



SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO) MEETING

January 26, 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 November 17, 2023 MPO Meeting Minutes S. Herman
- D. *TIP Administrative Modifications and Amendments PennDOT
- E. CSVT Project and SR 54 Safety Project Status Reports PennDOT
- F. ARC Local Access Road Program FundingB. Lockwood
- G. Unified Planning Work Program (UPWP) Update..... S. Herman
- H. *Annual Update of Safety Performance Measure TargetsK. McLaughlin
- I. Draft SEDA-COG MPO Complete Streets PolicyK. McLaughlin
- J. SEDA-COG MPO Strategic Plan Update.....D. Kiel
- K. 2025 Transportation Improvement Program UpdateK. McLaughlin
- L. Active Transportation Committee Update S. Herman
- M. Member Forum S. Herman
- N. Adjournment S. Herman

(*) Action Items

Agenda Item C



SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO)
MEETING MINUTES
Hybrid Meeting
Friday, November 17, 2023
SEDA-COG, Lewisburg, PA
9:30 A.M.

MPO VOTING MEMBERS

Lisa Dooley, Town of Bloomsburg (via teleconference)
Stephen Gibson, Clinton County
Frank Hampton, PennDOT Central Office (via teleconference)
Steve Herman, SEDA-COG
Michele Ocker-Holman, SEDA-COG Board, Transit Interests (via teleconference)
Brad Kerstetter, Juniata County
James Lettiere, Mifflin County (via teleconference)
Shawn McLaughlin, Union County
Greg Molter, Montour County
Steve Phillips, SEDA-COG Board, Multi-modal Interests (via teleconference)
Jonathan Ranck, PennDOT District 3-0 (via teleconference)
Mark Schultz, PennDOT District 2-0 (via teleconference)
Eric Stahley, Columbia County (via teleconference)

GUESTS

John Breneman, Office of State Senator Judy Ward (via teleconference)
Jeff Iseman, PA SILC/PA Transportation Alliance (via teleconference)
Gene Porochniak, FHWA (via teleconference)
Matt Wise, Office of State Senator Gene Yaw (via teleconference)
Unidentified caller from (212) 228-1596

STAFF

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

Call to Order

After it was determined that a quorum was present, Mr. Herman called the meeting to order at 9:33 a.m.

Public Forum

Mr. Herman acknowledged Mr. Steven Phillips for his time on the MPO Board, as his term expires at the end of 2023. Mr. Bob Stoudt, Director of Montour Area Recreation Commission, will be his replacement.

Mr. Iseman from PA SILC provided several updates. HR 174 is a resolution introduced in the state legislature to conduct a study and issue a report on the current status, management and implementation of mass or public transit in Pennsylvania's rural communities. This resolution passed out of the state house transportation committee unanimously in October 2023. PA SILC is taking public comments for its next State Plan for Independent Living through the end of December. A new PennDOT Human Services Transportation Study is anticipated to be completed by the end of 2023 or early 2024.

Approval of the September 15, 2023, Meeting Minutes of the SEDA-COG MPO

Mr. Molter made a motion to approve the minutes from the September 15, 2023, MPO meeting; Mr. Kerstetter seconded the motion; motion carried.

TIP Administrative Modifications and Amendments

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

Mr. Kerstetter made a motion for the MPO to approve the TIP amendment as presented for PennDOT District 2-0 for the SEDA-COG Concrete Preservation Project; Mr. Lettiere seconded the motion; motion carried.

Mr. McLaughlin made a motion for the MPO to approve the TIP amendment as presented for PennDOT District 2-0 for the SR 220 over Lower Creek Road Project, Mr. Molter seconded the motion; motion carried.

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. Lettiere seconded the motion; motion carried.

Mr. Ranck summarized the TIP amendments for PennDOT District 3-0.

Mr. Molter made a motion for the MPO to approve the TIP amendment as presented for PennDOT District 3-0 for the Snyder County RRX Improvements; Mr. McLaughlin seconded the motion; motion carried.

Mr. Stahley made a motion for the MPO to approve the TIP amendment as presented for PennDOT District 3-0 for the SEDA-COG Bridge Lighting Project; Mr. Molter seconded the motion; motion carried.

Mr. Molter made a motion for the MPO to approve the TIP amendment as presented for PennDOT District 3-0 for the SR 3008 to Roadside Rest Resurfacing Project; Mr. Gibson seconded the motion; motion carried.

Mr. Molter made a motion for the MPO to approve the TIP amendment as presented for PennDOT District 3-0 for the State Route 54 Corridor Safety Improvements Project, Mr. Hampton seconded the motion; motion carried.

Mr. Ranck summarized the TIP administrative modifications for PennDOT District 3-0.

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

CSV T Project and SR 54 Safety Project Status Reports

CSV T Southern Section

Earthwork Contract: Mr. Ranck stated that as of November 2023, this contract is approximately 50% complete. 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. The bridge carrying Sunbury Road over CSV T (i.e., the one bridge included in this contract) was completed and Sunbury Road was re-opened in early November 2023. The realignments of Park Road and Colonial Drive were completed in October 2023. Following the completion of some necessary utility work, Fisher Road is anticipated to be closed in late November or early December, so that it can be realigned to its new intersection with Park Road. The two roundabouts at Mill Road, App Road, and Airport Road are nearing completion. Those roads are anticipated to remain closed until early 2024 to accommodate earthmoving in that area and construction of the connector between the roundabouts.

Structures Contract: The contract was awarded to Walsh Construction Company in October 2023 for \$106.4 million. Notice to proceed was issued on 10/30/23. Some minor tree clearing will be performed in late November or December of this year. Construction of the nine bridges and four noise walls included in this contract will be completed throughout 2024 and 2025.

Paving Contract: Final design and plans preparation are ongoing. A right-of-way acquisition plan is anticipated to be completed by mid-2024 for the interchange areas, particularly CSV T's southernmost interchange with existing Routes 11/15 and 522. (The required right-of-way will involve minor strips and other relatively small areas needed to accommodate slight shifts or widening of existing roadways or to accommodate adjustments in access to the properties adjacent to the interchange). Initial coordination is underway with environmental agencies to confirm permitting requirements for the interchange areas (such as for impacts to streams, wetlands, and/or floodplains and for erosion control and stormwater management features). 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.

CSV T Northern Section

Additional traffic counts were performed in October 2023 to further assess the effects of the Northern Section's opening. The data is currently being processed and is anticipated to be available to share with the public in January 2024.

More information is available at <http://www.csvt.com/>

FY 2024-25 Unified Planning Work Program Approval/Resolution

Mr. Herman stated that the FY 2024-25 UPWP lays out the planned activities for the MPO from July 1, 2024 to June 30, 2025. This document was reviewed with MPO members at the September MPO meeting, but some minor changes were made to the UPWP since that meeting to address some comments/guidance received from PennDOT, FHWA, and transit operators.

Mr. Herman summarized the major activities in the UPWP that will be worked on over the next fiscal year. A resolution for approving the 2024-2025 UPWP was included in the meeting packet.

Mr. McLaughlin made a motion for the MPO to adopt the FY 2024-25 UPWP for submission to PennDOT as well as the Resolution 2023-1 as presented; Mr. Gibson seconded the motion; motion carried.

Transportation Alternatives Set-Aside Project Recommendations

Ms. McLaughlin summarized the Transportation Alternatives (TA) Set-Aside application review process and presented the recommendations from the TA Set-Aside Project Review Committee. On October 27, 2023, the TA Set-Aside Project Review Committee meeting was held at the Union County Government Center. All MPO voting members were invited to participate and nine voting members did. There were seven applications received from throughout the region. Each applicant provided an in-person presentation on their project. The MPO members discussed the projects and came to a consensus which was outlined in the meeting packet. PennDOT requires a star rating and the MPO also provides comments on the applications. The star ratings were:

- Multimodal Safety Enhancements on Market Street – Lewisburg Borough: 5 stars
- Bloomsburg Pedestrian and Bicycle Routes – Town of Bloomsburg: 4 stars
- Front Street Pedestrian Walkway – City of Sunbury: 4 stars
- SR 150 Bicycle and Pedestrian Safety Improvements – Clinton County: 3 stars
- Facilitating Access to Central Columbia School Districts Educational Trails – Central Columbia School District: 2 stars
- Marsh Road Wildlife Mitigation – Milton Borough: 2 stars
- RiverWalk and Bike Trail – Asbury Foundation RiverWoods: 1 star

Mr. Lettiere made a motion for the MPO to approve the ratings as presented and submit them to PennDOT; Mr. Molter seconded the motion; motion carried.

SEDA-COG MPO 2024 Meeting Dates

A listing of the 2024 SEDA-COG MPO meeting dates was provided in the meeting packet. Mr. Herman stated that the initially designed meeting for February 2024 needed to be rescheduled for January 26 due to scheduling conflicts.

Mr. Kerstetter made a motion for the MPO to approve the SEDA-COG MPO 2024 meeting dates; Mr. McLaughlin seconded the motion; motion carried.

Election of MPO Officers and Member Re-Appointments

Mr. Herman stated that there are two officers for the SEDA-COG MPO – a Chair, currently filled by the SEDA-COG transportation planning director (Steve Herman) and Vice-Chair, currently filled by the PennDOT Program Center liaison (Frank Hampton). The MPO Bylaws are written to entertain elections at the last MPO meeting of each calendar year.

Mr. McLaughlin made a motion for the MPO to retain the existing officers; Mr. Molter seconded the motion; motion carried.

Mr. Herman also stated that the three MPO voting member seats appointed by the SEDA-COG Board of Directors expire on 12/31/23. Mr. Steve Phillips will be replaced as the multi-modal interests voting member by Mr. Bob Stoudt. Ms. Michele Holman will remain the transit interests voting member. The SEDA-COG Board Member at Large is yet to be determined.

SEDA-COG MPO ADA Coordinator Designation

Ms. McLaughlin referenced a letter from PennDOT that states the MPO is required to designate a responsible employee to coordinate efforts and compliance in addressing accessibility matters, including ADA accommodation requests and complaints.

Mr. Molter made a motion for the MPO to designate Ms. McLaughlin as the MPO ADA Coordinator; Mr. Kerstetter seconded the motion; motion carried.

2025 Twelve Year Program Update

Ms. McLaughlin reviewed the updated 2025 TIP timeline. The timeline indicates the MPO is more than 50% complete with the process. The next coordination meeting will be held on December 8, 2023. The April 5, 2024, meeting is when the MPO would approve advertising the draft TIP for public comments, which would begin on April 19th and run through May 20th. The public meeting is planned for May 6th. Draft TIP projects by District were included in the meeting packet. There will be a refined Draft TIP for review and comment at the January 26, 2024, MPO meeting.

Unified Planning Work Program (UPWP) Update

Mr. Kiel and Mr. Herman highlighted items from the SEDA-COG MPO Staff Activity Report – November 2023 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
- Agenda from the 2023 PennDOT Planning Partners Meeting
- Consistency Letter Regarding a Dunnstable Township Multimodal Grant Application

Active Transportation Committee Update

Mr. Buck provided an update on the Active Transportation Committee. The 2022-2023 SEDA-COG MPO trail demand report has been published. This is a companion piece to the MPO bicycle

and pedestrian counts program. It also ties directly into Action Eighteen of the Middle Susquehanna Bicycle and Pedestrian Plan that calls for estimation of walking activity in the region.
<https://storymaps.arcgis.com/stories/31db28f3c22842b8a5343302572bcbc5>.

The six trail counters were recently installed on Clinton County area trails. The data will be collected next Summer and used to create a similar report.

Mr. Buck has been actively working on the ESRI Hub site for the Active Transportation Committee. It will be like the existing MPO performance measures dashboard. The next Committee meeting will take place on Wednesday, February 21st.

Mr. Buck is working with the SEDA-COG GIS intern, Mr. Matt McMullen, to create a new web map detailing all the trails in the region. It's anticipated the map will be available in early 2024.

Member Forum

Mr. Herman referred to the following handout that was provided in the meeting packet:

- Items of Potential Interest to MPO Members as of November 2023

Mr. Herman noted that the 2024 Safety Performance Target Setting letter was just received from PennDOT before the meeting and the MPO has until February 27th to adopt the targets.

Mr. Iseman mentioned that the State Department of Aging is creating a Master Plan for Older Adults. They've completed the internal comments with stakeholders. The Governor is scheduled to receive the master plan December 1st and it is supposed to be released in February 2024.

Adjournment

With there being no further comments, Mr. Herman adjourned the meeting at 11:19 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 January 26, 2024.

Agenda Item D

For SEDA-COG

Overall Change Amount: \$3,000

Action ID	Commit Date	Action Type	Change Amount
133039	11/15/2023	Administrative Action	\$3,000

Narrative:

SEDA-COG MPO, District 2-0. Fiscal constraint appears off by \$3k due to influx of local funds.

From:
68128 CON BOF Decreased by -12,000 in FFY 2024

To:
95971 FD BOF Increased by 12,000 in FFY 2024
95971 FD LOC Increased by 3,000 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	\$-12,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
95971	Mifflin	7203	BR	T-439 ov Kishacoquillas	FD	\$15,000

Action ID	Commit Date	Action Type	Change Amount
133062	11/15/2023	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0 funds transfer to WATS MPO, District 3-0. Both districts are in agreement.

From 2-0 SEDA-COG:
68128 CON NHPP Decreased by -96,000 in FFY 2024
68128 CON 581 Decreased by -24,000 in FFY 2024

To 3-0 WATS:
114095 CON NHPP Increased by 96,000 in FFY 2024
114095 CON 581 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	\$-120,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114095	Lycoming	220	237	Pine Creek to SR 287	CON	\$120,000

Action ID	Commit Date	Action Type	Change Amount
133082	11/17/2023	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0. CPDM item approved by BDH (11/16/23).

From:
68128 CON NHPP Decreased by -1,920,756 in FFY 2024

To:
114010 CON NHPP Increased by 1,920,756 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	\$-1,920,756
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114010	Mifflin	522	723	SR 522 Betterment	CON	\$1,920,756

Action ID	Commit Date	Action Type	Change Amount
133325	12/15/2023	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0.

From:
68128 CON 185 Decreased by -60,200 in FFY 2024
68128 CON STP Decreased by -87,546 in FFY 2025
68128 CON STP Decreased by -153,254 in FFY 2026

To:
85149 CON 185 Increased by 60,200 in FFY 2024
85149 CON STP Increased by 87,546 in FFY 2025
85149 CON STP Increased by 153,254 in FFY 2026

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-301,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
85149	Clinton	880	A03	SR 0880 Rauchtown Cr II	CON	\$301,000

Action ID	Commit Date	Action Type	Change Amount
133472	01/09/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0.

From:
68128 CON 185 Decreased by -30,000 in FFY 2024

To:
121069 ROW 185 Add 30,000 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	\$-30,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
121069	Juniata	2003	P44	Bridge Preservation ROW	ROW	\$30,000

Action ID	Commit Date	Action Type	Change Amount
133475	01/09/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0.

