

SEDA-COG MPO Meeting
August 7, 2026 @ 9:30 A.M.
SEDA-COG Office / Virtual Meeting

Meeting materials available at:

<https://seda-cog.org/departments/transportation/seda-cog-metropolitan-planning-organization>



MPO Voting Member Attendance

Member	Yes	No
Stephen Gibson, Clinton County		
Christopher Anderson, Columbia County		
Brad Kerstetter, Juniata County		
James Lettiere, Mifflin County		
Greg Molter, Montour County		
Justin Skavery, Northumberland County		
Lincoln Kaufman, Snyder County		
John DelVecchio, Union County		
Lisa Dooley, Town of Bloomsburg		
Jack Kyttle, Berwick Borough		
Mark Schultz, PennDOT District 2		
Preston Mausteller, PennDOT District 3		
Nate Walker, PennDOT Central Office		
Bob Stoudt, Multimodal Interests		
Michele Holman, Transit Interests		
Randy Karschner, SEDA-COG Board		
Steve Herman, SEDA-COG Transportation		

A. Call to Order (introduction of new members and guests)

B. Public Forum (for items not listed on the agenda)



C. *Approval of June 12, 2026, MPO Meeting Minutes (see pages 3 to 7 of packet)

Recommendation: If acceptable, approve the minutes of the June 12, 2026, SEDACOG MPO meeting.

D. *TIP Modifications (see pages 9 to 25 of packet)

Note: Votes are not needed for the administrative modifications between 6/4/26 and 7/30/26 in the packet. The project on page 9 of the packet is an amendment and does require a vote.

Sampling of TIP modifications being reviewed at MPO meeting

Action ID	MPMS #	PennDOT One Map Report	Google Street View
N/A	124255	Project Status Report Link	Street View Link
145694	123508	Project Status Report Link	Street View Link
146072	95973	Project Status Report Link	Street View Link
146093	113133	Project Status Report Link	Street View Link
145681	103011	Project Status Report Link	Street View Link
145850	99238	Project Status Report Link	Street View Link
146200	103928	Project Status Report Link	Street View Link
146205	109577	Project Status Report Link	Street View Link

E. CSVT Project Status Report – PennDOT District 3



CSVt project website: <https://www.csvt.com/>

E. CSVT Project Updates

Southern Section Paving Contract

- Joint venture between Trumbull Corporation of Pittsburgh, PA and Golden Triangle Construction Company of Imperial, PA for \$186M.
- Along with paving of the CSVT mainline, the RT 61 Connector, and the various interchange ramps, the contract includes drainage features, guide rail, traffic signals, highway lighting, and overhead sign structures.
- Key items the Contractors are working on:
 - Placing drainage throughout the project.
 - Placing and grading subbase at the north end of the project.
 - Work at the Selinsgrove interchange needed to construct new and re-align existing ramps.
 - Preparing Concrete Batch Plant (should open in August).
- The mainline CSVT Southern Section highway is anticipated to be opened to traffic in Fall 2027.
- The RT 61 Connector is anticipated to be fully completed and opened to traffic in Fall 2028.

Intelligent Transportation Systems (ITS) Contract

- Bids were opened in mid-July 2026 for a separate smaller construction contract to install permanent variable message boards on each direction of the CSVT Southern Section mainline and traffic cameras at each of CSVT's interchanges.
- The contract was awarded to Bruce-Merrilees Electric for \$2.0M.
- Initial work is anticipated to begin in September 2026, and the ITS devices are anticipated to be installed as the highway construction proceeds through Fall 2028.

F. Unified Planning Work Program Staff Activity Report (see pages 27 to 38 of packet)

- Staff will summarize key items from the staff activity report.

G. Presentation on PennDOT Truck Parking Initiatives (see separate presentation)

- *Robert Pento, manager of PennDOT's traffic engineering & permits section, will provide a presentation on PennDOT's truck parking initiatives.*

H. FY 2027-29 Unified Planning Work Program Priorities (see pages 40 to 83 of packet)

- Staff will provide an overview of tasks and priorities for the FY 2027-29 UPWP.
- Adoption of the next UPWP is planned for the November 20th MPO meeting.

I. Federal Transportation Reauthorization Update (see separate presentation)

- Staff will provide a presentation on federal transportation reauthorization activity, including the BUILD America 250 Act passed by the House Transportation & Infrastructure Committee.

J. Active Transportation Committee Update

- Staff will provide an update on Active Transportation Committee meetings and business.

K. Member Forum (see pages 85 to 93 of packet)

- Members are encouraged to bring up news items from their organizations and other discussion topics for the good of the order.

L. Adjournment



Thank you!

- The next MPO meeting will be on October 9, 2026.

PENNDOT TRUCK PARKING UPDATE

SEDA – COG BOARD MEETING
AUGUST 7, 2026

ROBERT PENTO, PE
PENNDOT, BUREAU OF OPERATIONS



Source: FHWA

USDOT SAFETY PRIORITIES

- Drowsy drivers and FMCSA hours of service rules
- Trucks parked on highway shoulders and interchange ramps
- Truck driver safety and cargo security—Jason's Law



PLANNING FOR TRUCK PARKING



PENNSYLVANIA STATE TRANSPORTATION ADVISORY
COMMITTEE

TRUCK PARKING IN PENNSYLVANIA



FINAL REPORT
DECEMBER 2007

Expanding Truck Parking in Pennsylvania



Drone view of I-81 rest area, Mountaintop, PA, courtesy of Northeastern Pennsylvania Alliance



