy

Indianapolis Metropolitan Planning Organization (IMPO), Indianapolis, IN, March 2014, [link](#)

The Indianapolis MPO Regional Complete Streets Policy focuses on establishing requirements for federally funded transportation projects to incorporate safe walking, biking, and rolling considerations. It features tools to support the design requirements of the policy, including: a quick reference guide outlining Complete Streets goals, requirements, and performance measurements; an online mapping tool to identify areas of opportunity for Complete Streets interventions; and an interactive platform for tracking transportation projects across the region.

Complete and Green Streets for All

New Jersey Department of Transportation (NJDOT), New Jersey, July 2019, [link](#)

The New Jersey Department of Transportation prepared a statewide resource for Complete Streets policy and design to supplement the state's existing Complete Streets Policy (2009) and its many municipal policies. The guide offers technical and educational support on the processes involved in adopting a Complete Streets policy, including model language and a sample resolution, as well as checklists and other tools to be used by agencies throughout a street design project. Best practices for public engagement, as well as details to communicate benefits, are provided in the guide.

Complete Streets Policy

Chester County, PA, November 2021, [link](#)

Chester County's Complete Streets Policy presents a visual overview of Complete Streets elements and introduces policy goals, application, and performance measures. The document includes considerations such as maintenance. An important component of the policy is its integration with the County's growth vision, including details on designated growth areas versus rural resource environments. Each growth area typology is presented with a note to the physical infrastructure and design interventions appropriate for its specific context and transportation systems.

Dutchess County Complete Streets Policy, Dutchess County

Transportation Council (DCTC), Dutchess County, NY, September 2016, [link](#)

The Dutchess County Transportation Council (DCTC) adopted a Complete Streets Policy in 2019. The MPO also prepared several supplemental resources including a project checklist of Complete Streets considerations, a white paper documenting lessons learned, and a presentation that introduces Complete Streets concepts.

Model Language Synthesis

The policy excerpts below present relevant language and graphics considered or included in the SEDA-COG Complete Streets Policy. Sample elements and language are categorized and presented according to their primary topic, and include reference to the original source.

Safety Language

The excerpts below present examples of terms and phrases used to communicate safety-related concepts, definitions, and Complete Streets visions and goals:

- *"...in its work and in coordination with its partners to encourage streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation."* (Lancaster County Transportation Authority, 2014)
- *"Each Complete Street is unique, but common elements may include bus shelters, pavement markings, bike lanes, bump outs (curb extensions), pedestrian control signals, crosswalks and sidewalks."* (Orange County Transportation Council, 2017)
- *"Frontier encourages the above principles be used for the purpose of planning, designing, building, operating and maintaining a safe, reliable, efficient, integrated and connected multimodal transportation network that will provide access, mobility, safety, and connectivity for all users. This policy is a commitment that future transportation projects*

will take into account the needs of all users as early as practicable and throughout the transportation planning process.” (Frontier MPO, 2019)

Checklists to Encourage Complete Streets Elements

Complete Streets checklists are a noted best practice in integrating design considerations into the project planning process. Figure 2 presents the Concept Development Checklist in NJDOT’s Complete and Green Streets for All guide. Figure 3 offers a more comprehensive version of a checklist as presented in the DCTC Complete Streets Policy.

Concept Development Checklist					
ITEM TO BE ADDRESSED	CHECKLIST CONSIDERATION	YES	NO	N/A	REQUIRED DESCRIPTION
EXISTING STREETScape	Are there existing or planned street trees, planters, buffer strips, or other environmental enhancements such as drainage swales within the study area?				
RESURFACING	Can additional road uses be supported and/or safety improved by reconfiguring lanes within the same roadway width? Examples include but not limited to, lane narrowing, lane reconfiguration, lane reduction (road diet), on-street bicycle parking, hi-viz crosswalks, painted curb extension, etc.				
EXISTING PLANS	Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area? Examples include (but are not limited to): <ul style="list-style-type: none"> • School Travel Plans • Municipal or County Master or Redevelopment Plan • Local, County and Statewide Bicycle and Pedestrian Plans • Sidewalk Inventories • MPO Transportation Plan • NJDOT Designated Transit Village 				
IMPERVIOUS COVER	Is there an opportunity to remove impervious surface as part of this project?				