From
68128 CON 185 Decreased by -140,000 in FFY 2024

To:
118751 CON 185 Add 140,000 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	\$-140,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
118751	Clinton	150	EPX	2024 SEDACOG Bridge Epoxy Surface Trea	CON	\$140,000

Action ID	Commit Date	Action Type	Change Amount
133477	01/09/2024	Administrative Action	\$0

Narrative:

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

From:
68128 CON 581 Decreased by -27,000 in FFY 2024

To:
93316 CON 581 Increased by 27,000 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	\$-27,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
93316	Mifflin	1005	720	Valley St. Betterment	CON	\$27,000

Action ID	Commit Date	Action Type	Change Amount
133487	01/09/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0.

From:
68128 CON NHPP Decreased by -300,000 in FFY 2024

To:
4190 CON NHPP Increased by 300,000 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	\$-300,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
4190	Juniata	75	A03	Bridge over NS Railroad	CON	\$300,000

For SEDA-COG

Overall Change Amount: \$694,195

Action ID	Commit Date	Action Type	Change Amount
132977	11/07/2023	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0. CPDM approved by CO (BDH 11/07/23).

From:
68016 CON 581 Decreased by -202,000 in FFY 2024
68016 CON 581 Decreased by -1,598,000 in FFY 2025

To:
100483 CON 581 Increased by 202,000 in FFY 2024
100483 CON 581 Increased by 1,598,000 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	\$-1,800,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
100483	Montour	54	087	SR 54 from SR 254 to SR 3008	CON	\$1,800,000

Action ID	Commit Date	Action Type	Change Amount
133022	11/09/2023	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:
68016 CON STP Decreased by -375,000 in FFY 2024
93524 CON BRIP Decreased by -575,000 in FFY 2024
118769 CON BRIP Decreased by -575,000 in FFY 2025

To:
93524 CON STP Increased by 375,000 in FFY 2024
118769 CON BRIP Increased by 575,000 in FFY 2024
68016 CON BRIP Increased by 375,000 in FFY 2025
93524 CON BRIP Increased by 200,000 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	\$0
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
93524	Montour	54	076	SR 54 over Stony Brook	CON	\$0
118769	Columbia	11	168	SR 11 North and South over Fishing Creek	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
133029	11/13/2023	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:
68016 CON BOF Decreased by -14,000 in FFY 2025
68016 CON BRIP Decreased by -366,000 in FFY 2025

To:
115656 CON BOF Increased by 14,000 in FFY 2025
115656 CON BRIP Increased by 366,000 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	\$-380,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
115656	Northumberland	2015	006	Epoxy Overlay BOF SEDA-COG Contract #	CON	\$380,000

Action ID	Commit Date	Action Type	Change Amount
133036	11/14/2023	Amendment	\$0

Narrative:

SEDA-COG MPO, District 3-0. [AMENDMENT] Add project to TIP with federal funds.

SEDA-COG MPO approved 11/17/23.

FHWA approval 11/22/23.

From:
68016 CON NHPP Decreased by -995,000 in FFY 2024

To:
99130 CON NHPP Add 995,000 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	\$-995,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99130	Montour	54	096	SR 3008 to Roadside Rest	CON	\$995,000

Action ID	Commit Date	Action Type	Change Amount
133037	11/14/2023	Amendment	\$0

Narrative:

SEDA-COG MPO, District 3-0. [AMENDMENT] Add project to TIP with federal funds.

SEDA-COG MPO approved 11/17/23.

FHWA approval 11/22/23.

From:
68016 CON CRP Decreased by -325,000 in FFY 2024

To:
120083 PE CRP Add 325,000 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	\$-325,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
120083	Columbia	42	133	D3 SEDA-COG Bridge Lighting	PE	\$325,000

Action ID	Commit Date	Action Type	Change Amount
133061	11/15/2023	Administrative Action	\$0

Narrative:

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

From:
103853 CON 581 Decreased by -400,000 in FFY 2024
115553 CON 581 Decreased by -100,000 in FFY 2025
117139 CON 581 Decreased by -100,000 in FFY 2025
117137 CON 581 Decreased by -200,000 in FFY 2026
117137 CON 581 Decreased by -100,000 in FFY 2025
117139 CON 581 Decreased by -200,000 in FFY 2026

To:
68016 CON 581 Increased by 400,000 in FFY 2024
68016 CON 581 Increased by 300,000 in FFY 2025
103853 CON 581 Increased by 400,000 in FFY 2026

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
103853	Montour	54	090	SR 54 Corridor Safety Improvement	CON	\$0
115553	Snyder	35	015	Brosius Hill Rd to Sunny Hill Rd	CON	\$-100,000
117137	Columbia	42	127	Poor House Rd to White Church Rd	CON	\$-300,000
117139	Columbia	42	128	Gaswell Rd to Roaring Cr	CON	\$-300,000
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	\$700,000

Action ID	Commit Date	Action Type	Change Amount
133063	11/15/2023	Administrative Action	\$0

Narrative:

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

From:
68016 CON 581 Decreased by -278,000 in FFY 2024
68016 CON 581 Decreased by -300,000 in FFY 2025

To:
113787 PE 581 Increased by 278,000 in FFY 2024
113787 PE 581 Increased by 300,000 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	\$-578,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
113787	Snyder	11	150	Roosevelt Ave to SR 15/11 Split	PE	\$578,000

Action ID	Commit Date	Action Type	Change Amount
133066	11/15/2023	Administrative Action	\$-125

Narrative:

SEDA-COG MPO, District 3-0. Fiscal constraint appears off by \$125 due reduction of local funds.

From:
103917 FD BOF Decreased by -28,000 in FFY 2024
103917 FD 183 Decreased by -5,250 in FFY 2024
103917 FD LOC Decreased by -1,750 in FFY 2024

To:
68016 CON BOF Increased by 2,000 in FFY 2024
68016 CON 185 Increased by 375 in FFY 2024
103917 PE BOF Increased by 26,000 in FFY 2024
103917 PE 183 Increased by 4,875 in FFY 2024
103917 PE LOC Increased by 1,625 in FFY 2024

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
103917	Northumberland		LBR	T-696 over Plum Creek	FD	\$-35,000
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	\$2,375
103917	Northumberland		LBR	T-696 over Plum Creek	PE	\$32,500

Action ID	Commit Date	Action Type	Change Amount
133069	11/16/2023	Administrative Action	\$-1,625

Narrative:

SEDA-COG MPO, District 3-0. Fiscal constraint appears off by \$1,625 due to an overall reduction of local funds.

From:

68016	CON	BOF	Decreased by	-6,000	in FFY 2024
68016	CON	185	Decreased by	-1,125	in FFY 2024
103917	FD	BOF	Decreased by	-32,000	in FFY 2024
103917	FD	183	Decreased by	-6,000	in FFY 2024
103917	FD	LOC	Decreased by	-2,000	in FFY 2024
103928	FD	BOF	Decreased by	-40,000	in FFY 2025
103928	FD	183	Decreased by	-7,500	in FFY 2025
103928	FD	LOC	Decreased by	-2,500	in FFY 2025
103928	FD	BOF	Decreased by	-32,000	in FFY 2026
103928	FD	183	Decreased by	-6,000	in FFY 2026
103928	FD	LOC	Decreased by	-2,000	in FFY 2026

To:

103928	PE	BOF	Increased by	38,000	in FFY 2024
103928	PE	183	Increased by	7,125	in FFY 2024
103928	PE	LOC	Increased by	2,375	in FFY 2024
103917	FD	BOF	Increased by	32,000	in FFY 2025
103917	FD	183	Increased by	6,000	in FFY 2025
103917	FD	LOC	Increased by	2,000	in FFY 2025
103928	PE	BOF	Increased by	8,000	in FFY 2025
103928	PE	183	Increased by	1,500	in FFY 2025
103928	PE	LOC	Increased by	500	in FFY 2025
68016	CON	BOF	Increased by	32,000	in FFY 2026
68016	CON	185	Increased by	6,000	in FFY 2026

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
103928	Northumberland		LBR	8th St over Shamokin Crk	FD	\$-90,000
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	\$30,875
103917	Northumberland		LBR	T-696 over Plum Creek	FD	\$0
103928	Northumberland		LBR	8th St over Shamokin Crk	PE	\$57,500

Action ID	Commit Date	Action Type	Change Amount
133071	11/16/2023	Administrative Action	\$250

Narrative:

SEDA-COG MPO, District 3-0. Fiscal constraint appears off by \$250 due to influx of Local funds in P4.

From:
5375 ROW BOF Decreased by -4,000 in FFY 2025
5375 ROW 183 Decreased by -750 in FFY 2025
5375 ROW LOC Decreased by -250 in FFY 2025
68016 CON BOF Decreased by -4,000 in FFY 2026
68016 CON 185 Decreased by -750 in FFY 2026

To:
103928 PE BOF Increased by 4,000 in FFY 2025
103928 PE 183 Increased by 750 in FFY 2025
103928 PE LOC Increased by 250 in FFY 2025
5375 ROW BOF Increased by 4,000 in FFY 2026
5375 ROW 183 Increased by 750 in FFY 2026
5375 ROW LOC Increased by 250 in FFY 2026

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	\$-4,750
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
5375	Columbia		LBR	T-373 over Roaring Creek Co Br #11	ROW	\$0
103928	Northumberland		LBR	8th St over Shamokin Crk	PE	\$5,000

Action ID	Commit Date	Action Type	Change Amount
133221	12/01/2023	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:
68016 CON 581 Decreased by -5,000 in FFY 2024

To:
119561 PE 581 Add 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	\$-5,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
119561	Columbia			Southern RAR 2024	PE	\$5,000

Action ID	Commit Date	Action Type	Change Amount
133226	12/04/2023	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:
68016 CON 581 Decreased by -200,000 in FFY 2024

To:
110224 PE 581 Add 200,000 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	\$-200,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
110224	Northumberland	61	131	SR 61 from 5th St to Dark Run	PE	\$200,000

Action ID	Commit Date	Action Type	Change Amount
133407	12/26/2023	Administrative Action	\$0

Narrative:

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

From:
68016 CON 185 Decreased by -30,000 in FFY 2024

To:
6902 ROW 185 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
6902	Snyder	522	075	SR 522 over Tb Beaver Crk	ROW	\$30,000

Action ID	Commit Date	Action Type	Change Amount
133467	01/09/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:
68016 CON NHPP Decreased by -45,000 in FFY 2024

To:
109577 PE NHPP Increased by 45,000 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	\$-45,000
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	\$45,000

Action ID	Commit Date	Action Type	Change Amount
133516	01/11/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:
68016 CON 185 Decreased by -34,250 in FFY 2024

To:
88051 ROW 185 Increased by 34,250 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	\$-34,250
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
88051	Columbia	1020	008	SR 1020 over Fishing Creek	ROW	\$34,250

Action ID	Commit Date	Action Type	Change Amount
133520	01/11/2024	Administrative Action	\$695,695

Narrative:

SEDA-COG MPO, District 3-0. Fiscal constraint appears off by \$695.695 due to use of de-obligation funds.

To:
68016 CON NHPP Increased by 429,645 in FFY 2024
68016 CON STP Increased by 266,050 in FFY 2024

De-obligation Sources:
6872 FD NHPP Decreased by -2,368 in FFY 2023 - DEOB
98685 PE NHPP Decreased by -197,330 in FFY 2023 - DEOB
99176 PE NHPP Decreased by -229,947 in FFY 2023 - DEOB
78979 CON STP Decreased by -266,050 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	\$695,695

Action ID	Commit Date	Action Type	Change Amount
133522	01/11/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:
98991 CON BRIP Decreased by -354,000 in FFY 2024
68016 CON NHPP Decreased by -354,000 in FFY 2024

To:
68016 CON BRIP Increased by 354,000 in FFY 2024
98991 CON NHPP Increased by 354,000 in FFY 2024

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
98991	Montour	54	099	SR 54 Wbl ov Mahoning Crk	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	\$0

Action ID	Commit Date	Action Type	Change Amount
133526	01/11/2024	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 3-0.

From:
68016 CON BOF Decreased by -2,000 in FFY 2024
68016 CON BRIP Decreased by -256,000 in FFY 2024

To:
115656 CON BOF Increased by 2,000 in FFY 2024
115656 CON BRIP Increased by 256,000 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	\$-258,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
115656	Northumberland	2015	006	Epoxy Overlay BOF SEDA-COG Contract #	CON	\$258,000

Action ID	Commit Date	Action Type	Change Amount
133536	01/12/2024	Administrative Action	\$0

Narrative:

From:
68016 CON NHPP Decreased by -366,000 in FFY 2024
117570 CON BRIP Decreased by -998,000 in FFY 2025

To:
117570 CON NHPP Increased by 366,000 in FFY 2024
68016 CON BRIP Increased by 998,000 in FFY 2025

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
117570	Northumberland	45	043	I-80 & SR 45, 642 & 1014 ov W Br Susqueh	CON	\$-632,000
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	\$632,000

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. Pending 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	Considered for statewide HSIP set aside. Held for future consideration for regional HSIP funds.
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. Cost estimate has increased. ARC approved an additional \$852,207 in LAR funds on 12/2/22. The borough has also applied for PennDOT Multimodal funding. Environmental clearance is expected in early 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. Estimated let date is 1/1/25.

Agenda Item E



FOR IMMEDIATE RELEASE
January 11, 2024

MEDIA CONTACT: Maggie Baker, 570-368-4202 or magbaker@pa.gov

New Data Indicates CSVT Northern Section is Improving Traffic in Northcentral PA

Montoursville, PA – The Pennsylvania Department of Transportation (PennDOT) announced today that updated traffic counts taken in the Northern Section of the Central Susquehanna Valley Transportation (CSVt) Project indicate that the project has had a substantial impact on traffic patterns in the region.

The new highway opened to traffic in July 2022, and updated traffic counts (counts), performed in October 2023 found that the CSVt River Bridge is carrying roughly 16,000 vehicles per day, including 3,800 trucks. These latest counts show that more motorists are using the new bridge in October 2023 than in October 2022, when initial counts found roughly 12,000 vehicles per day, including 3,100 trucks, were using the new river bridge.

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 Borough, Union County and Route 405 (formerly Route 147) in Northumberland Borough, Northumberland County when compared to counts taken before CSVt was constructed. Compared to initial counts performed in October 2022 (four months after the new CSVt highway opened), the latest counts found that traffic volumes on Route 15 were further reduced, while traffic volumes on Route 405 were unchanged from those taken in 2022.

“We are happy to see the data showing that the CSVt Northern Section is removing through traffic from local communities as intended,” said **District Executive Eric High**. “Separating through traffic from local traffic not only reduces congestion and accommodates growth, but also improves safety. We look forward to seeing additional similar benefits in Shamokin Dam Borough and the surrounding area in Snyder County, when the CSVt Southern Section is opened to traffic in a few years.”

Below are highlights from the updated counts on the following roadways:

Route 15 south of Lewisburg Borough:

- The daily total traffic volume counted in October 2023 (15,000) was roughly 35% less than prior to the CSVt Northern Section opening (23,000). The daily total traffic volume counted in October 2022 was 16,000.
- The daily truck volume counted in October 2023 (1,200) was roughly 45% less than prior to the CSVt Northern Section opening (2,100). The daily truck volume counted in October 2022 was 1,500.