Pennsylvania
Transportation Advisory Committee

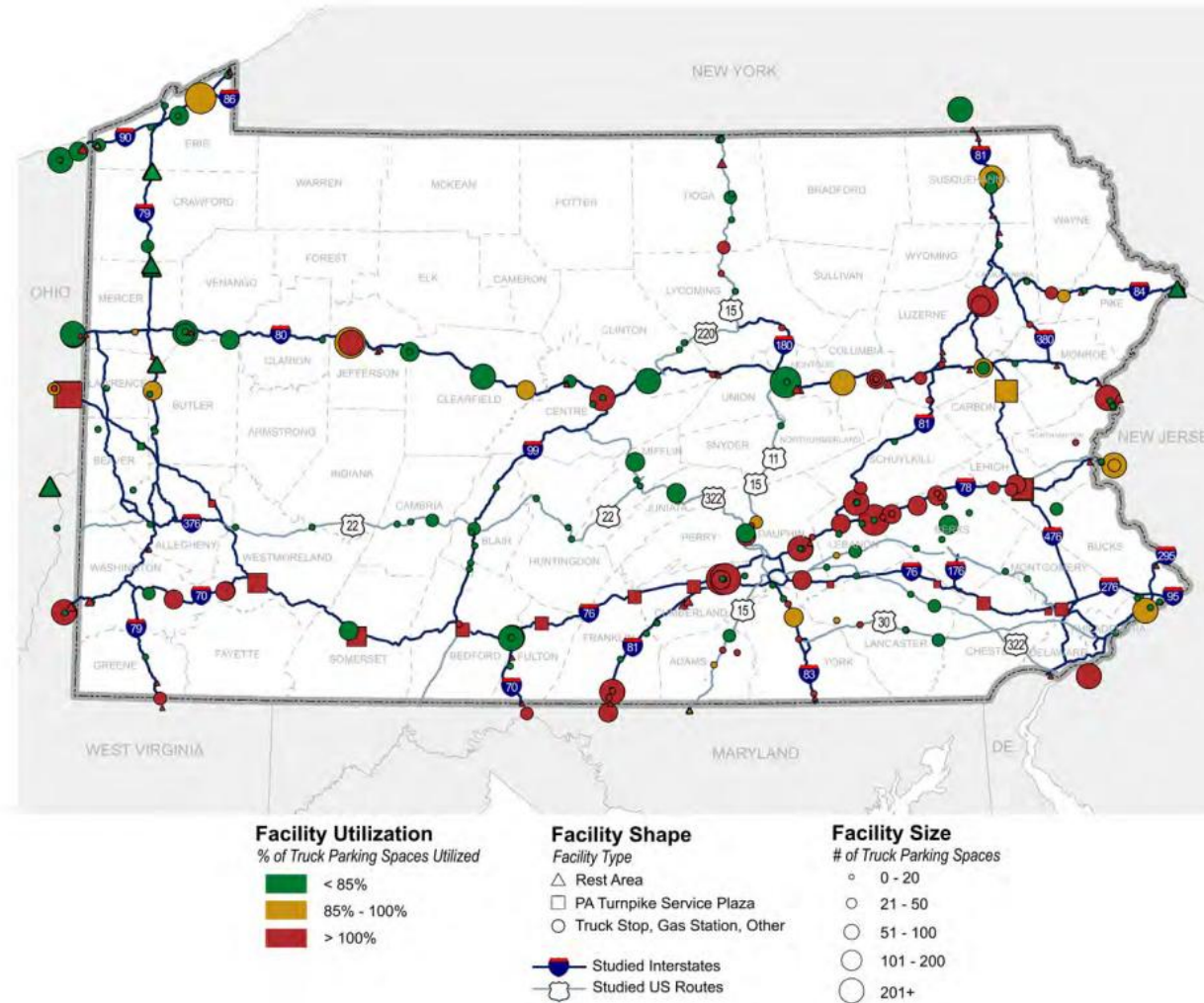
December 2023



PLANNING RESOURCES

Pennsylvania Truck Parking Need Update

Figure 1: Truck Parking Facility Utilization, 2020



PLANNING RESOURCES

Priority Corridors and Segments

Figure 3: Highways Analyzed - Core PA Truck Network

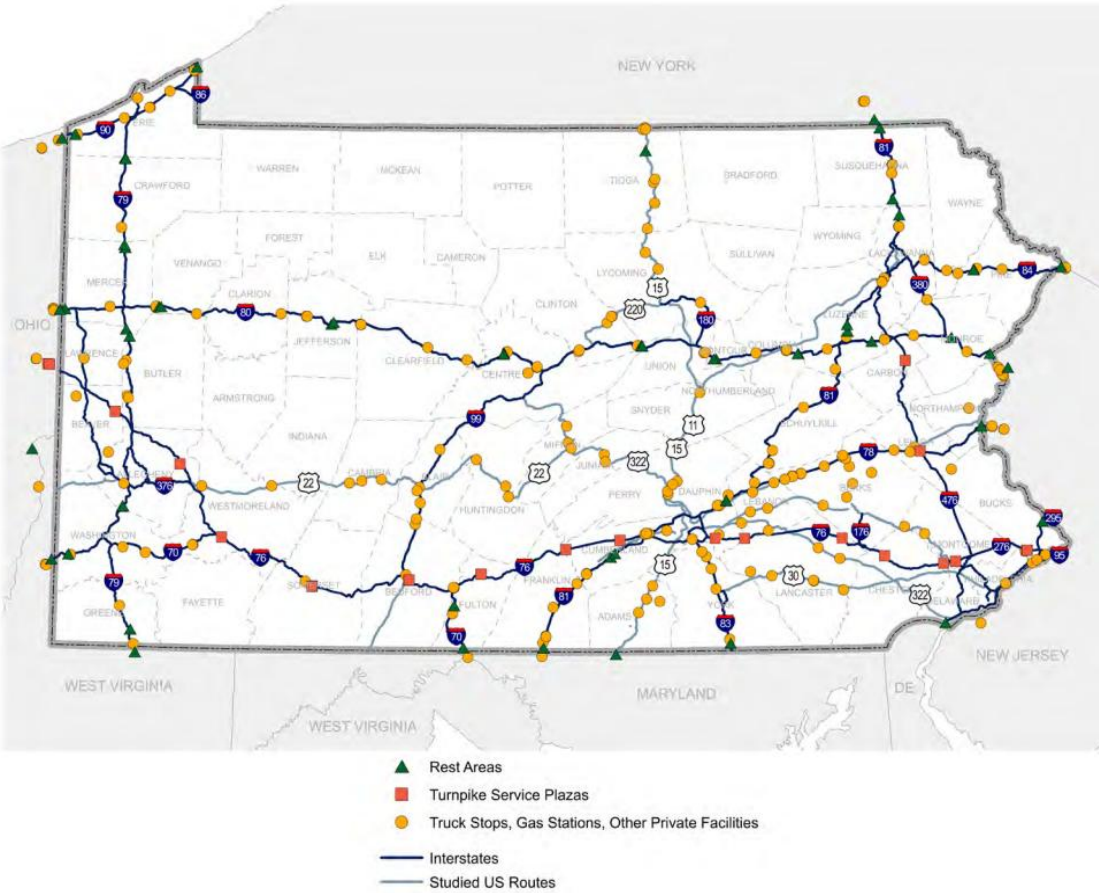
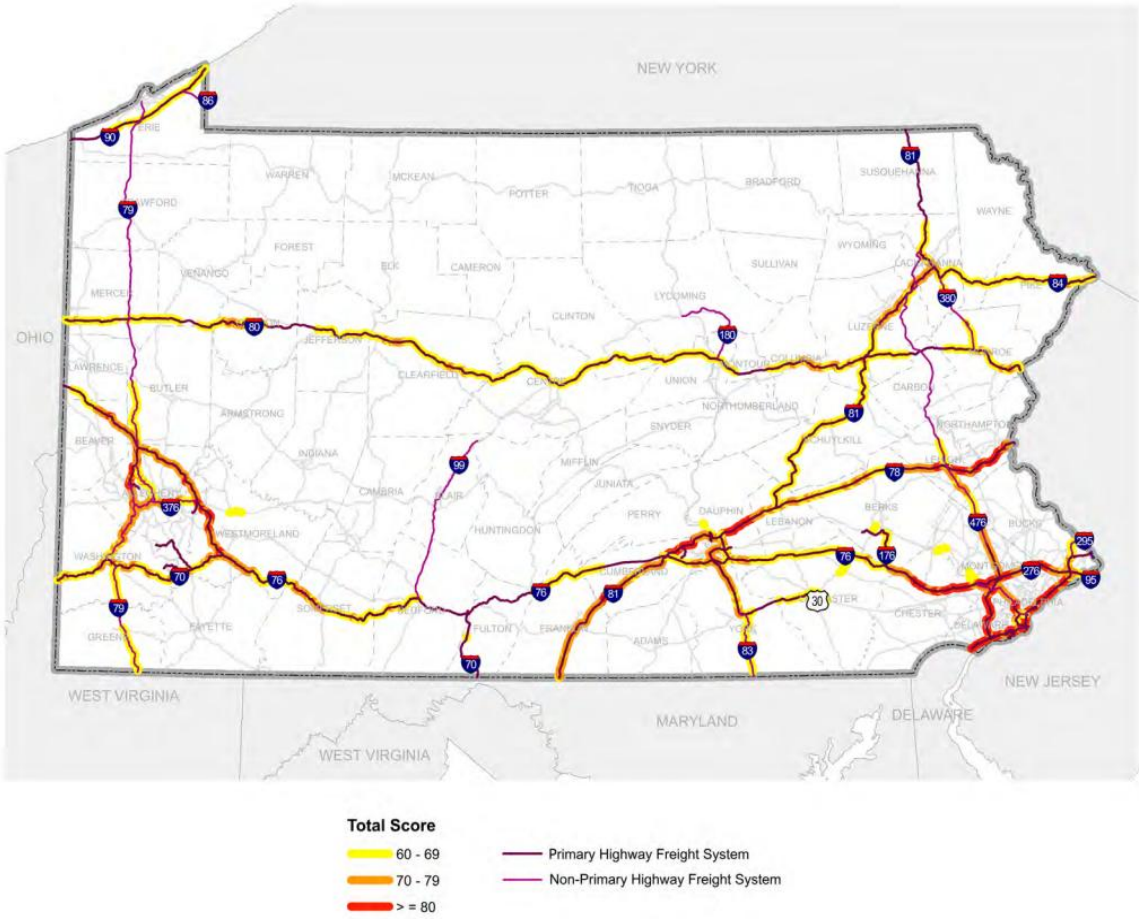


Figure 6: Corridors Scoring 60-100



RECOMMENDED PRIORITY CORRIDORS



Recommended Priority Corridors

Tier I Corridors

Tier I corridors are those where most of the links have truck parking scores of 80 and above. There may be sporadic links in these corridors that fall into the 60-69 and 70-79 score groups, but the corridors primarily contain segments of links with scores of 80 or more.

- I-76 from US-1 to I-95 in Philadelphia
- I-78 from Exit 49 (PA 100) to PA-NJ state line
- I-79 from Ohio River to Exit 76 (Pennsylvania Turnpike)
- I-81 from Carlisle to Susquehanna River
- I-81 from I-83 to I-78
- I-83 from US 322 to I-81
- I-95 in the Philadelphia area from the Delaware state line to I-276.
- Pennsylvania Turnpike (I-76) from Exit 57 (US 22) to Exit 75 (I-70)
- Pennsylvania Turnpike (I-76) from Exit 298 (I-176) to Norristown (I-476)
- Pennsylvania Turnpike (I-276) from Valley Forge (I-76) to I-95

Tier II Corridors

Tier II corridors are those where most of the links have truck parking scores in the 70-79 range and intermittent links in the 80+ group. There may be sporadic links in these corridors that fall into the 60-69 score group, but these corridors primarily contain segments of links with scores of 70 or more.