Figure 2. NJDOT Complete Streets Checklist, Complete and Green Streets for All, page 27

PROPOSED DESIGN						
Complete Streets Elements: what will be included in the Proposed Design?						
Bicycling Facilities:						
Off-roadway path/trail	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Dedicated on-street bike lane	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Shared-lane markings (sharrows)	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Paved Shoulders (4 feet minimum; 5+ feet preferred)	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Bike detection at actuated traffic signals, including at turn lanes	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Signals with adequate minimum green time for bicyclists to cross the intersection	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Bicycle-safe inlet grates	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Bicycle parking (racks, lockers)	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Transit Facilities:						
Transit vehicle access into site	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Bus pull-offs or curb extensions	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Bus stop signs/marked stops	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Bus stop shelters	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Has transit agency/ies been contacted to discuss options?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Access and Mobility/ADA Facilities:						
ADA-compliant sidewalk/path	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Accessible pedestrian traffic signals (push-buttons with audible tones)	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Curb ramps with detectable warning surface	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
ADA-compliant slopes and cross-slopes for driveway ramps, sidewalks, & crossings	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Access management: reduce conflict points between pedestrians, bicyclists, and vehicles	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Freight & Emergency Vehicles:						
Loading/unloading zones	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Emergency vehicle access	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Walking Facilities:						
Sidewalks (preferred on both sides of the street) or path	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Paved Shoulders (4 feet minimum; 5+ feet preferred)	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
High-visibility crosswalks	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Curb extensions to reduce crossing distance	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Pedestrian traffic signals with adequate crossing time	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Signal timing: protected left turn phases, leading pedestrian interval, no right turn on red, etc.	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Raised median with refuge islands (especially on roads with 2 or more lanes in each direction)	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Traffic calming elements, lighting & signage, especially at uncontrolled crossings	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Connectivity:						
Connections to bicycling, walking, or transit facilities	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Connections to key destinations (see page 2)	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Connections to neighborhoods	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Streetscape Elements:						
Landscaping, street trees, planters, buffer strips, etc.	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Pedestrian-scale lighting	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Public seating or benches	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Wayfinding signage for walking, bicycling, & transit	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Utilities: relocate poles or wires	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA
Responsible Agencies:						
Construction-period pedestrian/bicycle access:						
Ongoing facility maintenance:						
Law Enforcement:						
Road Owner:						

Figure 3. DCTC Complete Streets Elements Checklist, Dutchess County Complete Streets Policy, page 3

Metrics

Basic Performance Metrics

The Palm Beach TPA Complete Streets Policy (2023) references the following basic metrics:

1. Existing miles of Complete Streets.
2. Miles of sidewalk and gaps.
3. Miles of bike lanes and bike lane gaps.
4. Population within a quarter-mile of a transit stop.
5. Percentage of network that can facilitate three or more modes of travel.
6. Ratio of shelters to bus stops.

These metrics likely indicate targeted areas of investment in Palm Beach at the time the policy was adopted. Metrics 1, 2, 3, and 5 reflect the availability of complete streets infrastructure. Metric 4 is likely trying to reflect transit system accessibility; however, the percentage of the population that lives (or works) within a quarter-mile of a transit stop would more accurately indicate accessibility. Metric 6 measures shelters as a desired amenity for transit system users.

Sample Performance Metrics

Several sample performance metrics for varied complete streets objectives are noted in Table 1. Safety is an obvious objective. Other objectives are identified to track and report progress in terms of planning capacity, pedestrian/bicycle travel activity/facility usage, and installation.

The final column indicates the scale at which the measure is applicable—project, corridor, and/or regional system.

Table 1 Complete Streets Objectives and Performance Metrics

Objective	Performance Trends/Metrics	Applicable Scale
Safety	Decrease in crash frequency and severity (e.g., lower rates of fatalities and injuries, and reduced number of total crashes) Decrease in crash frequency and severity among historically disadvantaged and Plain Sect populations	Corridor, Regional
	Reduction in Bicycle Level of Traffic Stress (i.e., with emphasis on key connectors and corridors identified by the MSBPP ¹) Reduction in miles of high stress roadway / Increase in miles of lower-stress facilities Targeted improvements/reduction in high-stress connectors (e.g., a short less-safe (Level 3 or 4) spur between two safer (Level 1 or 2) facilities)	Corridor, Regional
Planning	Increase in the number of Complete Streets educational events and campaigns conducted in the region	Regional (or sub-region)
	Incorporation of the Complete Streets Policy into the MPO's project selection and prioritization processes for its LRTP and TIP.	Regional
	Number of prepared Complete Streets Checklists (or percent of TIP projects with prepared checklists)	Regional
	Increase in satisfaction of pedestrians/cyclists/transit riders, or other travel options (collected through intercept surveys or other feedback opportunities)	Corridor, Regional
	Increase or enhancement to available public transportation or microtransit options (designated stop service), measured in routes, frequency, quality of service, ridership	Corridor
Installation	Increase in miles of new trails or other multiuse, off-road facilities	Project, Corridor, Regional
	Increase in miles of new bike lanes, sharrows, or other on-road facilities	Project, Corridor, Regional