Route 405 (old Route 147) north of Northumberland Borough:

- The daily total traffic volume counted in October 2022 and October 2023 (8,000) was roughly 40% less than prior to the CSVT Northern Section opening (13,000).
- The daily truck volume counted in October 2023 (700) was roughly 75% less than prior to the CSVT Northern Section opening (3,100). The daily truck volume counted in October 2022 was 800.

Route 45 near Montandon:

- The daily total traffic volume counted in October 2022 and October 2023 (8,000) was roughly 10% less than prior to the CSVT Northern Section opening (9,000).
- The daily truck volume counted in October 2022 and October 2023 (400) was roughly 20% less than prior to the CSVT Northern Section opening (500).

Data currently indicates that CSVT has not substantially affected east-west traffic on Route 45 between the existing major north-south roadways of Route 15 and Route 147.

Construction on the CSVT Southern Section began in 2022, and it is anticipated to open to traffic in 2027, connecting Routes 11/15 north of Selinsgrove to Route 15 and the CSVT Northern Section south of Winfield.

PennDOT notes that comparisons to traffic counts performed prior to the July 2022 opening of the CSVT Northern Section are complicated by the following:

- Impacts of the COVID-19 pandemic, which originally began in 2020 and continue to some extent today (due to long-term shifts to teleworking).
- Impacts of the Duke Street reconstruction project in Northumberland, which was completed from 2017 to 2020.
- Natural fluctuations in traffic volumes that occur day-to-day and year-to-year.

Due to these various circumstances, the above comparisons of traffic volumes before and after the CSVT Northern Section opening should be considered approximate.

Motorists can check conditions on major roadways by visiting www.511PA.com. 511PA, which is free and available 24 hours a day, provides traffic delay warnings, weather forecasts, traffic speed information and access to more than 1,000 traffic cameras. 511PA is also available through a smartphone application for iPhone and Android devices, by calling 5-1-1, or by [following local alerts on X](#).

Subscribe to PennDOT news and traffic alerts in Tioga, Bradford, Lycoming, Sullivan, Union, Snyder, Northumberland, Montour and Columbia counties at www.pennidot.pa.gov/District3.

Information about infrastructure in District 3 including completed work and significant projects, is available at www.pennidot.gov/D3Results. Find PennDOT's planned and active construction projects at www.projects.pennidot.gov.

Follow PennDOT news on [X](#), [Facebook](#) and [Instagram](#).

###

CSVT NORTHERN SECTION – DAILY TRAFFIC VOLUMES

Southern Section

US 15	TOTAL	TRUCK
Pre-CSVT	23,000	2,100
Oct. 2022	16,000	1,500
Oct. 2023	15,000	1,200

CSVT	TOTAL	TRUCK
Oct. 2022	12,000	3,100
Oct. 2023	16,000	3,800

PA 405	TOTAL	TRUCK
Pre-CSVT	13,000	3,100
Oct. 2022	8,000	800
Oct. 2023	8,000	700

PA 45	TOTAL	TRUCK
Pre-CSVT	9,000	500
Oct. 2022	8,000	400
Oct. 2023	8,000	400

Northern Section

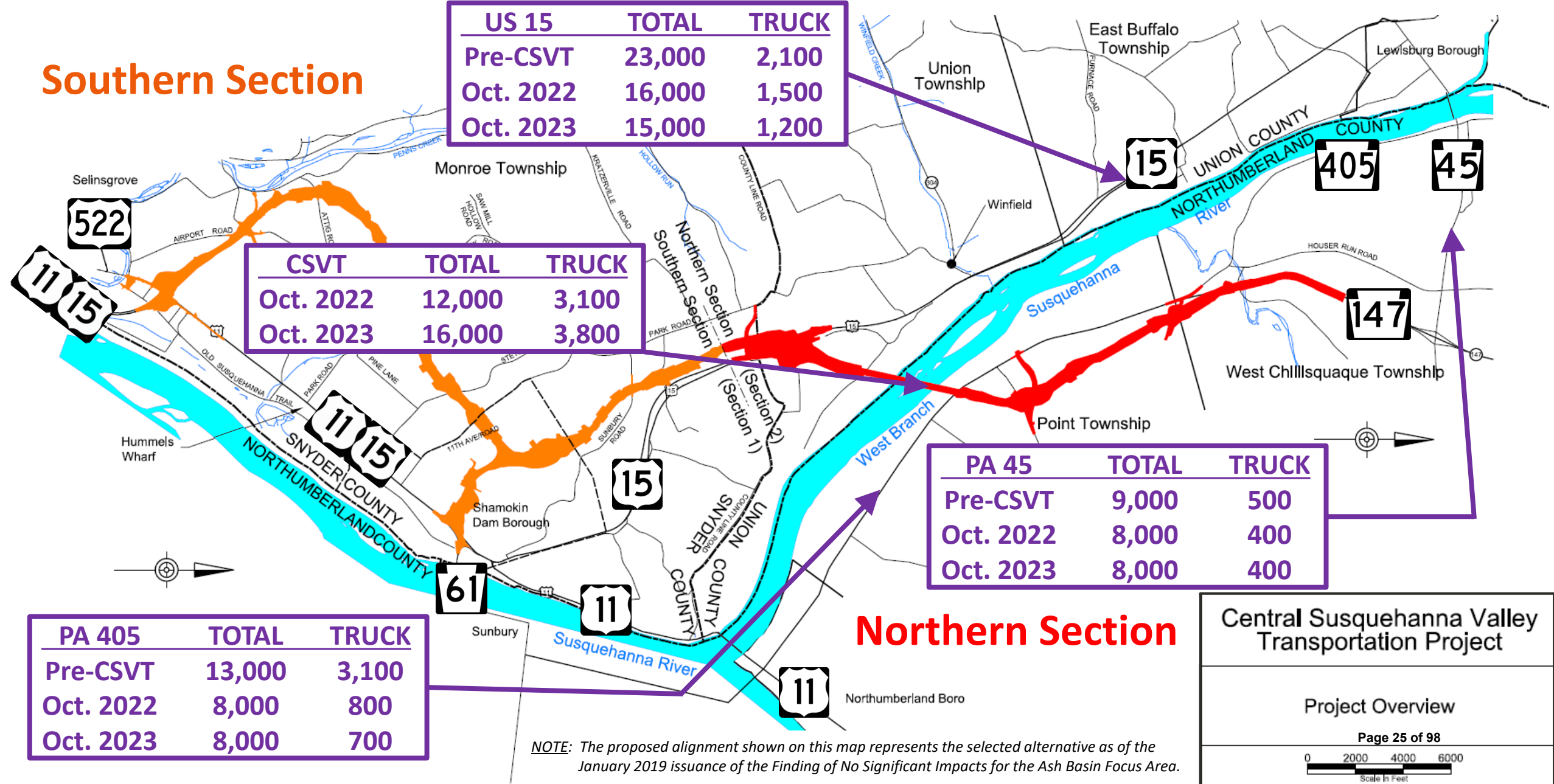
NOTE: The proposed alignment shown on this map represents the selected alternative as of the January 2019 issuance of the Finding of No Significant Impacts for the Ash Basin Focus Area.

Central Susquehanna Valley
Transportation Project

Project Overview

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0 2000 4000 6000
Scale in Feet



CSVN NORTHERN SECTION – TRAFFIC IMPACTS

Southern Section

Post-Northern Section Opening:

- US 15 total traffic is ~35% less
- US 15 truck traffic is ~45% less

Post-Northern Section Opening:

- PA 45 total traffic is ~10% less
- PA 45 truck traffic is ~20% less

Northern Section

Post-Northern Section Opening:

- PA 405 total traffic is ~40% less
- PA 405 truck traffic is ~75% less

NOTE: The proposed alignment shown on this map represents the selected alternative as of the January 2019 issuance of the Finding of No Significant Impacts for the Ash Basin Focus Area.

Central Susquehanna Valley
Transportation Project

Project Overview

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0 2000 4000 6000
Scale in Feet

Agenda Item F

SEDA-COG Metropolitan Planning Organization
Checklist for ARC Local Access Road Program Project Developers

Project:			
Area	Item	Response	
		Yes	No
Coordination	Developer has notified officials from the municipality that will serve as project sponsor, and provided a letter of support from the municipality.		
	Developer has notified the county planning department and/or MPO member for the county in which the project is located.		
	Developer has met with PennDOT personnel in the District in which the project is located, on-site if possible.		
Engineer	Developer has selected or retained an engineer for designing the project.		
Budget/Cost	Developer has provided a project cost estimate for review by PennDOT District Personnel that has been determined to be generally acceptable.		
	Developer has provided a project schedule for review by PennDOT District Personnel that has been determined to be generally acceptable.		
	Sponsor has identified sources of funding for all project phases.		

APPALACHIAN REGIONAL COMMISSION (ARC)
LOCAL ACCESS ROAD PROJECT GUIDELINES
UNDER
The Infrastructure Investment and Jobs Act (IIJA)

FUNDING:

Section 9.5 of the ARC Code as amended in October 2019 authorizes each ARC State to request approval from ARC to use funds that have been apportioned to it for completion of the Appalachian Development Highway System (ADHS), except funds specifically designated by Congress for Corridor construction, for local access roads (LAR). States with uncompleted ADHS sections may only use up to \$5,000,000 annually from the balances of ADHS funds for LAR projects. Additional funding for local access road projects is permitted with ARC's Area Development funds or with funds from non-ARC sources unless otherwise restricted.

LAR projects using ADHS funds balances apportioned through TEA-21 and SAFETEA-LU legislations are subject to obligational limitation either from the state's balances of ADHS special obligational limitation or from the state's general annual obligational limitation across all federal-aid highway programs. ADHS funds authorized and apportioned through the Highway Infrastructure Program of IIJA are also eligible for LAR projects. ADHS funds are made available for local access roads through various sub-funding program codes within the ADHS program codes under FHWA's Fiscal Management Information System (FMIS).

Section 1435 of FAST Act amended Section 1528 of MAP-21 (40 U.S.C. 14501, Public Law 112–141) making the Federal share payable for the cost of constructing ADHS and local access roads “*shall be up to 100 percent, as determined by the State*”. Section 226 (c) (2) of the Appalachian Regional Development Act of 1965 (ARDA) prohibits funding local access road projects in counties that have been designated as **Attainment Counties** by the ARC. Section 226 (c) (1) of ARDA restricts the maximum federal participation to 30% in counties designated as **Competitive Counties**.

The Federal-aid Highway Program is a reimbursable program; that is project recipients only receive reimbursement for the cost actually incurred.

A State may also choose to fund a local access road project with ARC Section 214 Area Development (non-highway) funds and have the State DOT and the FHWA administer the local access road project. In this case, after ARC's approval of the project, the ARC will transfer the specified amount of Area Development (non-highway) funds to the FHWA's highway funds via the U.S. Treasury Department (Form 1151). These funds are added to FHWA fiscal records under an appropriation code unique to the ARC's non-highway funds and are then available for obligation by that State.

ELIGIBLE WORK:

The basic eligibility criteria for local access road projects are contained in Section 9.6(b) of the ARC Code. The ARC may approve local access road projects, which serve industrial and commercial areas, residential developments, recreational areas, and educational areas.

Local access road funds may be used for preliminary engineering, right-of-way and/or construction. LAR funds are available for the initial construction of local access road projects. Local access road funding **is not** allowed for resurfacing/rehabilitation, upgrading and/or safety improvements on roads previously built with ARC local access road funds.

Specific items that may be included in construction projects include:

- Clearing and grubbing
- Grading
- Drainage
- Erosion & settlement control
- Relocation of utilities **if** required by the construction
- Base
- Pavement
- Traffic control devices
- Highway lighting
- Materials testing
- Project management/inspection

Specific items that may **not** be included in construction projects include:

- Utilities to serve residences or businesses
- Fire hydrants

Specific items that may be included in right-of-way projects include:

- Appraisal
- Acquisition
- Condemnation cost
- Relocation assistance

Specific items that may be included in preliminary engineering projects include:

- Surveys
- Design
- Environmental assessments/clearance
- Permits
- Project management

STANDARDS:

Section 201 of the Appalachian Regional Development Act requires projects to be designed and constructed in accordance with Federal-aid highway procedures. Federal-aid procedures require:

Projects on the National Highway System (NHS) to be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) publication entitled “*A Policy on Geometric Design of Highways and Streets*” (The Green Book) as provided in 23 CFR 625.

Projects not on the NHS to be designed in accordance with State design standards. This is in accordance with 23 U.S.C. 102 as amended in the 1991 ISTEA.

Chapter V of the Green Book also deals with local roads and streets, which are applicable to local access roads.

State and Local officials should recognize that the standards included in the guidance noted above are minimum design requirements for local access road projects. Care must be taken to ensure that the design of the road will perform the intended function for the design life of the facility. This means providing pavement design and geometrics that will accommodate the types and volumes of traffic that are anticipated for the 20-year period following construction. For this reason, the ARC recommends that 12-foot lanes, 4-foot shoulders and 2-½ foot ditches be used in open sections and a 36-foot roadway be provided in curb and gutter sections. Horizontal and vertical curves, including cul-de-sac radii, serving industrial parks are to be designed to accommodate a WB-50 design vehicle.

Proposed local access road projects into industrial parks, ports, land fills, and schools are to include acceleration, deceleration, and turning lanes on the main road/highway leading into the local access road.

COORDINATION WITH THE STATE DOT

Local access road projects financed by IIJA or funds apportioned under previous federal transportation legislation are subject to the provisions of Title 23 of the United States Code (23 USC) and the Federal-aid procedures issued by the FHWA [Section 9.6(b) of the ARC code]. Under the FHWA stewardship with the States, the State DOTs take the lead in the planning, design, and construction of highway projects. After the construction is completed the States have the responsibility for maintenance or causing the highway project to be maintained. All federal highway funding, regardless of the project sponsor, flow through the State DOTs. This means that federally funded highway projects must also meet State DOT requirements. Therefore, close coordination with the State DOT is essential.

To ensure that adequate funding and obligational authority is available, the State ARC Program Office should notify the State DOT of their intention to submit a local access road project to the ARC and to use a portion of their State’s ADHS funds or other federal-aid highway funds, if agreed upon with the State DOT, for local access road projects. This programmatic notification is necessary so those local access road projects can be included in the State’s multi-year Transportation Program. In addition, annual updates should be given in sufficient time for the State DOT to have specific local access road projects included in the annual element of STIP, which is a fiscally restrained document. The STIP is typically prepared in July of each year so

that it can be approved prior to the beginning of the federal fiscal year (October 1st). Individual State procedures vary, so close coordination between the ARC State Program Office and the State DOT is essential.

All federal actions, including local access road projects, affecting the human environment must comply with the provisions of the National Environmental Policy Act (NEPA). All projects impacting wetlands and other aquatic resources are also subject to Section 404 of the Clean Water Act. Projects impacting historical or archaeological resources must also comply with Section 106 of the National Historic Preservation Act and projects impacting park or recreational areas are subject to the provisions of Section 4(f) [23 USC 138]. These and other federal statutes require close coordination with and the approval of several Federal agencies.