- I-70 sections between I-79 and Pennsylvania Turnpike (I-76)
- I-76 from Pennsylvania Turnpike (Valley Forge Interchange) to Exit 340 (US 1)
- I-78 from I-81 to Exit 49 (PA 100)
- I-79 from Exit 49 (PA 576) to Ohio River
- I-80 in Emlenton and Bloomsburg areas
- I-81 from PA-MD state line to Carlisle (PA Turnpike)
- I-81 from Susquehanna River to I-83
- I-81 from Exit 164 (Sugar Notch) to Exit 194 (I-476)
- I-83 from York (US 30) to US 322 in Dauphin County
- I-84 from I-81 (Dunmore) to I-380
- I-376 from Exit 64 (I-79) to Exit 80 (US 22)
- I-476 from I-76 (Conshohocken) to I-276 (Norristown)
- Pennsylvania Turnpike (I-76) from Exit 13 (Homewood) to Exit 57 (US 22/Pittsburgh)
- Pennsylvania Turnpike (I-70/I-76) from Exit 75 (New Stanton) to Somerset North/South Service Plazas
- Pennsylvania Turnpike Northeast Extension (I-476) from I-276 (Norristown) to I-78 (Lehigh Valley)



Cost of Real Estate

- Reevaluate P3 opportunities
- Develop statewide incentives for providing truck parking
- Promote/pursue federal discretionary grants

Availability of Appropriate Sites

- **Repurpose select state-owned surplus properties**
- Identify sites at a regional level using TAC methodology
- Identify opportunities for shared parking and staging areas for multiple industrial sites
- Integrate truck parking in economic development projects



Community/Quality of Life Concerns

- Implement community compatibility best practices
- Designate emergency truck parking in appropriate areas
- Educate residents about the importance of truck parking

Municipal/Regulatory

- Update land use regulations to include truck parking
- **Address truck parking in county and local comprehensive plans**
- Foster municipal involvement



State & Federal Policy

- Promote truck parking in national and regional forums
- Undertake collaborative problem-solving efforts with adjoining states
- **Develop a Pennsylvania Truck Parking Handbook**
- **Integrate truck parking into regional planning**

Institutional Initiatives

- Designate a PennDOT Executive Sponsor for Truck Parking
- Establish an implementation Task Force



TRUCK PARKING EXPANSION IN ROW



Luzerne County SR 315 near Dupont



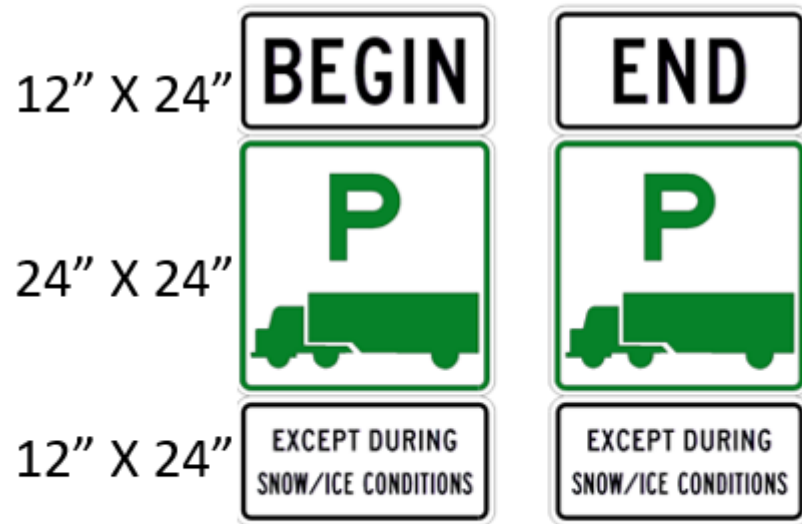
TRUCK PARKING EXPANSION IN ROW

- Statewide analysis identified four tiers of locations in ROW
- Near term: Focus on new capacity within PennDOT rights-of-way (ROW)
 - Interstate On Ramps, Weigh Stations, Park and Ride Lots
 - Easier to implement
 - By end of 2026: 1,200+ new parking spaces in more than 130 locations
- Longer term: More complex/expensive projects
 - Range from Low-Cost improvements to Capital Projects
 - Emphasis on priority corridors from TAC study
 - Explore federal grants opportunities