Objective	Performance Trends/Metrics	Applicable Scale
	Increase in miles of new sidewalk	Project, Corridor, Regional
	Increase in miles of ADA-compliant pedestrian routes / number of ADA-compliant intersections, particularly in communities with high percentages of persons with disabilities	Project, Corridor, Regional
	Increase in the number of pedestrian amenities by category and number of elements or number of blocks improved, such as street trees, wayfinding signs, lighting, and seating	Project, Corridor
	Increase in the availability of cyclist amenities such as bike racks, benches, other trailhead amenities, etc.	
Usage	Increase in number of pedestrians (collected through all-traffic and/or bicycle-pedestrian counts)	Project, Corridor
	Increase in number of cyclists (collected through all-traffic and/or bicycle-pedestrian counts)	Project, Corridor
	Increase in number of designated transit stops	Project, Corridor
	Increase in use (or availability) of shared systems such as bike-share programs, micromobility options, or other non-motorized vehicles	Project, Corridor, Regional

¹ *Middle Susquehanna Regional Bicycle and Pedestrian Plan, 2019*, Available at: https://seda-cog.org/wp-content/uploads/MidSusq_BikePed-6-19-2019-LowRes.pdf


Other Metric Considerations

To support the collection and monitoring of performance measures before and after a project, the Mid-Ohio Regional Planning Commission (MORPC) supports its Complete Streets Policy (2010) with a Complete Streets Equipment Library ([link](#)) featuring bicycle/pedestrian counters and measuring wheels to be borrowed by local agencies and affiliates.

Design Considerations


The *Chester County Complete Streets Policy (2021)* reviews the appropriate design for specific landscapes or environments. Figure 4 presents two examples of this guidance as it applies to Rural areas and Suburban Centers.





Rural landscapes consist of open and wooded lands, with scattered villages, farms, and residential uses. Very limited development occurs, preserving significant areas of open space and critical natural and cultural resources. Transportation infrastructure and amenities are context sensitive to the rural character and accommodate both residential and farm needs.

Active Transportation Elements					
Sidewalks/ Walkways	Bike Lanes	Shared Roadway	Multi-Use Trails	Bicycle Parking	Bus Stops/ Shelters
		● Signed bike routes for touring cyclists.	● Trails and pathways within developments connecting to local and regional trail networks. Regional multi-use trails / network.		●



Suburban Center landscapes are regional economic, population, and transportation centers with varying land uses. Suburban Centers will accommodate substantial future growth of medium to high intensity with a mix of uses, including commercial, residential, and industrial. As Suburban Centers grow, repurposing obsolete structures and sites and encouraging sustainable development will be critical. Transportation infrastructure and amenities will need to expand with new development to create an integrated multimodal network for a variety of users.

Active Transportation Elements					
Sidewalks/ Walkways	Bike Lanes	Shared Roadway	Multi-Use Trails	Bicycle Parking	Bus Stops/ Shelters
● Buffered sidewalks and clear crosswalks along streets, within parking lots, and between buildings.	●	●	● Direct trail connections to regional trail network.	●	● Bus shelters and stops for public transportation and strong connections to nearby trains stations.

Figure 4. Chester County Complete Streets Policy, pages 12-13

RESOURCES

The SEDA-COG MPO's Complete Streets Policy and Checklist reflect best practices from the following peer agencies and their plans, policies, and checklists:

- [Delaware Valley Regional Planning Commission \(DVRPC\) Municipal Implementation Toolbox](#)
- [Dutchess County Transportation Council \(DCTC\) Complete Streets Checklist](#)
- [Philadelphia Complete Streets Design Handbook](#)
- [New Jersey Complete and Green Streets for All](#)

The following list presents key resources for Complete Streets planning and design.