ARC PROJECT APPROVAL PROCESS:

The ARC may approve local access road projects that meet the project eligibility criteria in Section 9.6(b) of the code. Local access road projects must be approved by the ARC on a project-by-project basis. i.e., the ARC must approve each individual local access road project. Local access road projects can only be submitted to the ARC by the State's ARC Alternate.

ARC's transportation staff review local access road project submissions and make recommendations to the ARC's Federal Co-Chair. Approval by ARC's Federal Co-Chair signifies concurrence that the proposed project meets the goals of the ARC and the State's Local Access Road program and approval for the State to use a portion of their ADHS funds or other eligible federal funds to complete the project. It is important that ARC's approval of the LAR project also formally identifies the project to be ARC LAR project, thus exempts the project from the federal-aid highway eligibility rules (under Title 23 USC) and allows the federal-aid highway funds (e.g., ADHS or other federal-aid highway funds) to be used for the project regardless which level of "highway functional class" the road is classified.

It should be noted that the ARC's Co-Chair's approval is for a specified dollar amount (as opposed to a cost-to-complete). If a local access road project requires additional funding for completion, the ARC must approve the additional funding prior to reimbursement being made. **ARC's approval of the project does not guarantee the availability of funding, nor does it obligate federal funding for the project!**

After the ARC's Federal Co-Chair approves a local access road project, the ARC notifies the FHWA of their approval action. This notification allows the FHWA to obligate ADHS funds for a local access road project.

ARC's Project Approval vs FHWA's Obligation of Funds

ARC's Federal Co-Chair approves local access road projects. This approval signifies ARC's concurrence that the proposed project meets the goals of ARC and the State's Local Access Road program and permits the State to use a portion of their ADHS funds or other agreed federal-aid highway funds to complete the local access road project.

The FHWA's obligation of local access road project funds only occurs when the State DOT has reviewed the project, certifies that the project meets all of the administrative and legal requirements, and request the FHWA's concurrence in using a portion of their funds and obligational authority to finance the project. Obligation of federal funds is a legal agreement (Project Agreement) between the federal government (FHWA) and the State DOT, which commits the federal government to reimburse the State DOT for the federal share of the cost incurred on that local access road project. The FHWA must authorize and enter the project into their financial system (FMIS) in order for the State DOT to be reimbursed for cost incurred on that project.

In order for a local access road project to be obligated by the FHWA, the State DOT must have the funds available **and** enough obligational authority to cover the full amount of the federal share of the project.

If a local access road project has not been advanced to construction within 18 months after the ARC's approval of the project, the ARC reserves the right to withdraw their approval of the local access road project.

PROJECT SUBMISSIONS TO ARC

Project application should demonstrate how the project meets one or more of the objectives in the State's approved Annual Strategy Statement. (Sections 5.3, 5.4, 5.5 and 6.4 of the ARC Code).

In addition to the normal submission requirements for ARC Area Development projects, local access road project submissions must also include:

- ARC Form 2 (no Form 1 required).
- The roadway typical section(s), pavement structure, and design criteria.
- Itemized cost estimate (roadway related).
- A letter from the State Department of Transportation (DOT) stating that:
 - They have reviewed the project and the proposed design criteria meets their design standards.
 - The DOT will make the necessary funds available from their ADHS account or other federal-aid highway funding account, if agreed, along with the obligational authority available (if subject to) for this project when the project is ready to be advanced/advertised.
 - The DOT (or other public agency) will administer the project (design, right-of-way and/or construction).

The ARC highly recommends that the State ARC Alternate get the State DOT to agree to administer all local access road projects. If the State DOT is not going to administer the local access road project, the submission must include a statement of concurrence from the State DOT since all federal-aid highway funds (including ADHS funds) flow through the State DOTs.

- The status of the project and the schedule for completion. The status should include a **brief** description and/or completion dates for:
 - Inclusion in the Statewide Transportation Improvement Program (STIP) [Section 9.6(b) of the ARC Code],
 - Securing matching funds
 - State DOT and FHWA approval of the environmental document
 - Engineering plans
 - Right-of way clearance
 - Advertisement of the construction project
 - Completion of the construction project
- If the project is for an existing road, a statement should be submitted with the application indicating that ARC local access funds were not used previously in building or improving the road.

Agenda Item G

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Planning Process – Plans and Updates:	
Middle Susquehanna Regional Bicycle and Pedestrian Plan	<i>Coordinated with members and stakeholders of the Active Transportation Committee. Prepared for full Committee meeting on 2/21/24. Coordinated with Committee Work Groups and prepared for 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. The MPO Bicycle and Pedestrian Plan was adopted on 5/17/19 and is available on the SEDA-COG website here.</i>
FY 2022-2024 UPWP	<i>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.</i>
FY 2024-2025 UPWP	<i>The FY 2024-25 UPWP was approved by the SEDA-COG MPO on 11/17/23. Upon finalizing exhibit documents, the UPWP package will be submitted to PennDOT. We will return to a two-year work program for the FY 2025-27 UPWP.</i>
FFY 2023-2026 TIP	<i>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.</i>
FFY 2025-2028 TIP Update	<i>Staff held local bridge prioritization meetings with all 8 MPO counties during 2023 and summarized the input; issued and analyzed a local bridge priorities survey using SurveyMonkey; scored local bridge priorities; and had the prioritized list endorsed at 9/15/23 MPO meeting. Staff held five coordination meetings with PennDOT and FHWA staff for the TIP update in 2023. The Draft TIP was submitted to PennDOT Central Office in late December and a review meeting was held on 1/17/24. The draft project listing is enclosed. Staff reviewed and performed cluster</i>

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	<i>analysis on the State Transportation Commission public survey results for use with the 2025 TIP/TYP.</i>
Annual Listing of Obligated Projects	<i>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.</i>
Complete Streets Planning	<i>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 will be shared with the MPO in January and approved in spring 2024.</i>
Electric Vehicle (EV) Charging Stations Study	<i>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 is planned for 2/22/24 at Penn College.</i>
SEDA-COG MPO Strategic Plan Update	<i>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 are enclosed in the 1/26/24 MPO meeting packet. The new plan is expected to be approved in April or June 2024.</i>
SEDA-COG MPO Coordinated Transit Plan Update	<i>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. The new plan is expected to be approved in summer/fall 2024.</i>
ADA Coordinator Designation	<i>Designated an ADA Coordinator for the MPO and updated meeting notice language, website, and complaint procedures for compliance with federal and state regulations.</i>
Public Participation Panel	<i>Established a SEDA-COG MPO Public Participation Panel that met for the first time on 9/20/23. A second meeting will be held in early 2024 for public input on the 2025 TIP.</i>
2021 Long Range Transportation Plan (LRTP) Update	<i>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.</i>

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PennDOT 2045 Long-Range Transportation Plan (LRTP)	<i>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) that addresses state and federal provisions for freight planning, including those from the federal Infrastructure Investment and Jobs Act.</i>
PennDOT 2023 Vulnerable Road User Safety Assessment Report	<i>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).</i>
2021 Planning Emphasis Areas	<i>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.</i>
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 anticipated around mid-February 2024, and it will then guide implementing the CRP in Pennsylvania. The SEDA-COG MPO is estimated to receive \$6.4 million in CRP funds through FFY 2026. Project types that are potentially eligible for CRP funding are enclosed.</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</i>

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	<p>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.</p>	
ARLE Program	<p>The 2023 PennDOT Automated Red Light Enforcement (ARLE) Funding Program grant round opened on June 1 and closed on June 30, 2023. More ARLE details can be found here.</p>	
Green Light-Go Program	<p>PennDOT announced the application period for FY 23-24 Green Light-Go Program funding on 10/20/23. The round is 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.</p>	
PennDOT Multimodal Fund Applications	<p>The FY 2024-25 round opened on 9/25/23 and closed on 11/13/23. MPO staff will review and share comments on area applications once receiving access to them. More information can be found here.</p>	
CFA Multimodal Fund Applications	<p>Applications for the 2023 CFA Multimodal Transportation Fund round were accepted until 7/31/23. 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. 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 concrete patching at multiple locations along SR 220 in Clinton County, SR 322 in Mifflin County, and SR 22 and SR 75 in Juniata County (12/12) - E&E Scoping/Design Field View – High Friction Surface Treatment in Mifflin, Juniata, and Clinton Counties (1/11) 	<p>Contact Staff for meeting notes, if desired.</p>

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- E&E Scoping/Design Field View – Bridge Epoxy Overlay on SR 150 and SR 477 in Clinton County (1/16)

PennDOT Connects

Promoted Connects technical assistance to municipalities. There are still technical assistance units available statewide for help with transportation/land use issues.

Reviewed and commented on Connects proposal forms. Participated in Connects new start project municipal outreach meetings with municipalities.

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) findings were presented to and accepted by the MPO on 10/7/22; the final report can be found [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; approvals are expected soon.

- 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.)
- Milton Area Trail Proposals
- Kulpmont Borough Streetscape Project

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

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Study meetings. Monitored updates for the US 15 Study's 2nd public meeting to be held early in 2024.

Other Meetings	<p><i>Represented SEDA-COG MPO in continuing meetings with several organizations, including:</i></p> <ul style="list-style-type: none"> - SEDA-COG Board of Directors (12/6, 1/24) - Greater Susquehanna Valley Chamber of Commerce Transportation Committee (1/12) - rabbitransit Transportation Advisory Group (12/20, 1/17) - Williamsport MPO Coordinating Committee (12/4)
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>
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	<p><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.</i></p>
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.</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 March.</i>

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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 Fall e-newsletter	<i>The fall 2023 LTAP e-newsletter was distributed on 8/1/23. It was opened by 30% of recipients. It can be found here. The next newsletter will likely be issued in February 2024.</i>
Interactive Online Maps	<i>Began preliminary work to provide LTAP training and technical assistance performance data for area municipalities via interactive online maps.</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>

Carbon Reduction Program (CRP) Eligibility Examples

Organized by Project Eligibilities Highlighted in Section 3 of the [CRP Guidance](#)

CRP funded projects are subject to Title 23 requirements as if project is located on a federal-aid highway
All CRP funded projects will require eligibility reviews by PennDOT CPDM and FHWA-PA Division

A. a project described in [23 U.S.C. 149\(b\)\(4\)](#) to establish or operate a **traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;**



Potentially Eligible:

- Installation of electric vehicle chargers or idle power at a commercial truck stop
- The purchase of freeway service patrol vehicles
- Installation of new infrastructure to collect and process real-time traffic volume or travel time data



Not Eligible:

- Operating expenses related to freeway service patrol vehicles

B. a public transportation project eligible for assistance under [23 U.S.C. 142](#) (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));



Potentially Eligible:

- Transit facilities and bus depots
- Dedicated bus lanes
- Bus passenger shelters
- Transit parking lot facilities
- Alternative transit fuel station
- Fare collection systems
- Information and wayfinding systems
- Purchase of computer software if deemed a capital cost and not an operating expense



Not Eligible:

- Transit studies that do not lead to construction of a project
- Operating assistance/expenses for any length of time

C. a transportation alternatives project as described in [23 U.S.C. 101\(a\)\(29\)](#) as in effect prior to the enactment of the FAST Act, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;



Potentially Eligible:

- Planning, design, & construction of new trails or sidewalks
- Pedestrian and bicycle signals
- Traffic calming improvements
- Ramps to support travel by disabled population (ADA)



Not Eligible:

- Refurbish or repair sidewalks unless current condition is majorly impairing usage (coordinate with FHWA)
- Routine maintenance and rehabilitation including maintenance equipment

D. a project described in section [23 U.S.C. 503\(c\)\(4\)\(E\)](#) for **advanced transportation and congestion management technologies**;

✔ Potentially Eligible:

- Integration of intelligent transportation systems
- Advanced traveler information systems
- Vehicle-to-vehicle and vehicle-to-infrastructure communications
- Collision avoidance technologies
- Electronic pricing, toll collection and payment systems
- Dynamic ridesharing applications
- A pilot demonstration testing new technology advancements for congestion reduction (FHWA review required)

E. a project for the deployment of infrastructure-based **intelligent transportation systems** capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;

✔ Potentially Eligible:

- Dedicated short-range communications (DSRC) technology
- Similar to projects listed in category **D** above

F. a project to replace street lighting and traffic control devices with **energy-efficient alternatives**;

✔ Potentially Eligible:

- New lighting associated with a CRP eligible project
- Replacement of traffic control devices and street lighting with more energy-efficient technology along a roadway

✘ Not Eligible:

- New lighting associated with a non-eligible CRP project (such as road widening)
- Replacing lighting at a parking garage unless it is a Title 23 funded park and ride or transit facility or directly connected to a transportation facility

G. development of a **carbon reduction strategy (CRS)**;

✔ Potentially Eligible:

- Based on coordination and agreement with PennDOT, a regional CRS that will be incorporated in whole or by reference into the state CRS when it's updated and support the reduction of the State's transportation emissions.

✘ Not Eligible:

- Most other planning studies are not an eligible use of CRP funds. There may be an exception for certain bike/pedestrian planning studies

H. a project or strategy designed to support congestion pricing, **shifting transportation demand to nonpeak hours or other transportation modes**, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;

- ✔ Potentially Eligible:
 - New or expanded park and ride facilities that are not-for-profit as designated in 23 [U.S.C. 142\(a\)\(1\)](#)
 - Employer-sponsored programs to permit flexible work schedules if can be programmed into TIP/STIP with clear start and end dates
 - Transit shuttle service capital expenses if not-for-profit
 - Guaranteed ride home programs
 - Carpools and vanpools
 - Restriction of lanes to passenger buses or high-occupancy vehicles
 - Programs for improved public transit

I. efforts to reduce the **environmental and community impacts of freight** movement;

- ✔ Potentially Eligible:
 - Marine, rail, port or truck freight engine replacements or retrofits that reduce carbon emissions
 - Some freight planning activities that lead to specific freight projects (FHWA consultation)

J. a project to **support deployment of alternative fuel vehicles**, including— (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;

- ✔ Potentially Eligible:
 - The purchase of electric fleet vehicles or construction equipment if treated as a project on a federal-aid highway (23 U.S.C.175(g))
 - Construction of a public charging station meeting the federal minimum standards and requirements outlined in [23 CFR 680](#)

K. a project described under 23 [U.S.C. 149\(b\)\(8\)](#) for a **diesel engine retrofit**;

- ✔ Potentially Eligible:
 - Purchase of diesel retrofits for eligible entities as defined in [42 U.S.C 16131](#)
 - Outreach activities to provide information and technical assistance to owners and operators of diesel equipment or vehicles regarding purchase and installation of retrofits

L. certain types of projects **to improve traffic flow** that are eligible under the CMAQ program, and that do not involve construction of new capacity; [\(23 U.S.C. 149\(b\)\(5\)\)](#) and [175\(c\)\(1\)\(L\)\)](#);



Potentially Eligible:

- Improvements to traffic signal timing and coordination
- Intersection improvements including turn lanes
- New center-turn lanes that do not also serve through movements
- Roundabouts that are not part of an associated roadway widening project
- Construction of a high occupancy vehicle lane
- Traffic operation and management strategies including intelligent transportation systems (ITS)
- Preliminary engineering or other preconstruction phases for an eligible constructible project

M. a project that **reduces transportation emissions at port facilities**, including through the advancement of port electrification.