SIGNAGE

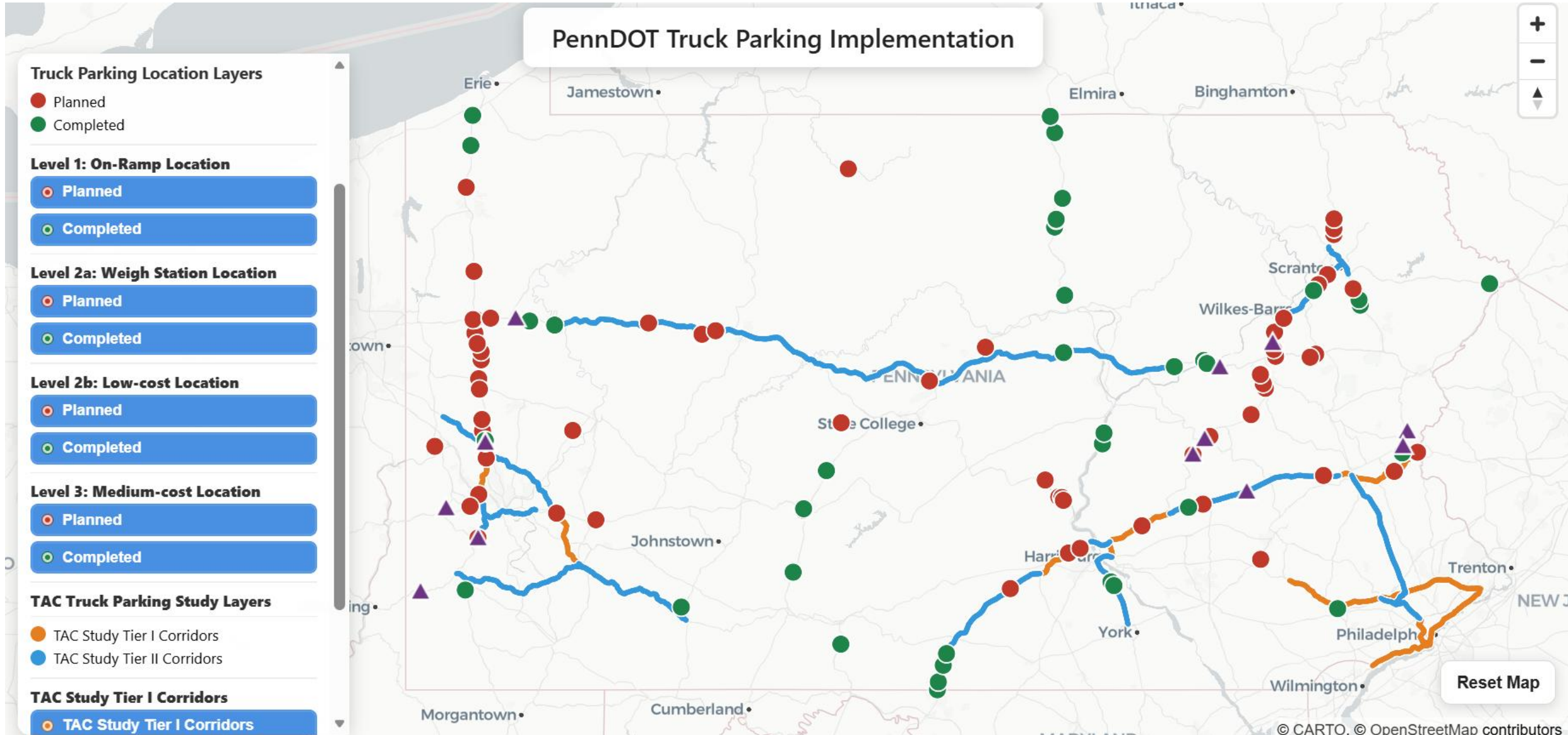
FOR RAMPS



ALL OTHER PARKING LOCATIONS



TRUCK PARKING IMPLEMENTATION





Travel Info To Go

NEW
Features

511PA Connect

All Regions ▾

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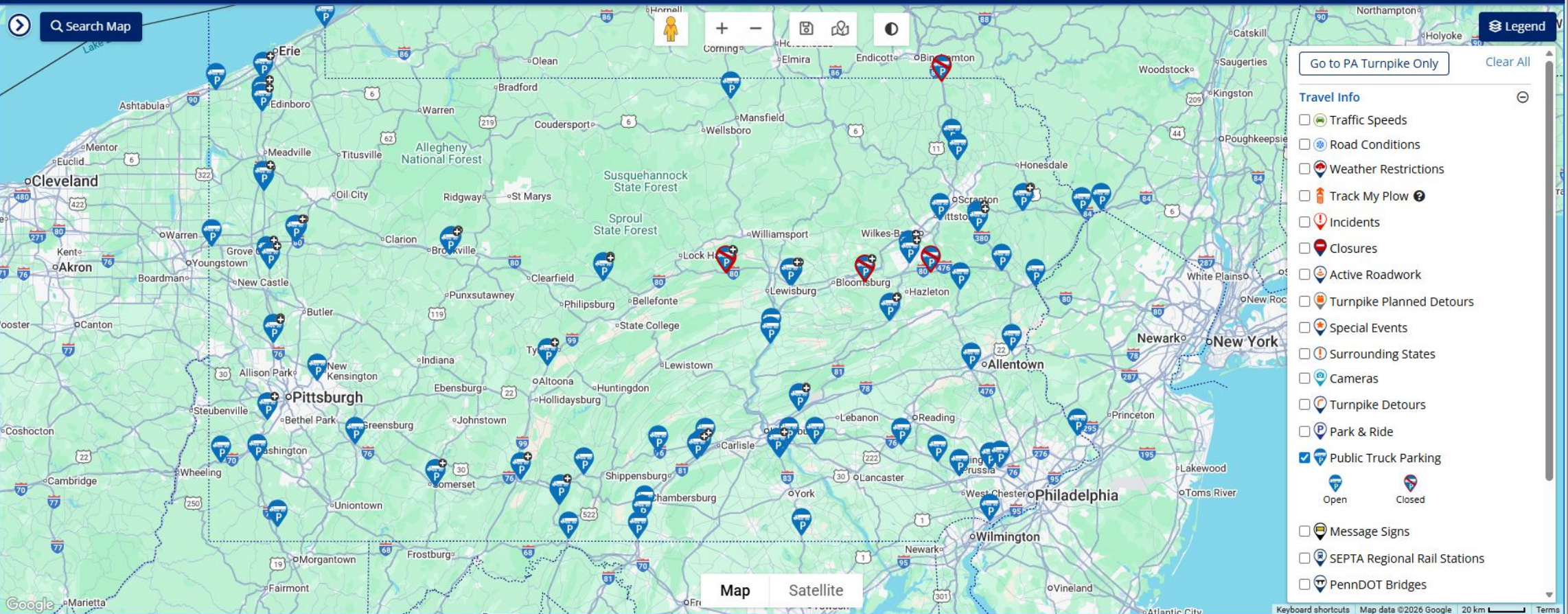
Vehicle Restrictions ▾

About ▾

ADVISORIES

Attention Travelers: The Rest Areas on I-80 EB and WB at MM 194 in Clinton County are closed for facility maintenance. Please plan accordingly.

Q Search Map



QUESTIONS AND ANSWERS



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BUILD America 250 Act **SEDA-COG MPO** **Board Briefing**

What Regions and Locals Need to Know

August 7, 2026 | SEDA-COG MPO Board Meeting

TODAY'S BRIEFING

Agenda



- 1 Reauthorization 101
- 2 What is the BUILD America 250 Act?
- 3 Where We Are in the Process
- 4 Key Provisions for Our Region
- 5 Potential Funding Opportunities for SEDA-COG MPO
- 6 What to Watch & Next Steps

Reauthorization 101: What Is It & Why Does It Matter?

01 What Is Reauthorization?

Congress periodically passes a multi-year law that authorizes federal surface transportation programs and sets funding levels and policy provisions for highways, transit, bridges, safety, and planning.

02 When Does It Happen?

Roughly every 5 years — though delays and extensions are common.

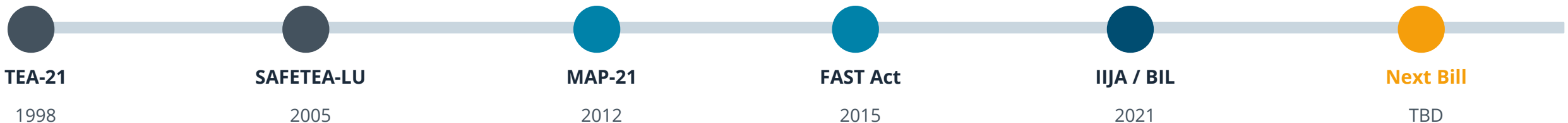
Past bills: SAFETEA-LU (2005), MAP-21 (2012), FAST Act (2015), IIJA/BIL (2021). Each bill shapes how federal transportation dollars flow for the following half-decade.