- [U.S. Department of Transportation \(USDOT\) – Safe Streets for All Grant Program](#)
- [Federal Highway Administration \(FHWA\) - Complete Streets](#)
- [Federal Highway Administration \(FHWA\) – Small Town and Rural Multimodal Networks](#)
- [Smart Growth America - National Complete Streets Coalition](#)
- [PennDOT Design Manual, Part 2 \(DM-2\) - Contextual Roadway Design](#)
- [Pennsylvania Downtown Center - WalkWorks](#)
- [AARP - Livable Communities](#)
- [American Planning Association \(APA\)](#)
- [Institute of Transportation Engineers \(ITE\)](#)
- [National Association of City Transportation Officials \(NACTO\)](#)
- [American Association of State Highway Transportation Officials \(AASHTO\)](#)

In support of equitable transportation investments, specifically those funded under USDOT and the Justice40 Initiative, two interactive federal tools that identify disadvantaged communities by census tract are available as of the date of this report. Note: Safe Streets and Roads for All (SS4A) and Transportation Alternatives Set-Aside (TASA) are currently listed as Justice40 covered programs.

The [US DOT Equitable Transportation Community \(ETC\) Explorer](#) is an interactive web application that uses 2020 census tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. It is designed to complement CEQ's [Climate & Economic Justice Screening Tool](#) by providing users deeper insight into the Transportation disadvantage component of CEJST, and the ETC Explorer's Transportation

Insecurity component, which will help ensure the benefits of DOT's investments are addressing the transportation related causes of disadvantage. Applicants to USDOT's Justice40 covered program NOFOs should use CEJST as the primary tool to identify disadvantaged communities, as USDOT's ETC Explorer is not a binary tool indicating whether a census tract is considered disadvantaged; it is a dynamic tool that allows every community in the country to understand how it is experiencing burden that transportation investments can mitigate or reverse.⁷

⁷ US DOT Equitable Transportation Community (ETC) Explorer, <https://www.transportation.gov/priorities/equity/justice40/etc-explorer>, accessed March 20, 2024.

Agenda Item L

Items of Potential Interest to MPO Members As of April 2024

Opportunities to Provide Review and Comment:

rabbittransit Stop Hopper
Microtransit Service

New microtransit service (Stop Hopper) was initiated by rabbittransit from Selinsgrove-Sunbury in December 2021. The service expanded to include Danville-Bloomsburg and Lewisburg-Milton zones on 3/21/22. Staff promoted this service and coordinated with rabbittransit to further analyze and market the pilot. Staff is assisting rabbittransit with discussions on continuing the service beyond the pilot stage. Meetings to discuss local match options have been held regularly since January 2024. Staff supported rabbittransit’s successful application to the Degenstein Foundation for local match funding. More information is available [here](#).

Clinton County
Designated Stop Program

STEP Transportation launched a new Designated Stop Program in Clinton County on October 3, 2022. Visit www.stepcorp.org/dsp for more information.

Expanding Truck Parking
in Pennsylvania

On December 13, 2023, PennDOT released its Expanding Truck Parking Study in Pennsylvania to address the critical issue of inadequate truck parking facilities. The study proposed various strategies to expand and improve truck parking infrastructure, including a framework for public-private collaboration to address identified needs. The study underscores the importance of addressing issues to enhance safety, efficiency, and productivity within Pennsylvania’s freight transportation network. More information can be found [here](#).

Addressing Municipal
Challenges to
Participating in
Competitive
Transportation Grant
Program

PennDOT’s study, Addressing Municipal Challenges to Participating in Competitive Transportation Grant Programs, released on December 13, 2023, explored the obstacles faced by Pennsylvania’s municipalities in accessing discretionary federal and state funding. The study identified various impediments, such as limited capacity and financial resources at the municipal level, complex application processes, and insufficient technical expertise. The study aimed to facilitate greater participation in and strengthen the competitive position of Commonwealth communities as they work to secure grant funding for vital transportation investments. More information can be found [here](#).

Accessibility Guidelines
for Pedestrian Facilities

The U.S. Access Board has issued a final rule on accessibility guidelines for pedestrian facilities in the public right-of-way. The final rule and additional information can be found [here](#). These guidelines inform federal, state, and local government agencies on how to make their pedestrian facilities accessible to people with disabilities, including sidewalks, crosswalks, shared use paths, and on-street parking. The guidelines will be mandatory after they are

Items of Potential Interest to MPO Members As of April 2024

adopted for enforcement by the Department of Justice and the Department of Transportation under Title II of the ADA.

FHWA Transportation
Planning Capacity Building

Two new videos are available on FHWA's [Transportation Planning Capacity Building Website](#). The video learning series is designed to exchange information on planning tools, share common experiences and noteworthy practices across the planning discipline, and establish a common knowledge base for all planners. The [Federal Transportation Planning Process video](#) explains the typical transportation planning process, based on the Transportation Planning Process Briefing Book. The [Federal Transportation Planning Funds video](#) explains the process to ensure that federal funding is being used to plan a safe and efficient transportation system as per laws and regulations.