Potentially Eligible:

- Installation of truck charging infrastructure at ports
- Vehicle to infrastructure communications equipment to reduce truck idling at port facilities
- Purchase of electric vehicles and equipment for port facilities

Other Project Types Not Listed Above (requires emission assessment)

Contact PennDOT CPDM (Mike Rimer mrimer@pa.gov) for support in evaluating project eligibility and associated analyses related to carbon emissions



Potentially Eligible:

- Sustainable pavements and construction materials that reduce carbon during manufacturing and/or during highway construction; Note only the incremental cost of materials is covered and a life cycle emission analysis is required
- Cost of using local materials rather than other available sources (saving material hauling distance and emissions); Note only the incremental cost of materials is covered and a life cycle emission analysis is required
- Renewable energy generation facilities, such as solar arrays and wind turbines if constructed within the highway right-of-way
- Biologic carbon sequestration practices along highway right-of-way (ROW)
- Projects that maximize the existing ROW for accommodation of nonmotorized modes and transit
- Capital expenses of micro mobility and electric bike projects, including charging infrastructure
- Other projects that can demonstrate carbon emission benefits over the project lifecycle through an emissions analysis

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	Under Review	1/10/2024			HOP		Driveway	Medium Volume		2	David E. Wooster and Associates, Inc.	Doug A Hill	7/27/2023
Calvin L. & Sadie Mae King	330461	Clinton	2008	50 - 50	Under Review	1/12/2024					Driveway	Low Volume		2	Kerry A. Uhler and Associates	Dean Fishel	1/8/2024
M & G Realty, Inc.	328676	Clinton	1005	10 - 10	Draft						Driveway	Medium Volume		2	LIVIC Civil, LLC	Scott Seneca	12/13/2023
Williams Solar Holdco LLC	323226	Columbia	4037	40 - 40	Permit Issued	11/17/2023	11/20/2023	11/20/2023	HOP	3039175	Driveway	Minimum Use	11/20/2024	3		Allan Berenbrok	10/10/2023
Williams Solar Holdco LLC	323220	Columbia	4037	40 - 40	Permit Issued	11/17/2023	11/20/2023	11/20/2023	HOP	3039177	Driveway	Minimum Use	11/20/2024	3	Transcontinental Gas Pipe Line Company, LLC	Allan Berenbrok	10/10/2023
KLINGERMANN JOHN C. & RENEE R.	321679	Columbia	4004	50 - 50	Permit Issued	11/20/2023	12/4/2023	12/4/2023	HOP	3039192	Driveway	Minimum Use	12/4/2024	3	BOW Renewables, LLC	Josh Ladig	9/22/2023
VINCENT MARK J. & TAMMY S.	321676	Columbia	4004	30 - 30	Permit Issued	11/20/2023	12/4/2023	12/4/2023	HOP	3039191	Driveway	Minimum Use	12/4/2024	3	BOW Renewables, LLC	Josh Ladig	9/22/2023
Geisinger System Services	284272	Columbia	42	530-540	Under Review	1/17/2024			HOP		Driveway	High Volume		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		HOP		Driveway	Low Volume		3	Dynamic Traffic, LLC	Dynamic Traffic	9/13/2023
KLINGERMANN JOHN C. & RENEE R.	321682	Columbia	4004	50 - 50	Returned For Revisions	11/20/2023	11/28/2023		HOP		Driveway	Minimum Use		3	BOW Renewables, LLC	Josh Ladig	9/22/2023
Joel Vought	315452	Columbia	11	340 - 340	Received	1/16/2024			HOP		Driveway	Medium Volume		3	Megan Readler	Emily Welles	7/19/2023
Haza Bell Northeast LLC	324022	Columbia	11	370 - 370	Submitted	1/19/2024			HOP		Driveway	Low Volume		3	Dolan, Betsy	Eric Campbell	10/20/2023
CDJ WELLIVER FARM, LLC	321654	Columbia		-	Withdrawn				HOP		Driveway	Minimum Use		3	BOW Renewables, LLC	Josh Ladig	9/22/2023
Weaver Builders LLC	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	1/4/2024	1/9/2024	1/9/2024		2030064	Driveway	Low Volume	1/9/2025	2	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		HOP		Driveway	Low Volume		2	Traffic Planning and Design, Inc.	Dillon Wolfe	9/20/2023
Randall Sunderland	330462	Mifflin	655	280 - 280	Under Review	1/8/2024					Driveway	Local Road		2	The EADS Group, Inc.	David Neill	1/8/2024
Curtis Hoover	323719	Mifflin	22	170 - 170	Draft				HOP		Driveway	Low Volume		2	The EADS Group, Inc.	Susan M Daugherty	10/17/2023
Ruslan I Kovtun	311908	Mifflin		-	Withrdawn				HOP		Driveway	Minimum Use		2		Ruslan Kovtun	6/8/2023
Ruslan I Kovtun	311906	Mifflin		-	Withrdawn				HOP		Driveway	Minimum Use		2		Ruslan Kovtun	6/8/2023
Ruslan I Kovtun	311905	Mifflin		-	Withrdawn				HOP		Driveway	Minimum Use		2		Ruslan Kovtun	6/8/2023
John M. Hickey	331174	Mifflin			Draft						Driveway	Low Volume		2	Traffic Planning and Design, Inc.	Dillon Wolfe	1/17/2024
TANNER MARLIN E. & NORMA E.	321670	Montour	1008	10 - 10	Permit Issued	11/20/2023	12/4/2023	12/4/2023	HOP	3039222	Driveway	Minimum Use	12/4/2024	3	BOW Renewables, LLC	Josh Ladig	9/22/2023

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
TANNER MARLIN E. & NORMA E.	321665	Montour	1008	10 - 10	Permit Issued	11/20/2023	12/4/2023	12/4/2023	HOP	3039193	Driveway	Minimum Use	12/4/2024	3	BOW Renewables, LLC	Josh Ladig	9/22/2023
BOND ROBERT W. JR. & BRENDA	321674	Montour	3003	70 - 70	Returned For Revisions	11/20/2023	11/28/2023		HOP		Driveway	Minimum Use		3	BOW Renewables, LLC	Josh Ladig	9/22/2023
TANNER MARLIN E. & NORMA E	321673	Montour	1008	10 - 10	Returned For Revisions	11/20/2023	11/28/2023		HOP		Driveway	Minimum Use		3	BOW Renewables, LLC	Josh Ladig	9/22/2023
Danville Development LLC	317556	Montour	11	90 - 90	Returned For Revisions	12/13/2023	1/12/2024		HOP		Driveway	High Volume		3	Grove Miller Engineering, Inc.	Gregory E Creasy P.E.	8/8/2023
Montandon Development Group, LLC	278032	Northumb erland	45	70-70	Returned For Revisions	10/18/2023	11/16/2023		HOP		Driveway	High Volume		3	LIVIC Civil, LLC	Brent Littlejohn	6/9/2022
MR Milton LLC	297005	Northumb erland	405	220 - 230	Returned for Revisions	7/7/2023	8/2/2023		HOP		Driveway	Low Volume		3	Mid-Penn Engineering Corp	Kolden D Kosmer	1/10/2023
Bryan D. Cotner and Andrea M. Cotner	292062	Northumb erland	2002	10 - 10	Returned For Revisions	10/23/2023	11/3/2023		HOP		Driveway	Low Volume		3	Brinkash & Associates., Inc.	Mike Brinkash	11/9/2022
Masser's Catering, Inc.	320378	Northumb erland	61	231 - 231	Returned For Revisions	11/3/2023	11/16/2023		HOP		Driveway	Low Volume		3	Brinkash & Associates., Inc.	Mike Brinkash	9/7/2023
Blue Creek Investment, LLC	313280	Northumb erland	54	582 - 582	Returned For Revisions	12/20/2023	1/4/2024		HOP		Driveway	High Volume		3	Ruppert, Zakary	Zakary Ruppert	6/22/2023
Blue Creek Investment, LLC	313272	Northumb erland	2038	12 - 12	Returned For Revisions	12/20/2023	1/4/2024		HOP		Driveway	Medium Volume		3	Ruppert, Zakary	Zakary Ruppert	6/22/2023
Turbotville Business Plaza, Inc.	320392	Northumb erland		-	Draft				HOP		Driveway	Low Volume		3	Axtman Engineering , LLC	Charles Axtman	9/7/2023
Caitlyn Persing	323788	Northumb erland		-	Draft				HOP		Driveway	Minimum Use		3		Caitlyn Persing	10/17/2023
Abide Group,LLC	324933	Snyder	104	230 - 230	Permit Issued	11/8/2023	11/9/2023	11/9/2023	HOP	3039109	Driveway	Minimum Use	11/9/2024	3		Jeffrey L Noble	10/30/2023
Abide Group,LLC	324932	Snyder	104	230 - 230	Permit Issued	11/8/2023	11/9/2023	11/9/2023	HOP	3039108	Driveway	Minimum Use	11/9/2024	3		Jeffrey L Noble	10/30/2023
Firstlink, LLC	330037	Snyder	522	210 - 210	Returned For Revisions	1/3/2024	1/12/2024				Driveway	Low Volume		3	Triad Engineering, Inc.	Ray Burns	1/3/2024
Firstlink, LLC	329890	Snyder	522	160 - 170	Returned For Revisions	1/3/2024	1/17/2024				Driveway	Low Volume		3	Triad Engineering, Inc.	Ray Burns	1/2/2024
Tall Tree Management, LLC	323726	Snyder		-	Draft				HOP		Driveway	Low Volume		3	Stahl Sheaffer Engineering	Lauren Golden	10/17/2023
Emporium Equity Group LLC	324027	Snyder	522	60 - 70	Draft				HOP		Driveway	Minimum Use		3	Colliers Engineering & Design, INC	Matthew Nowelski	10/20/2023

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
Royal Farms /Susquehanna Trail LLC	280063	Snyder	11	391-391	Returned For Revisions	11/17/2023	11/29/2023		HOP		Driveway	Medium Volume		3	LIVIC Civil, LLC	Brent Littlejohn	6/30/2022
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
Morningstar Mennonite Church	328421	Union	304	120 - 130	Under Review	1/12/2024					Driveway	Low Volume		3	Axtman Engineering , LLC	Charles Axtman	12/11/2023

As of 1/18/2024

Recently Accessed Traffic Impact Study Scoping Applications

Development Name	Application Number	County	SR	District	Status	Created
Steve Shannon Warehouse	S0320240002	Columbia	4009	3	Received	1/17/2024
AutoZone Store #5629	S0320230050	Northumberland	4004	3	Received	12/26/2023
Dollar General - Beavertown	S0320230049	Snyder	522	3	Completed	12/20/2023
Dollar General - Beaver Springs	S0320230048	Snyder	235	3	Completed	12/20/2023
Dollar General - Beaver Springs	S0320230047	Snyder	522	3	Draft	12/19/2023
Homestead Heights	S0320230046	Union	304	3	Completed	12/11/2023
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
Route 35 Storage	S0320230042	Snyder	35	3	Completed	11/17/2023
Cedar Springs Mennonite Church	S0220230023	Juniata	2006	2	Completed	11/1/2023
Old Dominion Freight Line Williamsport	S0320230040	Union	1011	3	Completed	10/20/2023
Rutters Store #118 McElhattan	S0220230018	Clinton	1005	2	Under Review	9/13/2023
Vought - Land Development	S0320230033	Columbia	11	3	Completed	9/6/2023
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
I1 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 1/18/2024

Transportation Alternatives Set-Aside Projects Status Update
2018 Funding Round

MPMS 111607 – SR 0011/0487 Pedestrian Improvements – Town of Bloomsburg

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes. 7/20/20	Yes. 7/20/20	Yes. 9/17/20	Yes. 10/28/20	Yes.

Project involves repairing deteriorated sidewalks, constructing new sidewalks and installing new street lighting on State Routes 11 and 487 from 7th Street to 3rd Street in the Town of Bloomsburg. Project was approved for TA funding by PennDOT on 5/8/18. The winning bid came above the approved amount, but additional Statewide TA funds were secured to meet the low bid. Construction was completed in fall 2022.

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

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No. 3/22/25 est.	No. 3/22/25 est.	No. 5/22/25 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.

MPMS 111606 – Bull Run Greenway Phase 1 – Lewisburg Borough

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes. 3/18/21	Yes. 3/18/21	Yes. 4/8/21	Yes. 5/19/21	Yes.

Project involves restoring Bull Run's natural floodplain, daylighting stormwater and extending the Buffalo Valley Rail Trail to Bucknell University in Lewisburg Borough. Project was approved for TA funding by PennDOT on 5/8/18. Construction was completed in July 2022. A project ribbon cutting was held on 6/24/22.

MPMS 111458 – Clinton County Rail Trail – Clinton County

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes. 9/22/20	Yes. 9/22/20	Yes. 10/22/20	Yes. 1/19/21	Yes.

Project involves improvements to the railroad bridge for the Bald Eagle Valley Trail that will connect five Clinton County municipalities to the Lycoming County border, and ultimately to the Jersey Shore trailhead of the Pine Creek Rail Trail. Project was approved for TA funding by PennDOT on 5/8/18. Construction was completed in summer 2022. A ribbon cutting was held on 8/17/22.

MPMS 111459 – East Church Street Streetscape Project – City of Lock Haven

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes. 2/21/20	Yes. 2/21/20	Yes. 4/30/20.	Yes. 7/27/20	Yes.

Project involves sidewalks, curbing, trees and ADA-compliant ramps along three blocks of East Church Street from Bellefonte Avenue to North Jay Street in the City of Lock Haven. Project was approved for TA funding by PennDOT on 5/8/18. Construction was completed in January 2021.

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.

MPMS 111461 – Brown Township Streetscape – Mifflin County

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes. 11/6/20	Yes. 11/6/20	Yes. 1/14/21	Yes. 4/12/21	Yes.

Project involves new sidewalks, curbing, trees and pedestrian lighting to improve pedestrian access in Brown Township. Project was approved for TA funding by PennDOT on 5/8/18. Construction was completed in May 2022.

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. 1/25/24 est.	No. 1/25/24 est.	No. 2/29/24 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.

Agenda Item H

Annual Update of Safety Performance Measures Targets

In 2017, PennDOT began developing performance targets for the required five Highway Safety Improvement Program (HSIP) performance measures. PennDOT is required to update the targets annually. Federal regulations require MPOs to establish targets for each safety performance measure within 180 days of PennDOT establishing its targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. The SEDA-COG MPO supported PennDOT's initial targets for 2018 and has supported PennDOT's targets in the annual updates ever since then. **The PennDOT targets for 2024 reflect a 2% annual fatality reduction and maintaining level suspected serious injuries.** The below table shows these values for the SEDA-COG MPO region.