03 Who Writes the Bill?

Multiple House and Senate committees with jurisdiction over highways, transit, rail, safety, and finance.

The House T&I Committee leads on highway and transit policy. Revenue/tax provisions go through Ways & Means (House) and Finance (Senate).

SURFACE TRANSPORTATION BILLS — A RECENT HISTORY



WHY IT MATTERS

Reauthorization determines how much federal money flows to our region, which programs we can access, what we can spend it on, and how much flexibility we have in project selection. For the SEDA-COG MPO, this bill will govern federal transportation investment for the next five years — roughly \$57M annually in formula funds alone under the current bill (the Infrastructure Investment and Jobs Act).

SECTION 01 — BACKGROUND

What Is the BUILD America 250 Act?



“Building Unrivaled Infrastructure and Long-term Development for America's 250th Act”
The House version of the next surface transportation reauthorization

What Is the BUILD America 250 Act?



IIJA Expires Sept. 30, 2026

Congress must pass a new surface transportation bill or an extension.

BA250 is the House T&I Committee's proposed reauthorization for the next surface bill.

Note: previous bill was the Infrastructure Investment and Jobs Act (IIJA).



\$580.9B Over 5 Years

BA250 authorizes **\$580.9B** for FY 2027–2031.

This is a **4%** overall increase from the IIJA.

Highway Trust Fund covers **~\$474B**; General Fund covers **~\$107B**.

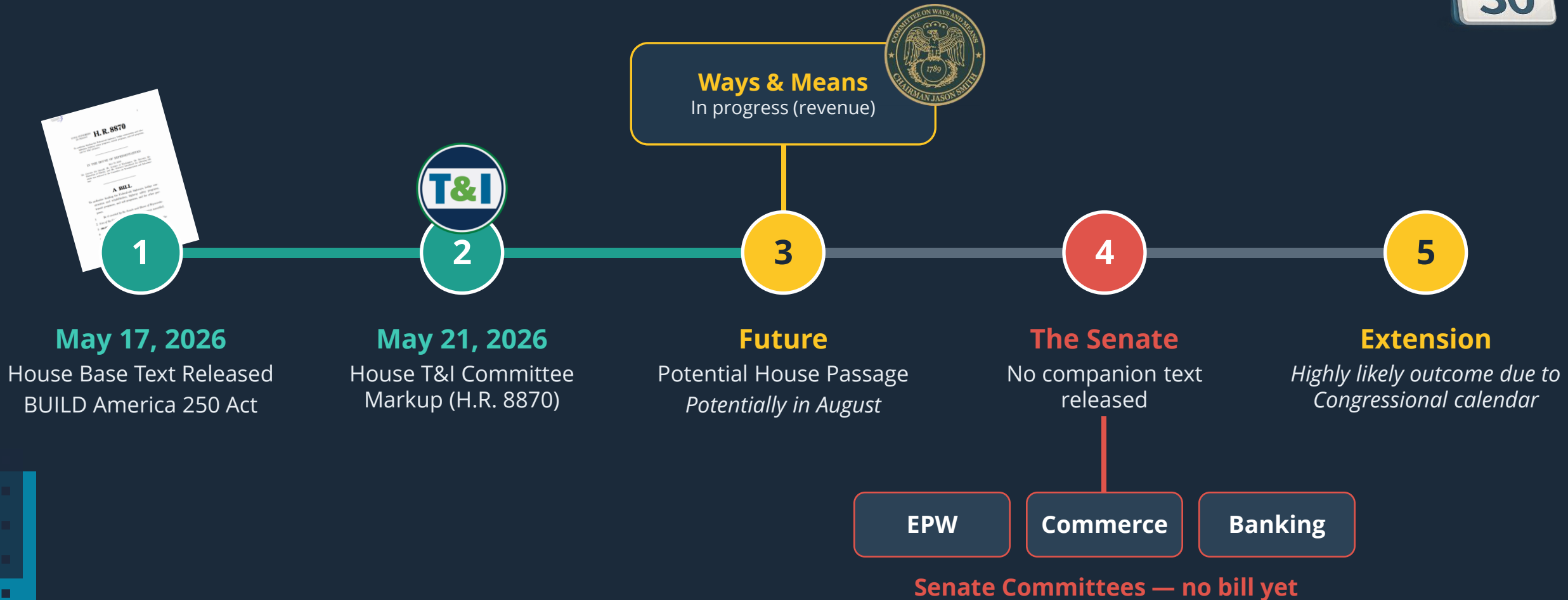


Major Structural Shift

90% of authorized funding is in formula programs. Different approach from IIJA, which had many competitive programs.

Local and regional entities are positioned to receive **~22%** of total federal transportation funding.

Where We Are: Legislative Timeline



SECTION 02 — KEY PROVISIONS

What BA250 Means for Our Region

Highway Programs

Key provisions with direct local and regional impact



Five-Year Funding Overview — \$580,972,000,000

\$293.9B

Federal-Aid Highway Program

Core formula programs

\$56.0B

**Bridge Program
(Formula + Competition)**

New bridge investment

\$35.0B

**Discretionary
Grant Programs (Highway)**

INFRA, SS4A, PROTECT, etc.

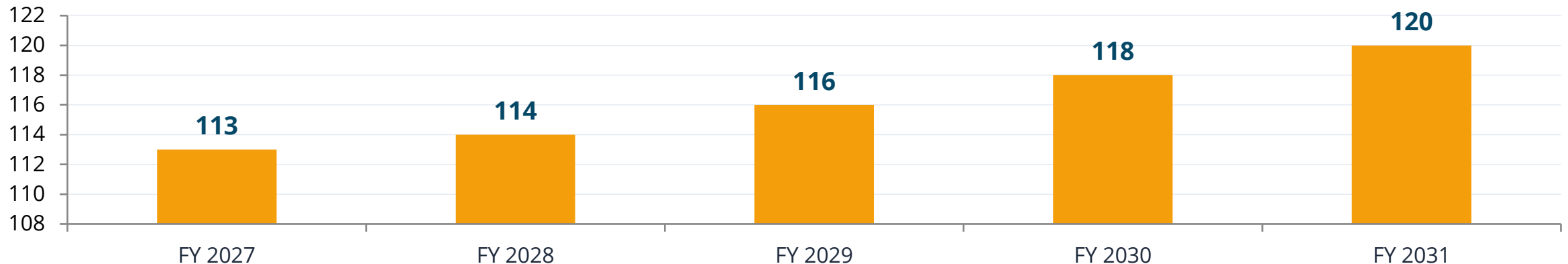
\$9.3B

**Federal Lands
& Tribal Programs**

NPS, FLTP, Tribal, etc.