FHWA Transportation
Planning Process Briefing
Book

FHWA has updated its Transportation Planning Process Briefing Book. More information is available [here](#).

FHWA Community
Connections Innovations
Handbook

FHWA published this handbook for States, MPOs, and local governments. It includes a toolbox for advancing Community Connections considerations in the transportation planning, project development, and design processes. More information is available [here](#).

Funding Opportunities:

USDOT Bipartisan
Infrastructure Law (BIL)
Discretionary Grants
Resources

The [USDOT Discretionary Grants Dashboard](#) provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. The [BIL Launchpad](#) provides customized information on available funding, interactive technical support, data on successful awards, and essential resources.

Safe Streets and Roads for
All Program

The FY 2024 Notice of Funding Opportunities (NOFO) for Safe Streets and Roads for All (SS4A) grants was released in February 2024. Funds are awarded on a competitive basis to support planning, infrastructural, behavioral, and operational initiatives to reduce traffic-related accidents, and incorporating all modes of transportation including pedestrians, bicyclists and public transportation. The SS4A program provides both Planning and Demonstration grants, as well as Implementation grants. In order to be eligible for Implementation grants, applicants must have an action plan in place; these action plans may be developed utilizing SS4A Planning and Demonstration grant funding. The FY 2024 NOFO has multiple deadlines for Planning and Demonstration grants: April 4, 2024; May 16, 2024, and August 29, 2024. All

Items of Potential Interest to MPO Members As of April 2024

*implementation grant applications are due on May 16, 2024.
More information can be found [here](#).*

Active Transportation
Infrastructure Investment
Program (ATIIP)

In March 2024, FHWA announced a Notice of Funding Opportunity (NOFO) for FY 2023 Active Transportation Infrastructure Investment Program (ATIIP). This new competitive grant program can be used to plan, design, or construct networks of safe and connected active transportation facilities that connect destinations within communities, including schools, workplaces, residences, businesses, recreation areas, medical facilities, and other community areas. In addition to networks within a community, funding can be utilized to connect between communities. Integrating active transportation facilities with transit services, where available, is an additional goal of the program. The federal share of the cost of an eligible project cannot exceed 80 of the total project cost. Applications must be submitted by Monday, June 17, 2024. A webinar will be held on Tuesday, April 9, 2024 to learn more about the program. More information can be found [here](#).

Multimodal Discretionary
Grant Program (MPDG)

This USDOT discretionary grant program was authorized under the Bipartisan Infrastructure Law for the purpose of soliciting applications for three funding opportunities: National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). Funds for the INFRA, Mega, and Rural funding opportunities provide Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas. The current FY 25-26 application cycle closes on May 6, 2024. More information can be found [here](#).

National Electric Vehicle
Infrastructure (NEVI)
Formula Program

In January 2023, PennDOT announced a Notice of Funding Opportunity for Round 1 of the NEVI Grant Program. The approved projects, including locations along I-80 in Clinton, Columbia, and Northumberland counties, can be found [here](#).

PennDOT opened the NEVI Round 1A funding opportunity for online submissions in December 2023. Proposals were due by January 26, 2024. Grant awards are expected in April 2024. The focus of this round is to complete the Pennsylvania Alternative Fuel Corridors network. More information can be found [here](#).

PennDOT has secured \$5 Million from the EV Charger Reliability and Accessibility Accelerator Program to improve EV charging

Items of Potential Interest to MPO Members As of April 2024

reliability in PA. The funds will be allocated through a program that PennDOT anticipates administering similarly to the NEVI program. There are 293 eligible charging ports at 174 locations in Pennsylvania which are all privately owned. PennDOT will run a competitive program to select chargers and sites and anticipates that 20-50 sites will receive an award. PennDOT will develop and announce the funding opportunity in the coming months. A 20% match will be required for awarded funds.

WalkWorks 2024 Active
Transportation Planning
Grants

On January 10, 2024, PA WalkWorks announced the next round of assistance to advance active transportation in Pennsylvania. These grants are available to municipalities and planning organizations for the development of active transportation plans, complete streets implementation plans, safe routes to school plans, or other and use plans and policies that allow for the development of activity-friendly routes connecting to everyday destinations. Applications were due by March 22, 2024. Staff provided a consistency letter for the City of Lock Haven's application. More information can be found [here](#).