SEDA-COG MPO Supporting Values (Targets) for 2024 (Targets are based on a rolling five-year average)			
Performance Measure	Five-Year Rolling Averages		
	Baseline 2018-2022	Target 2020-2024	Actual 2020-2024
Number of Fatalities	48.6	46.2	TBD
Fatality Rate	1.367	1.279	TBD
Number of Serious Injuries	163.4	169.6	TBD
Serious Injury Rate	4.598	4.695	TBD
Number of non-motorized fatalities and serious injuries	19.1	20.2	TBD

* Future VMT estimated to hold level over the next few years.

The SEDA-COG MPO must decide whether to support PennDOT's targets or establish its own targets. Staff recommends that the SEDA-COG MPO again support PennDOT's HSIP targets. Staff notes that the SEDA-COG MPO does not have the staff resources and technical capacity to establish and monitor its own individual targets.

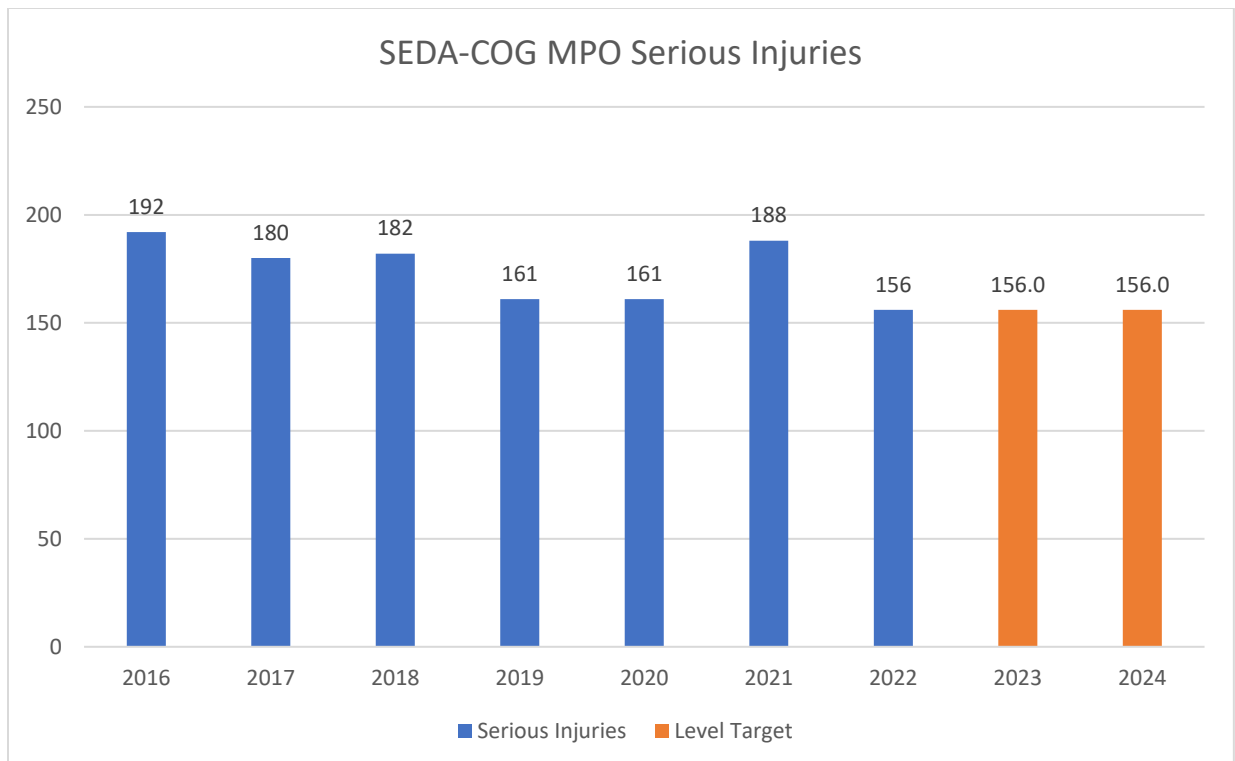
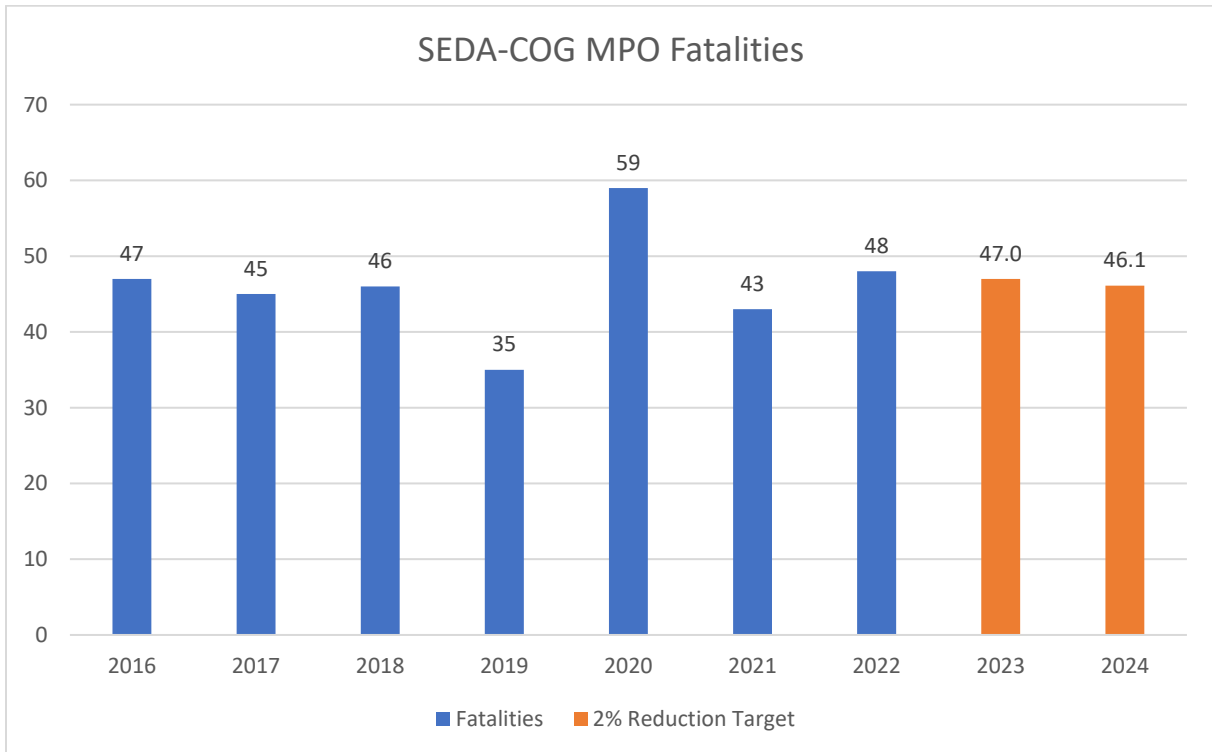
PennDOT has asked for decisions from the MPOs/RPOs by February 27, 2024. **Staff recommends that the MPO decide on 1/26/2024 to support the 2024 state targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT safety targets.**

Attached is correspondence from PennDOT detailing the HSIP performance measure targets for 2024, and the individual targets enclosure that would apply if the MPO supports PennDOT's targets.

FHWA determines annually whether PennDOT has met, or is making progress toward meeting the established targets, using a rolling five-year average. A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. Preliminary data indicate Pennsylvania did not meet the 2022 targets and will be subject to submitting an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan will be due to FHWA by June 30, 2024.

PennDOT Central Office is placing a higher emphasis on systemic safety improvements that have greater probability of reducing fatalities and serious injury crashes. This emphasis, and the shift to data-driven decision making, is expected to change the way that candidate safety improvement projects are identified, evaluated, and prioritized for funding on the TIP. Additional guidance will be needed from PennDOT to select safety improvements that have greater probability of reducing fatalities and serious injury crashes.

Below are charts illustrating the most recent annual data for fatalities and serious injuries in the SEDA-COG MPO region and the fatality/serious injury targets:





COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

November 8, 2023

Dear Planning Partners:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2024 targets for the following Safety Performance Measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries.

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31st each year. The 2024 targets found in Table 1 of the enclosure are based on a data driven trend analysis of the statewide fatality and suspected serious injury numbers (2% annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 27, 2024) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level.

The MPOs that establish quantifiable fatality rate or serious injury rate targets shall report the VMT estimate used for such targets and the methodology used to develop the estimate. The methodology should be consistent with other Federal reporting requirements, if applicable. MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2023.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2022 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2024.

Preliminary data indicate Pennsylvania did not meet our 2022 targets and will be subject to the provisions of 23 United States Code § 148 (i). This will require the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan will be due June 30, 2024. In addition, we will be required to obligate in Federal Fiscal

Year (FFY) 2025 an amount equal to the FFY 2021 HSIP apportionment.

For more information, please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Your response is requested before February 27, 2024.

Please complete the following:

Planning Organization Name

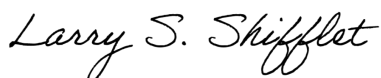
Select one of the following options for establishing Safety Performance Measures:

- ☐ The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.
- ☐ The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO's Transportation Improvement Program. If choosing this option please notify the Center for Program Development and Management (CPDM) by December 31, 2023.

Concurrence: _____
Authorized MPO/RPO Representative Date

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, Center for Program Development and Management, at 717.787.1251 or cmarkey@pa.gov.

Sincerely,



Larry S. Shifflet
Deputy Secretary for Planning

Sincerely,



Michael W. Rebert, P.E.
Deputy Secretary for Highway Administration

Enclosure

Agenda Item J

The results of the November 2023 strategic planning workshop have been integrated into the following draft core elements of the SEDA-COG MPO Strategic Plan. The core elements are listed presented in the hierarchy below as navigational guide for the following pages.

STRATEGIC PLAN HIERARCHY

Mission & Vision

Priorities (5) – each with 1 or more progress/performance measures

Objectives (was Initiatives) – 2-3 per priority

Initiatives (new) – a list of education and action items

Implementation Framework – actions in Year 1; target actions for Years 2-5;
fyi only; this has not yet been developed

Mission & Vision

Mission

The SEDA-COG MPO plans for a safe, multimodal transportation system that supports the economy and quality of life across its eight-county service region.

Vision

By November 2028, the SEDA-COG MPO is more effective at meeting the region’s long-term transportation needs because it consistently leverages:

- **Public and Stakeholder Engagement** – Understanding the transportation system from varied perspectives to define needs and develop solutions.
- **Intergovernmental Coordination** – Communicating, convening, and collaborating from the federal to the local levels to improve planning, programming, and project development.
- **Funding** – Pursuing federal, state, and private-sector funding opportunities to advance a strategic transportation investment plan.
- **Information** – Using PennDOT data and other relevant sources as a foundation for performance-based planning and problem-solving.

Note: These 4 bullets plus Safety and Multimodal (taken from the mission) become the 5 strategic priorities, presented in the next section.

5 Strategic Priorities

Over the next five years, 2024-2028, the SEDA-COG MPO will focus attention and resources on these five priorities.

1. Safety and Multimodal Improvements

Safety and a state of good repair for all modes of transportation are central to our transportation planning mission. A reliable and balanced multimodal system is necessary to meet the region's present and future mobility needs.

Objectives

- A. Improve multimodal transportation infrastructure and access, particularly for low-income, senior, and disabled residents.
- B. Incorporate resiliency into project planning and design.
- C. Support and plan for transformational transportation technologies such as electric vehicles, connected and automated vehicles, drones, etc.

How We Will Measure Progress and/or Performance

- ◇ Decrease in the number of fatalities and serious injuries (five-year average)
- ◇ Increases in bicycle and pedestrian use and transit ridership (MB check PMs in draft CS policy)

2. Public and Stakeholder Engagement

Public infrastructure must be shaped by the needs of the traveling public and stakeholders such as major employers, shippers, and transportation service providers. Engaging and listening to diverse voices yields the best decision-making.

Objectives

- A. Improve communication and engagement with stakeholders and the public.
- B. Invite new perspectives and experiences to inform MPO planning.

How We Will Measure Progress and/or Performance

- ◇ Increase in the number of stakeholder and public contacts (website hits, meeting attendees, document review period comments, etc.)

3. Intergovernmental Coordination

The region's plans, programs and projects are most effectively implemented through a collaborative approach among federal, state, and local governments. The MPO is the convener between local needs and state and federal guidance and assistance.

Objectives

- A. Strengthen the MPO–local government partnership.

- B. Expand planning and technical assistance for the local transportation network, with recognition of the unique needs of rural and urban areas.
- C. As needed, convene an ad hoc task force to advise on large-scale and/or complex projects, like the Central Susquehanna Valley Thruway (CSVT).

How We Will Measure Progress and/or Performance

- ◇ Increase in the number of municipalities accessing technical assistance and services.

4. Funding Resources, & Capacity

Additional funding streams are needed to meet the region’s needs for transportation maintenance and improvement. A proactive, fresh-thinking approach to funding and other resources will help to enhance the MPO’s capacity to advance essential multimodal initiatives.

Objectives

- A. Leverage and package all available funding (federal-state-local-private) to meet regional/local needs. (linking transportation funds with other programs and sources)
- B. Pursue state and federal grant funding where strategic to advance more projects.

Enhance and expand staff and Board capabilities. How We Will Measure Progress and/or Performance

- ◇ Increase in the numbers of discretionary grants pursued and grants awarded
- ◇ Increase in funding levels from all sources, public and private

5. Data & Information

System and user information, including real-time data, is essential to inform the MPO’s investment and policy decision-making.

Objectives

- A. Work with PennDOT to expand data availability for MPO planning.
- B. Expand the Board’s understanding and knowledge of the region as a whole.

How We Will Measure Progress and/or Performance

- ◇ Establishment and annual updating of a new data needs inventory tool.
- ◇ Use of existing and new data sources by the MPO and for sharing and engagement with stakeholders.

Objectives & Initiatives

The SEDA-COG MPO to advance its objectives through various initiatives that educate and equip the MPO. Guest speakers are a valuable source of technical knowledge and practical experience for all five strategic priorities; an initial slate of guest speakers is presented under objective 5.

Safety and Multimodal Improvements

Objective

- 1) Improve **multimodal transportation infrastructure and access**, particularly for low-income, senior, and disabled residents.

Initiatives (New)

- a) Apply the MPO's Complete Streets Policy and continue associated services.
- b) Research and consider adopting/adapting best practices of peer MPOs/RPOS in multimodal planning and planning for low-income, senior, and disabled residents.
 - [NADO's Annual Excellence in Regional Transportation Award Recipients](#)
- c) Participate in topical committees or discussion groups of relevant national organizations, e.g., AMPO, APA, NADO, NARC, and TRB and /or review their recent research. Examples:
 - [AMPO Active Transportation interest group](#)
 - [TRB Snap Search: Safety & Human Factors](#)
 - [TRB Snap Search: Freight Transportation](#)
 - [TRB: Snap Search: Pedestrian & Bicycle](#)
 - [TRB Snap Search: Social Equity & Underserved Populations](#)
- d) Establish a safety report card; include federally required safety PMs, regionally defined PMs, high crash locations for all modes, etc.
- e) Conduct a needs assessment for low-income, senior, and disabled residents, expanding upon the needs identified in the local coordinated human services transit plan.
- f) Define a Core Multimodal Network for the MPO region; include a Core Freight Network, other core networks by mode, and a Core Transportation Network (all modes).