5-year totals: Highway Trust Fund Authorization: ~\$474B ; General Fund Authorization: ~\$107B

Annual Authorization by Fiscal Year (~\$B)



Big Picture: Highway Funds

Paradigm Shift

90% of funding in formula programs

Moves away from competitive grants toward stable formula funding — more predictable for regional planning and programming.

Local & Regional Share

~22% of total federal transportation funding

Local and regional entities access funding through PL, STBG, TAP, SS4A, STAG, Bridge Formula, and CMAQ programs.

MPO Planning (PL) Wins

#1 largest % increase of any formula program

PL grows 9.7% in FY27 (+\$45.8M). New Direct Recipient option, FMIS access, expanded eligibilities, and local match requirement reduced to 10%.

Watch List

 Items to monitor closely

Consolidated Funding Pilot Program gives states a block grant — MPOs must be consulted. CRP eliminated; CMAQ has new alt-fuel set-aside.

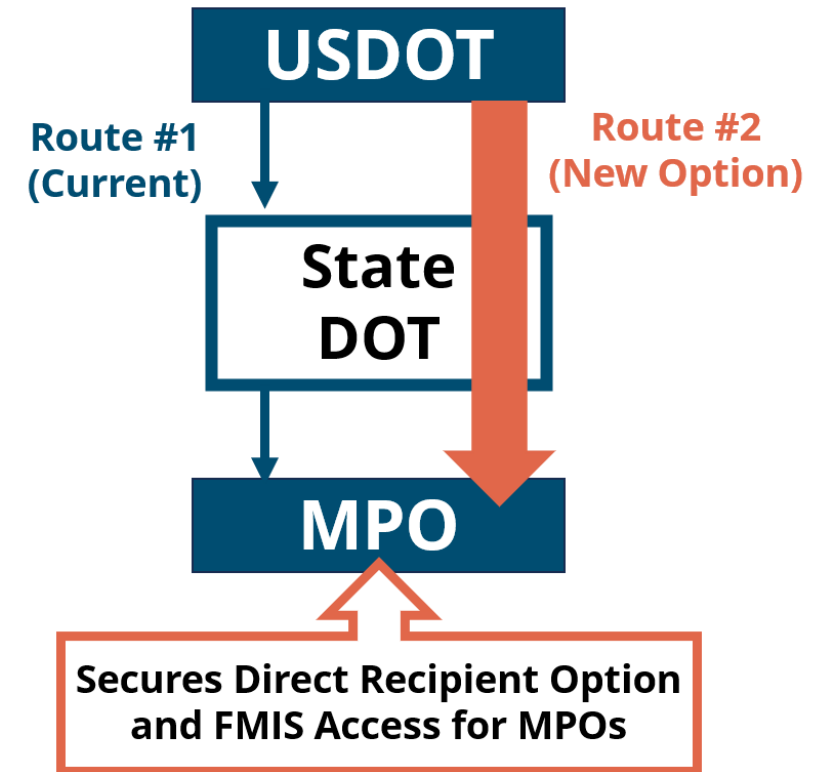
Metropolitan Planning Program (PL Funds)

22.8% Increase
over 5 years

PL FUNDS

FY 2027	\$520 M
FY 2028	\$540 M
FY 2029	\$560 M
FY 2030	\$580 M
FY 2031	\$600 M

- **Federal Share:** 90/10
- **Expanded Eligibilities**
 - Fiscal administration of local projects
 - Preliminary design
 - Local technical assistance
 - Studies linked to transportation
 - Data procurement
- **Direct Recipient Option**
 - FMIS access for direct recipients



✓ Grows **9.66% FY26 to FY27** (+\$45.8 million)



PL is the largest % increase of any core formula program in BA250

Funds for Regional & Local Delivery



Bridge Formula Program ~\$9B / yr

20% off-system set-aside plus a **25%** competitive carve-out for locally-owned bridges — **95%** federal match for local/tribal owners.

- MPO consultation role on off-system bridges
- TMA MPOs are eligible applicants for competitive bridge program



Safe Streets and Roads for All ~\$500M FY27

~\$3.75B over five years for local safety projects. **90%** federal match; planning grants capped at **5%** of total funds. MPOs eligible.

- FY 28 — **\$625 M**
- FY 29 — **\$750 M**
- FY 30 — **\$875 M**
- FY 31 — **\$1.0 B**



Surface Transportation Accelerator Grant (STAG) ~\$2.4B / yr

Large, new, flexible program with wide eligibility (similar to BUILD/RAISE):

- Local & regional grants: **50%** of funding
- Rural grants: **25%** (\$600 M)
- Urban grants: **25%** (\$600 M)

Potential Funding Opportunities for SEDA-COG MPO

22.8%

PL Funds increase
FY27→FY31

\$520M

Estimated PL
allocation FY27

\$9B

Bridge funds
per year nationally

~22%

Local share of
total fed. \$ available

Program	FY27 National \$	MPO Role
Planning (PL) Funds	\$520M	Suballocation or Direct Recipient
Surface Transportation Block Grant (STBG)	\$16.1B	Suballocation
Transportation Alternatives (TAP)	\$1.6B	Recommend to State
Safe Streets for All (SS4A)	\$500M	Applicant
Bridge Formula — Local Set-Aside	\$2.25B	In-state competition
Surface Transportation Accelerator (STAG)	\$2.4B	Potential Applicant

What to Watch & Next Steps

WATCH CLOSELY

Consolidated Funding Pilot

Up to 10 states receive a lump-sum block grant. MPOs must be consulted on local fund distribution — but consultation ≠ veto.