Bridge Investment
Program

On December 20, 2023, FHWA opened a Notice of Funding Opportunity (NOFO) for FYs 2023 through 2026 Bridge Project grant applications and Planning grant applications under the Bridge Investment Program (BIP). Bridge Project grants under the BIP are available for bridges with total eligible project costs up to \$100 million, with minimum grant awards of \$2.5 million. Planning grant applications are available for bridges with maximum grant awards of 80% of the total eligible project costs. The FY 2023 and 2024 Planning application deadline was February 19, 2024, and the Bridge Project grant application deadline was March 19, 2024. In addition, the rolling NOFO for the Large Bridge Project category of the BIP allows for FY 2025 applications through August 1, 2024. Additional information about these funding programs can be found [here](#).

Green Light-Go Program

PennDOT announced the application period for FY 23-24 Green Light-Go Program funding on 10/20/23. The round was open through 2/29/24. It is anticipated awards from this round will be announced in summer 2024 and the projects must be completed by spring 2027. More details can be found [here](#).

CFA Act 13 Programs

The Commonwealth Financing Authority met on 1/16/24 and approved several grant projects, including those funded by Act 13 Programs (e.g., Greenways/Trails/Recreation). See more [here](#).

ROUTES Initiative
Applicant Toolkit

The U.S. Department of Transportation has released an [Applicant Toolkit](#) (Toolkit) for the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative. The Toolkit provides

Items of Potential Interest to MPO Members As of April 2024

user-friendly information and resources to enhance rural applicants' familiarity with USDOT's discretionary grant programs and the funding process.

ARC Local Access Road Program

Interested parties should contact SEDA-COG's Betsy Lockwood regarding candidate local access road projects. Applications are accepted on a rolling basis, and sponsors of candidate projects should coordinate with Betsy as they're being defined. Betsy will provide an update to MPO members at the January 2024 meeting.

PennDOT Project Information:

Maintenance and Traffic Bulletins

PennDOT District 2 Maintenance & Traffic Bulletins can be found [here](#). PennDOT District 3 Maintenance & Traffic Bulletins can be found [here](#).

Major and Ongoing Construction Projects

PennDOT District 2 Major & Ongoing Construction Projects can be found [here](#). PennDOT District 3 Major & Ongoing Construction Projects can be found [here](#). PennDOT project performance results can be found [here](#). PennDOT District 3 highlighted projects for the 2024 construction season on 3/6 via a news release [here](#).

State College Area Connector Project

This project's final Planning & Environmental Linkages Study report is available on the project website. The results of the PEL Study identify transportation alternatives to advance into the National Environmental Policy Act (NEPA) process and preliminary engineering. PennDOT anticipates hosting a public meeting to present the refinements to the alignments in summer 2024. More information can be found at the project page: www.penndot.gov/scac.

PA Wildlife Crossing Strategic Plan and Analytical Tools

On December 5, 2023, FHWA announced that PennDOT received \$840,000 for the Pennsylvania Wildlife Crossing Strategic Plan and Analytical Tools. The project will develop a comprehensive statewide strategic plan to address the challenges and seize the opportunities associated with wildlife crossings, develop data collection and GIS mapping tools, and a public outreach and education program. The data collection and mapping tools will assist in identifying priority investment areas.

PA Transportation Projects

Statewide active construction projects and projects included on current TIPs and Twelve Year Plans can be found [here](#).

PennDOT One Map

PennDOT One Map serves as the GIS visualization portal for planned and completed maintenance activities. PennDOT One Map provides sets of map data which can be exported and queried for attribute data. This application can be found [here](#).

Items of Potential Interest to MPO Members As of April 2024

MPO and Committee Activities:		
Next MPO Meeting	<i>June Meeting.</i>	June 14, 2024
MPO Strategic Plan	<i>Members adopted the current Strategic Plan at the March 22, 2019 MPO meeting. The Plan can be found here. Our Gannett Fleming consultant team has been contracted to facilitate an update to the Strategic Plan.</i>	
Middle Susquehanna Bicycle and Pedestrian Plan	<i>Members adopted the 2019 Bike+Ped Plan at the 5/17/19 MPO meeting. The Active Transportation Committee has been formalized and began meeting in August 2019. More details can be found here.</i>	
Federal Functional Classification Review	<i>Recent changes are available via a webmap here. Further revisions based on the 2020 Census urban area boundaries will be submitted by 12/31/25.</i>	
Local Bridge Subcommittee	<i>Local bridge funding handbook was distributed in 2016; an updated version for 2023 is posted here. Changes reflect Bipartisan Infrastructure Law and other updates.</i>	
LTAP Classes and Other Municipal Training	<i>More details can be found here.</i>	
SEDA-COG Long Range Transportation Plan (LRTP) Update	<i>2021-2045 LRTP was adopted at the 6/25/21 MPO meeting. Final plan electronic version has been posted here. The next LRTP will be due before 6/25/26 and a coordination meeting to kick off the process occurred in January 2024.</i>	