Additional Ideas (for your consideration)

- g) Determine student/youth and young adult transportation needs.
- h) Micromobility (i.e., bike-ped + electric vehicles/assists for individual users); see this for examples and explanation, [Micromobility: A Travel Mode Innovation | FHWA \(dot.gov\)](#)
- i) Other Initiative(s) for consideration

AMPO – Association of Metropolitan Planning Organizations, <https://ampo.org/>
APA – American Planning Association, <https://www.planning.org/>
NADO - National Association of Development Organizations, <https://www.nado.org/>
NARC – National Association of Regional Councils, <https://narc.org/>; currently limited to annual conference and online blog
TRB – Transportation Research Board, <https://www.nationalacademies.org/trb/transportation-research-board>

Objective

- 2) Incorporate **resiliency** into project planning and design and stakeholder engagement.

Draft Initiatives (New)

- a) Become familiar with the PennDOT's Vulnerability Data (current version is Map Data 2017-2022)
- b) Prepare for (and prepare municipalities for) a revised PennDOT Connects/PIF form with new sections on Flood and Drainage History and Extreme Weather Vulnerability of Bridges, Culverts, and Roadways.
- c) Identify hazards and asset priorities for federal PROTECT funding by region/by county; include a mapping component for data-sharing with PennDOT and others. List asset priorities in LRTP and in prepare for coordination with Districts on TIPs.
- d) Participate in topical committees or discussion groups of relevant national organizations, e.g., AMPO, APA, NADO, NARC, and TRB and /or review their recent research. Examples:
 - [AMPO Environment & Resiliency Interest Group](#)
 - [NADO's Integrating Economic Resilience in Performance-based Transportation Planning – webpage; report](#)
 - [TRB Snap Search: Resilience](#)
- e) Build upon MPO experience and other MPO best practices for slide mitigation projects and local bridge prioritization.
- f) Integrate transportation resiliency with community and economic development and broader climate adaptation efforts.

Additional Ideas (for acceptance or decline)

- g) Guest speakers on resiliency planning, e.g. Nick Vivian, PennDOT.
- h) Use an internship to support resiliency (Bucknell Univ or other)
- i) Other Initiative(s) for consideration

Objective

- 3) Support and plan for **transformational transportation technologies** such as electric vehicles, connected and automated vehicles, drones, etc.

Draft Initiatives (New)

- a) Implement the regional charging station study.
- b) Explore funding opportunities for transformational transportation technologies; specifically, review successful grant applications for the variety of projects.

Additional Ideas (for acceptance or decline)

- c) Guest speakers, e.g. , Natasha Fackler, PennDOT; Mark Kopko, PennDOT
- d) Participate in topical committees or discussion groups of relevant national organizations, e.g., AMPO, APA, NADO, NARC, and TRB and /or review their recent research. Examples:
 - [AMPO Emerging Technologies interest group](#)
 - [TRB Snap Search: Connected and Automated Vehicles](#)
 - [TRB Snap Search: Electric Vehicles](#)
 - [TRB Snap Search: Innovation](#)
 - [TRB Snap Search: Shared Mobility](#)
 - [TRB Snap Search: Transit Innovations](#)
- e) Other Initiative(s) for consideration

Public and Stakeholder Engagement

Objective

- 4) Improve **communication and engagement** with stakeholders and the public.

Draft Initiatives (New)

- a) Prepare and implement an external communication strategy with timelines.
 - i) Conduct an As Is/Should Be analysis regarding messaging, audience/audience segments and available media options, inclusive of media produced by SEDA-COG and others.
- b) Engage with civic and community/economic development organizations as guest speakers at local meetings/events.
- c) Explore new methods to measure engagement in terms of the extent (quantity), value to the participant, and impact to regional transportation planning.
- d) Leverage the MPO's Public Participation Panel for shaping major plans including perspective of underserved populations.
- e) Participate as a community/regional organization in 1-3 large county or regional events per year. Criteria for event participation should include:
 - i) Fit with the event purpose or theme, e.g., economic development, climate/weather, technology, etc.
 - ii) Cross-section of population
 - iii) Expected attendance/participants
 - iv) Alignment with hosting organization
 - v) Opportunity to engage with stakeholders and/or public
 - vi) Cost and capacity to participate
 - vii) Geographic coverage throughout the region
- f) ID and leverage best practices of peer MPOs/RPOs.

Additional Ideas (for acceptance or decline)

- g) Equip each Board member for engagement with community/economic stakeholders, e.g., light, quick tools.
- h) Explore/ID non-traditional partners, e.g., academia, human services, health care, large property management orgs, public libraries, etc.
- i) Add a Public Insight Moment to the MPO meeting agenda. Highlight something heard, observed, learned from the public; keep the public in view.
- j) Consider making a SEDA-COG podcast or other multi-media opportunities.
- k) Other Initiative(s) for consideration

Objective

- 5) Invite **new perspectives and experiences** to inform MPO planning.

Draft Initiatives (New)

- a) Program an annual slate of guest speakers on the strategic priority topics.
 - i) Safety and multimodal topics – e.g., from PennDOT, FHWA, and national planning association.
 - ii) Resiliency - e.g. Nick Vivian, PennDOT.
 - iii) Technologies, e.g. , Natasha Fackler, PennDOT; Mark Kopko, PennDOT.
 - iv) Funding, e.g., from PA DCED, DCNR, DEP, FHWA.
- b) Each MPO Board member to attend another MPO's meeting once per year to observe planning practices, types of communication and engagement, etc.
- c) Leverage the SEDA-COG news feed to publish/share national news articles within the region.
- d) Conduct 1-2 project site or facility tours per year. Examples: freight generators, warehousing and distribution centers, county emergency management agencies, and transportation improvement project sites.

Additional Ideas (for acceptance or decline)

- e) Use a Task Force (2-3 Board/staff per topic) to review presentations via conference/webinar/podcast and bring highlights to the MPO Board. (TRB podcast <https://www.nationalacademies.org/podcasts/trb>)
- f) Encourage MPO Board member participation in TRB.
- g) Other Initiative(s) for consideration

Intergovernmental Coordination

Objective

6) Strengthen the **MPO–local government partnership**.

Draft Initiatives (New)

- a) Publish success stories – SEDA-COG communications/PR staff to interview, produce website articles, short video, podcast.
- b) In partnership with counties, assess local governments’ knowledge of MPO and services and local transportation needs. Consider an in-person meeting for municipal representatives or phone interviews.
- c) Participate in topical committees or discussion groups of relevant national organizations, e.g., AMPO, APA, NADO, NARC, and TRB and /or review their recent research. Example:
 - [NARC Working Group - Communications and Governmental Affairs](#)
- d) Sponsor at least one funding workshop per year.

Additional Ideas (for acceptance or decline)

- e) Prepare and distribute a Board Toolkit to engage with municipalities and local leaders.
 - i) Set an annual engagement goal, e.g., two engagements per Board member.
- f) Coordinate a 1-day staff exchange program between MPO staff and local roadmasters/public works.
- g) Conduct MPO road show in each county.
- h) Other Initiative(s) for consideration

Objective

- 7) Expand **planning and technical assistance** for the local transportation network, with a view to the unique needs of rural and urban areas.

Draft Initiatives (New)

- a) Educate municipalities on available technical assistance from PennDOT (Connects and LTAP), FHWA, and other state agencies and sources.
- b) ID/prioritize common local transportation planning needs.
- c) Leverage PennDOT Connects Municipal Program and LTAP (PSATS); facilitate/tailor delivery to ensure relevant info is shared.
- d) Sponsor one technology or innovative project each year.
- e) Participate in topical committees or discussion groups of relevant national organizations, e.g., AMPO, APA, NADO, NARC, and TRB and /or review their recent research. Examples:
 - [NADO's Rural Transportation Technical Assistance Reports](#)
 - [TRB Snap Search: Local Aid](#)

Additional Ideas (for acceptance or decline)

- f) Other Initiative(s) for consideration

- 8) As needed, **convene an ad hoc task force** to advise on large-scale and/or complex projects, like the Central Susquehanna Valley Thruway (CSVT).

Initiatives (New)

- a) Develop project criteria for convening a task force.
- b) Leverage the forthcoming PennDOT Pre-TIP Risk Screening Tool.
- c) Other Initiative(s) for consideration

Funding, Resources, & Capacity

Objective

- 9) **Leverage and package all available funding** (federal-state-local-private) to meet regional/local needs. (linking transportation funds with other programs and sources)

Draft Initiatives (New)

- a) Identify complementary funding programs for meeting local/regional needs.
- b) Guest speakers, e.g., from PA DCED, DCNR, DEP, FHWA.
- c) Consider the feasibility of a regional multi-modal transportation fund or other TIP set-aside for local projects (DVRPC example).

Additional Ideas (for acceptance or decline)

- d) Other Initiative(s) for consideration

Objective

- 10) **Pursue state and federal discretionary grant funding** where strategic to advance more projects.

Draft Initiatives (New)

- a) Assess MPO capacity to monitor, support and apply for, and administer discretionary grants.
- b) Make use of PennDOT Grant Development Guide, as updated.
- c) Establish a pipeline of projects for grant funding; both planning studies and capital projects.
 - i) Consider multi-part projects with the region and with other regions.
- d) Partner with PennDOT on discretionary applications.

Additional Ideas (for acceptance or decline)

- e) Other Initiative(s) for consideration

- 11) **Enhance and expand staff and Board capabilities.**

Draft Initiatives (New)

- a) Strengthen the orientation and continuing education programs for MPO Board members.
- b) Identify staff and Board training opportunities relevant to the strategic priorities.

Additional Ideas (for acceptance or decline)

- c) Other Initiative(s) for consideration

Data & Information

Objective

12) Work with PennDOT to **expand data availability** for MPO planning.

Draft Initiatives (New)

- a) Define what data will meaningfully improve the MPO's planning and decision-making.
- b) Work with PennDOT to source needed data, e.g., PennDOT Data Repository.
 - i) Communicate value after data access and use.
- c) Expand data visualization through online maps, dashboards, Hub sites for sharing data.
- d) Participate in topical committees or discussion groups of relevant national organizations, e.g., AMPO, APA, NADO, NARC, and TRB.
 - [AMPO Data Interest Group](#)
 - [TRB Snap Search: Data](#)/Information Management and Knowledge Management

Additional Ideas (for acceptance or decline)

- e) Other Initiative(s) for consideration

Objective

13) Expand Board members' understanding of **the region as a whole**, especially through graphics.

Draft Initiatives (New)

- a) Visualize projects on the MPO agenda with Google Street View, Photos, drone video – a la “projects occur in real places that look like my communities”
- b) Encourage MPO members to share photos during the Member Forum portion of the MPO meeting.
- c) Encourage MPO members to take a multimodal trip/ride-along, e.g. transit, JRA/freight, ,etc.

Additional Ideas (for acceptance or decline)

- d) Brief the MPO Board on the state of development and transportation in each county annually. Call it “Round the Region.” Provide a basic template. Make it interactive. Could be an after-hours/social event.
- e) Other Initiative(s) for consideration

Agenda Item K

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

The Draft 2025-2028 SEDA-COG TIP contains 242 projects worth a total cost of **\$360,523,250**.

*Note: Discretionary project funding (including funds for the CSVT Project) and complete statewide managed project funding have not yet been attached to the Draft TIP, so these numbers will rise before the next MPO meeting.

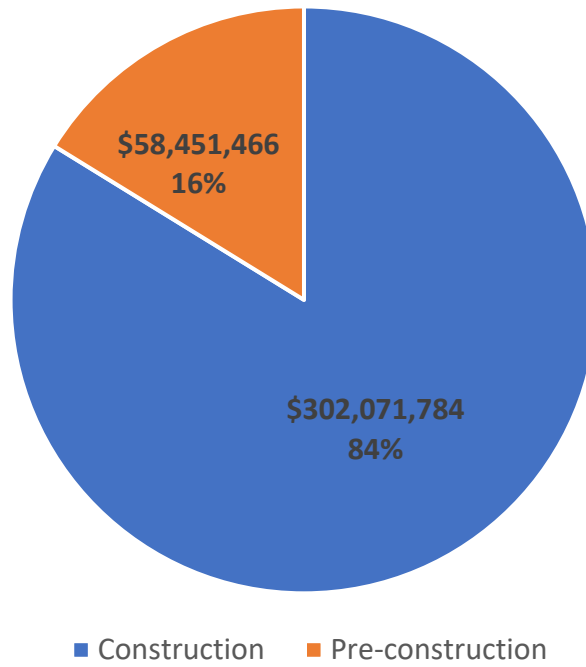
The 2025-2028 SEDA-COG TIP includes:

- 82 new projects worth \$76.0 million
 - 31 new roadway projects worth \$26.6 million
 - 45 new bridge projects worth \$49.2 million
 - 6 new safety projects worth \$181 thousand
- 153 carry-over projects worth \$247.0 million
 - 55 carry-over roadway projects worth \$82.1 million
 - 92 carry-over bridge projects worth \$140.6 million
 - 6 carry-over safety projects worth \$24.1 million
- 7 line item projects worth \$37.6 million
- TBD \$\$\$ for continuing the Central Susquehanna Valley Transportation (CSV) project

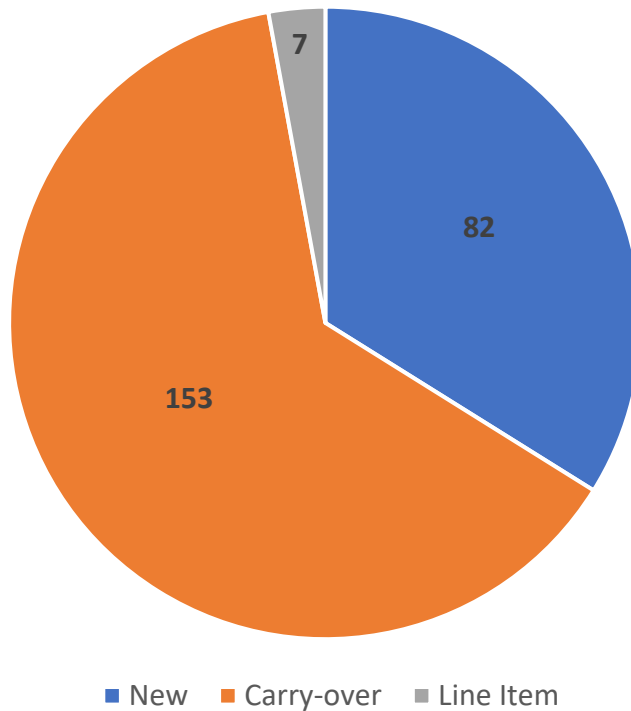
The Draft 2025 TIP comment period will run from **April 19, 2024 to May 20, 2024**. The public meeting is planned for **May 6th**, starting at 6:00 PM, and will be conducted as a hybrid meeting that will accommodate in-person or virtual participation.