CRP Eliminated

Carbon Reduction Program ends FY27. Most projects remain eligible under STBG and CMAQ.

CMAQ Alt-Fuel Set-Aside

10% of CMAQ must fund alternative fueling in FY27, declining to 7% by FY30. Could reduce dollars available for regional priorities.

RTPO Funding Not Included in BA250

The Local Officials in Transportation (LOT) Coalition's BASICS Act (H.R. 7437) RTPO proposal (\$150M/yr, 100% federal) was not included in BA250. The LOT Coalition continues to support its addition in the Senate.

AMPO's RECOMMENDED ACTIONS

1 Educate your Congressional Delegation

Educate your delegation on BA250 wins including, planning fund improvements, local match reductions, local safety and bridge funding, increased flexible STBG funding.

2 Build on the Base

The reauthorization process is a long timeline. Continue educating your Delegation on the importance of meaningful support for regions/locals. Flag any concerning elements.

3 Follow the Process

AMPO has lots of resources surrounding national and federal updates on the federal surface transportation reauthorization process. Follow our newsletter and reach out with questions

3 Work with your National Organizations

AMPO as well as the LOT coalition (NLC, NACo, USCM, NADO, NARC, and NADO) have resources to help support local and regional engagement in the reauthorization process.



OVERVIEW OF BA250

Modal Summary

Active Transportation, Transit, Passenger Rail, and Project Delivery

Active Transportation

Transportation Alternatives (TAP)



\$1.6B/year — largest dedicated federal active transportation source

⚠️ Easier for states to transfer TAP funds away from bike/ped uses

Recreational Trails Program (RTP)



\$84M/year — stable, no significant increase

✓ E-bikes now allowed on non-motorized RTP trails

ATIIP — Eliminated



✗ **Program repealed**

The Active Transportation Infrastructure Investment Program is eliminated under BA250

Micromobility & E-Bike Safety



Federal study on micromobility safety and children

⚠️ Does not address high-speed e-motor devices

Project Delivery & Permitting



USDOT directed to clarify when bike/ped infrastructure projects qualify for **accelerated environmental review**

Vehicle & Battery Safety



Advances crash avoidance tech to improve **detection of cyclists & pedestrians**. Lithium-ion battery safety standards for e-bikes & micromobility.

Transit Overview

\$87.6 Billion over 5 years | ⚠️ **Decrease from IIJA levels** | **Significant structural changes**

Consolidated Transit Block Grant

- States may **consolidate 6 FTA formula programs** into a single lump-sum grant
- ✓ Primary UZAs (3.5M+ or multi-state 200K+) **excluded** — retain direct FTA relationship
- **MPOs in participating UZAs** must be consulted

Urbanized Area Formula — Sec. 5307

- Expands operating assistance eligibility to systems operating **101–125 buses** at peak
- Replaces public hearing requirement with **publish-and-comment process**
- Mandatory **1% floors** for security and ADA accessibility

Capital Investment Grants (CIG)

- "Small Starts" renamed **"Streamlined Starts"** — eligibility raised to projects under **\$1 billion**
- Improved economic development ratings to incentivize **transit-oriented housing**
- Program streamlined overall for faster project delivery

MPO Planning & Transit Oriented Development

- Transit planning changes **mirror highway title** — maintains consistency across modal planning
- **TOD Planning Program made permanent** and expanded to new fixed guideway and core capacity projects

Passenger Rail Overview

Rail Funding Structure

⚠️ **No advance appropriations guarantee**

- Shifts from advance appropriations (IIJA) to **annual appropriations**
- Historical funding ~\$3B/yr — far below the ~\$13B/yr needed to fully deliver on authorized levels.

\$63.9B

5-Year
Authorization

~\$3B/yr

Historical
Appropriation

~\$13B/yr

Needed to Fully
Fund

NIPR Program

\$18.5B Competitive Grants

- National Intercity Passenger Rail Partnership.
- Expanded to non-Amtrak operators and interstate rail compacts.
- Prioritizes financial sustainability.

CRISI Program

\$9.1B Safety & Infrastructure

- Consolidated Rail Infrastructure & Safety Improvements.
- Expanded eligibility: freight congestion, intercity expansion, safety tech.

Railroad Crossing Safety

\$3.65B Grade Crossing Elimination

- Expanded to rail-safety nonprofits. Advanced technology and data-driven safety improvements.
- Reduces mandatory transfer requirements.

Amtrak Governance

New accountability rules: FOIA-style compliance, open board meetings, executive pay disclosure, OIG oversight.

Equipment Pools

Interstate compacts may form shared equipment pools for procurement, leasing, and fleet management via RRIF loans.

Route Studies

USDOT directed to study new corridors in Midwest, Texas, California, and Northeast.

Emergency Relief

New disaster recovery program. Up to 80% federal cost share for states, agencies, and operators.

Permitting and Project Readiness Overview

NEPA Streamlining & Permitting Reforms | Accelerated delivery across all transportation modes

MPO Planning → EIS

Prior MPO planning analyses can now be used to **eliminate alternatives** from detailed consideration in an Environmental Impact Statement

★ **Most significant MPO-specific benefit in the permitting title**

Categorical Exclusions

Nearly Doubled

Federal share: **\$6M → \$12M**

Total cost: **\$35M → \$70M**

- Secretary directed to reduce CE paperwork burden
- Transit shelters in existing ROW **automatically exempt**

Additional Reforms

Transit CE Authority

UZAs over 200K may make CE determinations themselves

Streamlined Review Agreements

- Expanded to all modes
- Terms: **3 → 5 yrs** (up to 10 yrs)

FTA Property Acquisition

May reimburse pre-review property acquisition if used for eligible project

Questions & Discussion



Contact

Steve Herman

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570-524-4491

AMPO Resources

- [AMPO BA250 Legislative Guide](#)
 - [AMPO Amendment Tracker](#)
- [AMPO Summary Slide Deck](#)
- [AMPO BA250 Summary Handouts](#)
- [AMPO BA250 Letter of Support](#)
- [National Beat Federal Policy Newsletter](#)
 - [Past Editions of the National Beat](#)

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