March 19, 2024

Samantha Pearson, Healthy Communities Program Manager
Pennsylvania Downtown Center
1230 North Third Street
Harrisburg, PA 17012

RE: 2024 WalkWorks Grant Application – City of Lock Haven Active Transportation Plan

Dear Ms. Pearson:

The SEDA-COG Metropolitan Planning Organization (MPO) is aware that the City of Lock Haven is applying for the 2024 WalkWorks grant program for development of an active transportation plan. The SEDA-COG MPO supports the City of Lock Haven’s WalkWorks application for an active transportation plan, and we view this as an important step for increasing physical activity and making the city’s transportation system safer and more accessible to all users.

This letter establishes that the referenced application is consistent with projects and implementation strategies included in the 2021 Long-Range Transportation Plan (LRTP) for the SEDA-COG MPO. Furthermore, the active transportation plan would incorporate the development of the city’s Active Arts Corridor and the design of the Bald Eagle Valley Trail (BEVT) within the city limits. The BEVT has been a high priority in the MPO region for many years, and in addition to being referenced specifically in the 2021 LRTP for the SEDA-COG MPO, it is also included in the Middle Susquehanna Bicycle and Pedestrian Plan. SEDA-COG MPO staff also previously participated in a PennDOT LTAP Walkable Communities Program technical assistance project that was completed within the City of Lock Haven.

WalkWorks funding for the City of Lock Haven’s active transportation plan will strengthen prior state, federal, and local investments in the BEVT trail system, several streetscape projects, and the Active Arts Corridor. Furthermore, the active transportation plan would help increase safe and accessible opportunities for everyone to be physically active.

If you have any questions or comments, please contact me at 570-524-4491, or by email at sherman@seda-cog.org.

Sincerely,

A handwritten signature in cursive script that reads "Steve Herman".

Steve Herman, AICP
Transportation Planning Program Director





March 22, 2024

James Knight, Township Supervisor
East Buffalo Township
589 Fairground Road
Lewisburg, PA 17837

RE: FY 2024 Appropriations Request – SR 45 West Market Street Improvement Project

Dear Mr. Knight:

The SEDA-COG Metropolitan Planning Organization (MPO) is aware that East Buffalo Township is applying for FY 2025 Appropriations Congressionally Directed Spending for improvements to SR 45 West Market Street. The SEDA-COG MPO supports expanding active transportation options, calming traffic, and implementing Complete Streets principles, and we view the West Market Street Improvement Project proposal as advancing these priorities through its sidewalks, crosswalks, curb extensions, lighting, and landscaping elements. The West Market Street Improvement Project would help make the project corridor safer and more accessible to all users, while enhancing the overall quality of life and economy for East Buffalo Township.

This letter establishes that the township's application is consistent with projects and implementation strategies included in the SEDA-COG MPO's 2021 Long-Range Transportation Plan (LRTP) and 2019 Middle Susquehanna Region Bicycle and Pedestrian Plan. In addition, the project is consistent with the SEDA-COG MPO's pending Complete Streets Policy.

If you have any questions or comments, please contact me at 570-524-4491, or by email at sherman@seda-cog.org.

Sincerely,

A handwritten signature in cursive script that reads "Steve Herman".

Steve Herman, AICP
Transportation Planning Program Director





PennDOT Connects Municipal Resources

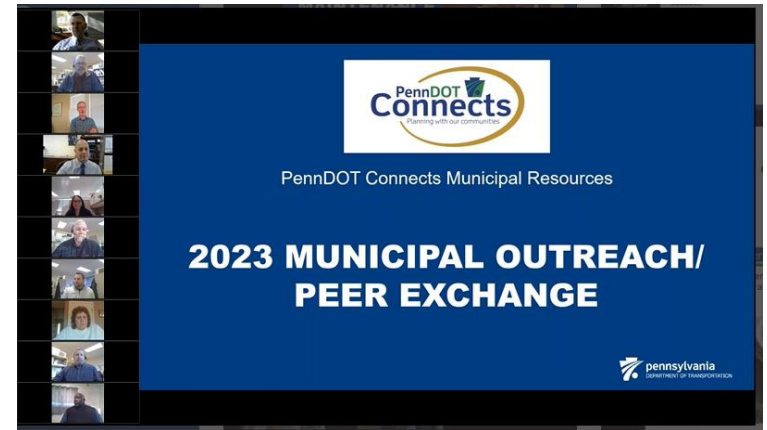
STEERING COMMITTEE MEETING

MARCH 6, 2024



MUNICIPAL OUTREACH 2024

			Total Registered
District 2	3/25/2024	Hybrid	12
District 12	3/27/2024	Hybrid	24
District 11	3/28/2024	Virtual	98
District 6	4/22/2024	Virtual	17
District 1	4/24/2024	Virtual	29
District 4	5/7/2024	Hybrid	18
District 8	5/14/2024	Hybrid	29
District 9	5/15/2024	Virtual	9
District 5	5/16/2024	Hybrid	25
District 10	5/28/2024	Hybrid	28
District 3	5/29/2024	Virtual	18
			307



NEWSLETTER/TECH SHEET 2024 TOPICS

- HOP-Feb/March
- Utility Coordination
- Adaptive Reuse of Land & Buildings
- Planning for Stormwater
- Planning for Trucks



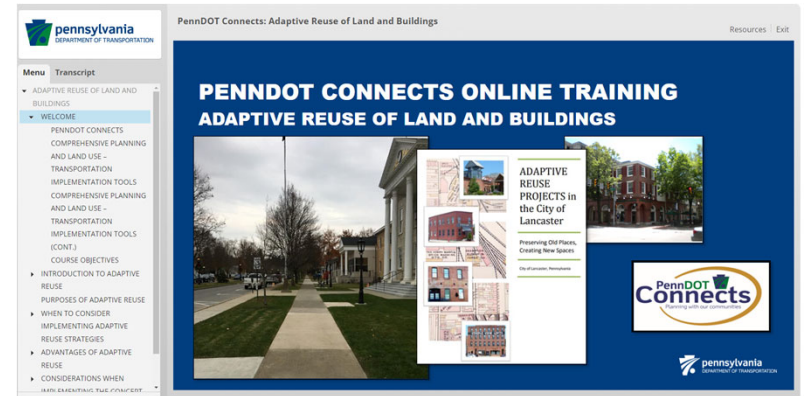
ON-DEMAND ONLINE TRAINING 2024

Parking Considerations

Traditional Neighborhood Development

Tax Incremental Financing

Coming to the website soon.



GENERAL EDUCATION DROP-INS HELD

[Revitalizing Spaces: Exploring Adaptive Reuse](#) Jan. 2024

31 attended

[Coordination with Utilities—We're All in the Right-of-Way Together](#) Feb. 2024

91 attended

The website has a menu of past recorded drop-ins. Great training resource for new employees.



GENERAL EDUCATION DROP-INS 2024

Pennsylvania Infrastructure Bank (PIB) – March 14

Broadband Ready Community Program – March 21

Planning for Stormwater – April 11

Planning for Trucks – May 9

Grant Tips for Municipal Funding – June 13



TRANSPORTATION AND LAND USE PLANNING ASSISTANCE

Local Road Safety Plan

Dover Township, York Co.

Road Safety Audit

Tamaqua Borough, Luzerne Co.

Funding Questions

Freedom Twp., Adams Co.

Hickory Twp., Cumberland Co.

New Garden Twp., Chester Co.

Current Capacity
On-Site Assistance 17
Phone/Email Assistance 40+



PROJECTS

Pennsylvania Allocated and DOT Discretionary Funds Matrix Basic Grant Information



PROJECTS - 2023 12-YEAR PROGRAM DATA REVIEW

Potential PennDOT Connects Assists Were Identified

PennDOT Connects can help with any of the following activities:

- Performing Road Safety Audits
- Creating or Updating Active Transportation Plans
- Facilitating a Community Meeting to Begin a Project
- Identifying funding and assisting with grant applications
- Review ADA Transition Plans or Self Evaluations
- Evaluating and Assisting with Development of Plans for:
 - Bike Lanes
 - Trail and Multimodal Connections
 - Sidewalks
 - Safe Routes to School
 - Walking and Biking Opportunities



PENNDOT CONNECTS

PennDOT Connects

<https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx>

Municipal Resources

<https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Land-Use-and-Transportation-Planning.aspx>

Phone: 717-710-2090

Email: PAConnects@pa.gov