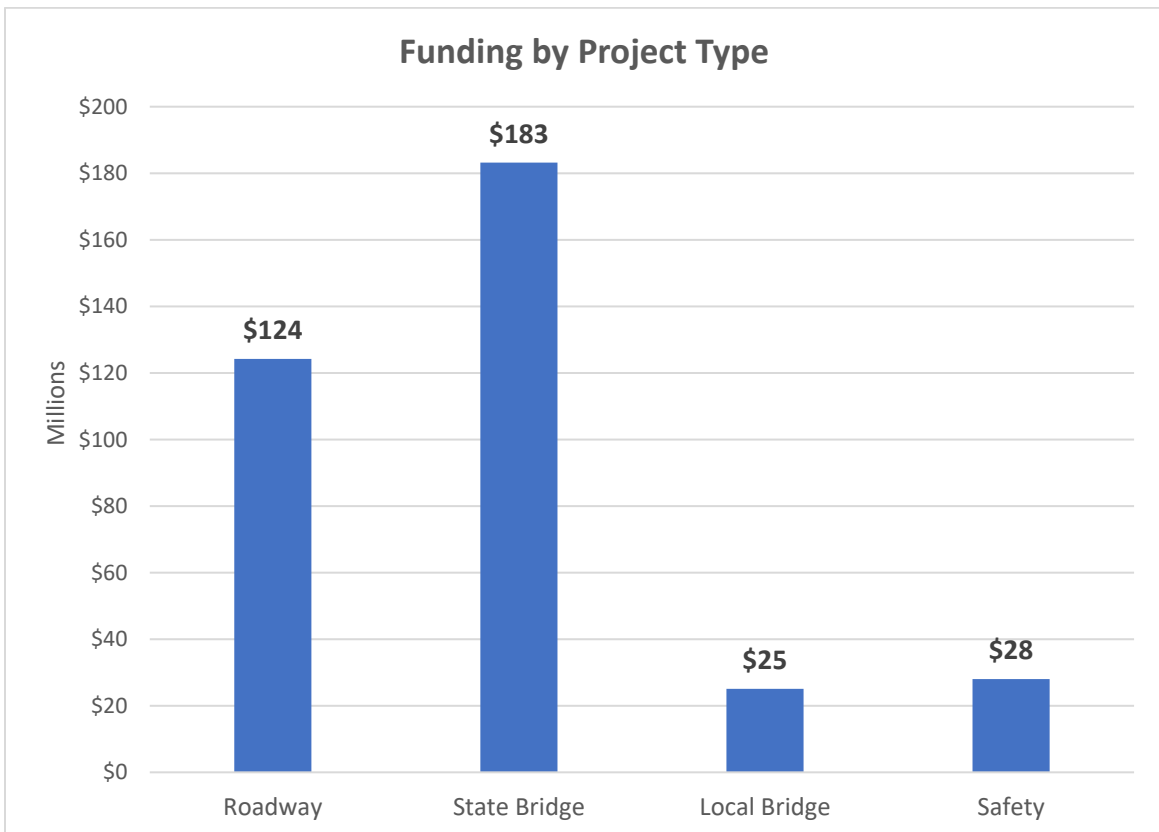
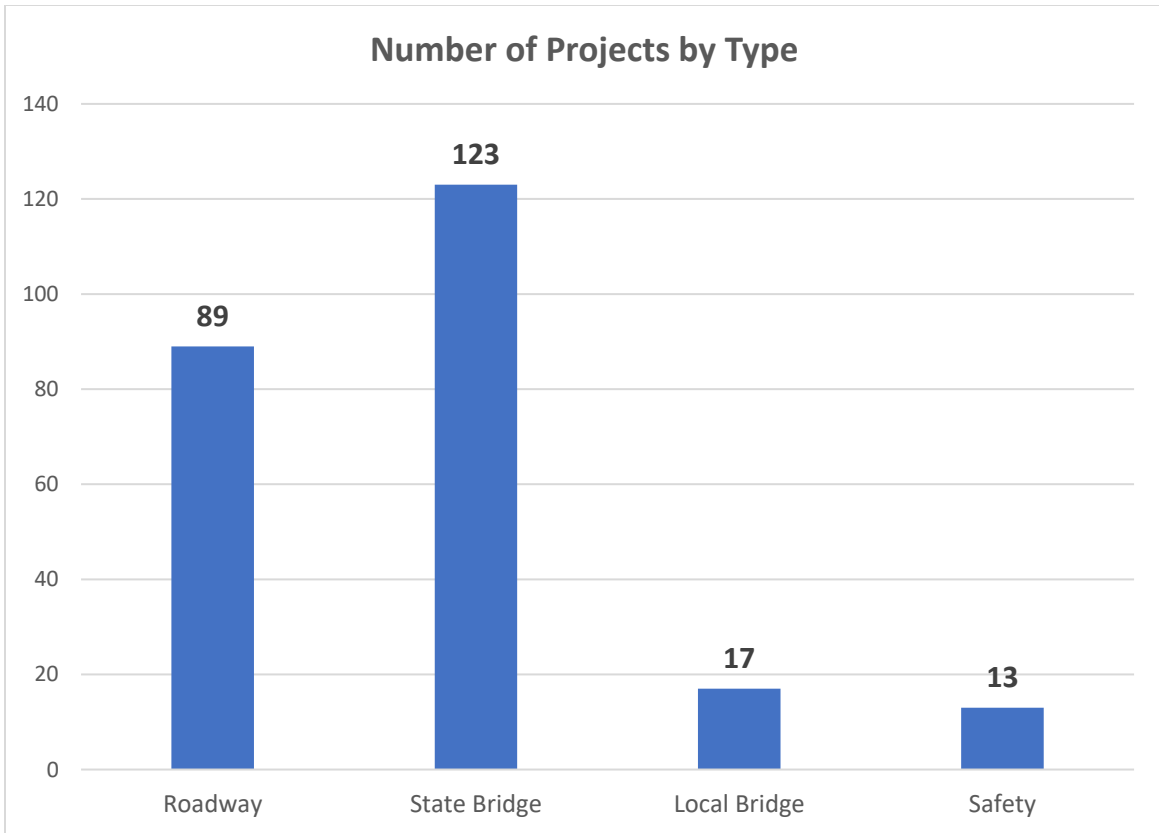
SEDA-COG staff will compile any public comments and appropriate responses to them. The Draft TIP will be considered for adoption at the June 14th SEDA-COG MPO meeting. The 2025 TIP will take effect on October 1, 2024; the next comprehensive TIP update will occur in 2026.

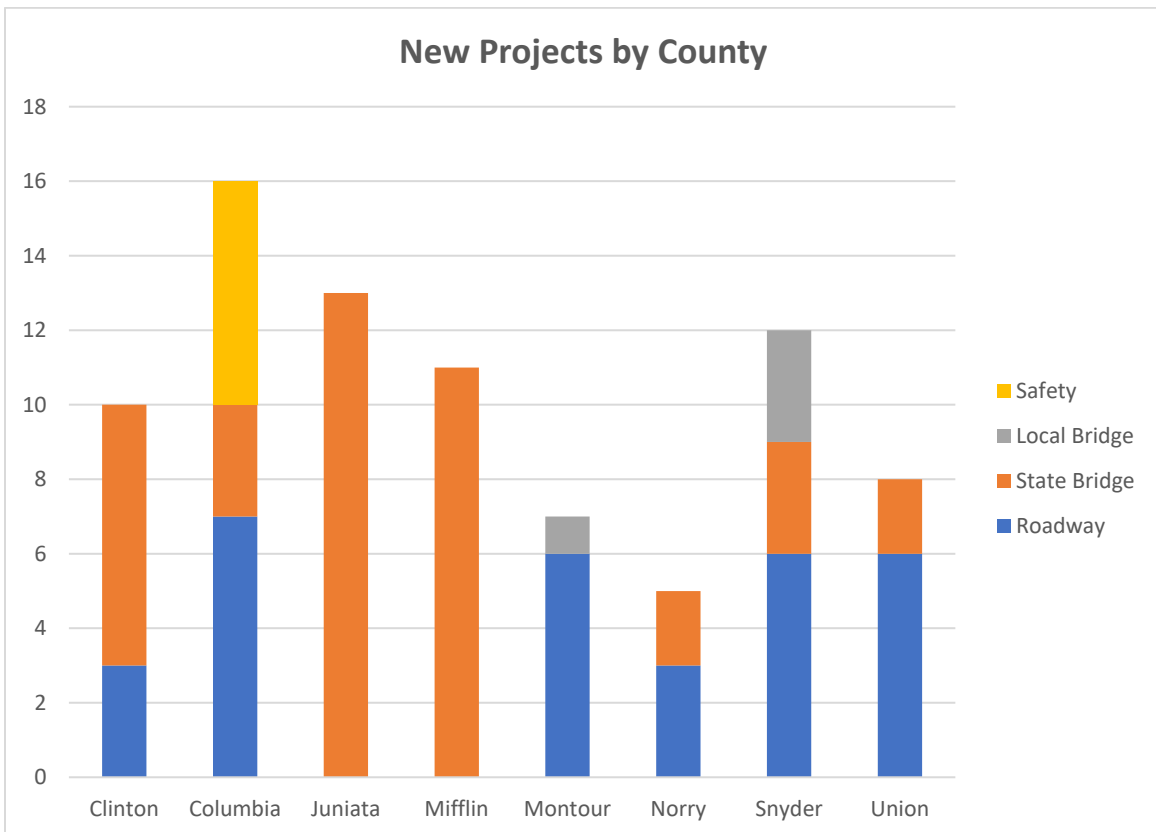
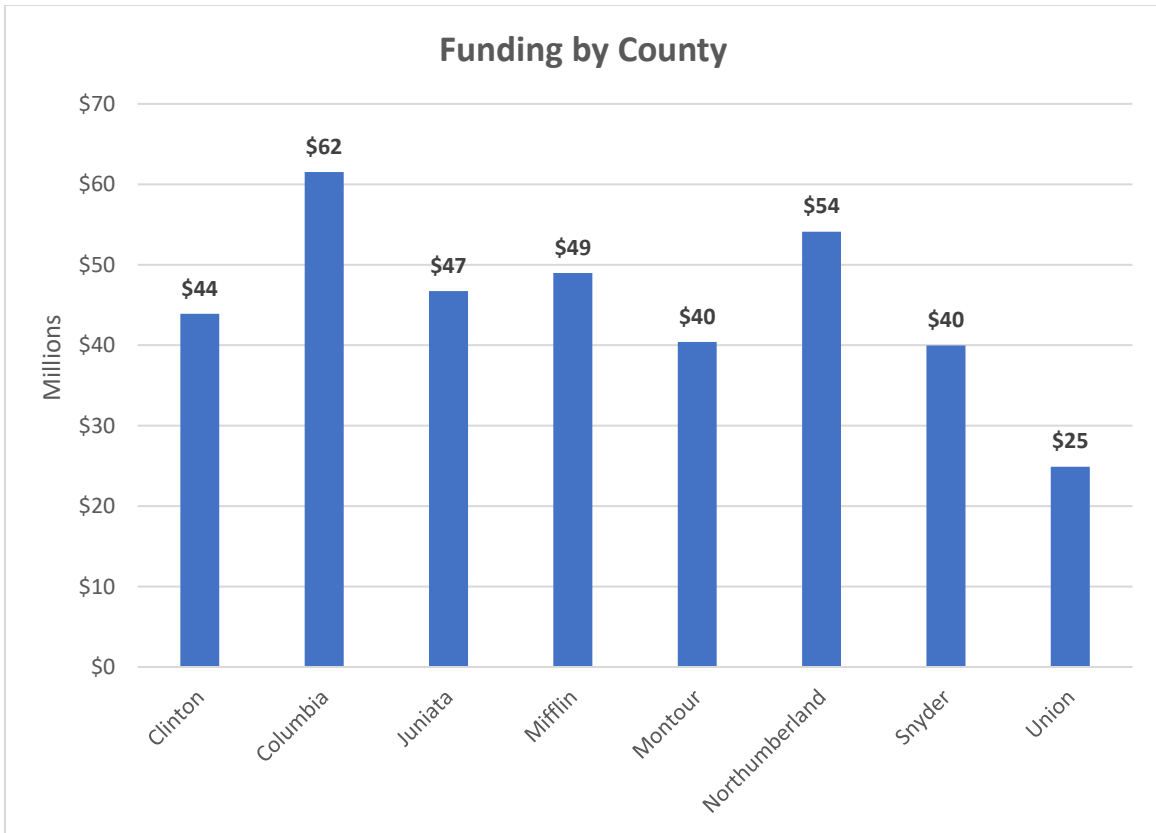
**Highway/Bridge TIP Total Funding
\$360,523,250**



Projects by Status (242 total projects)







Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Clinton			92421	SC Bridge Plank/Channel Program	C	BRDG			185	250,000		250,000			185	250,000		250,000													8/20/2020 A
Clinton			117921	Infrastructure Investment Reserve Line Item	C	HCON	CRP	476,000				476,000	CRP	488,000				488,000	CRP	488,000				488,000	CRP	488,000				488,000	
Clinton			117921	Infrastructure Investment Reserve Line Item	C	BRDG	BOF	593,432				593,432	BOF	538,106				538,106	BOF	727,455				727,455	BRIP	3,200,000				3,200,000	
Clinton			120805	Maintenance/Betterment Line Item	C	SAMI			581	2,000,000		2,000,000			581	2,000,000		2,000,000			581	2,000,000		2,000,000			581	2,000,000		2,000,000	
Clinton		000	68128	Reserve Betterment/Safety Line Item	C	BRDG	HSIP	902,800				902,800	HSIP	931,200				931,200	HSIP	931,200				931,200	HSIP	931,200				931,200	
Clinton		LOC	83139	Retro Local Bridge	C	BRDG									183	600,000	150,000	750,000									183	600,000	150,000	750,000	
Clinton	64		120759	SR 64 Concrete Preservation	+P	HRST													STP	472,714				472,714							
Clinton	64		120759	SR 64 Concrete Preservation	+U	HRST																			STP	115,927				115,927	
Clinton	64		120759	SR 64 Concrete Preservation	+R	HRST																			STP	57,964				57,964	
Clinton	64		120759	SR 64 Concrete Preservation	C	HRST																					581	2,500,000		2,500,000	3/29/2029 E
Clinton	120	324	114298	SR 120 West Port Fill Slide	+F	HRST	STP	100,000				100,000																			
Clinton	120	324	114298	SR 120 West Port Fill Slide	+U	HRST	STP	10,000				10,000																			
Clinton	120	324	114298	SR 120 West Port Fill Slide	+R	HRST	STP	10,000				10,000																			
Clinton	120	324	114298	SR 120 West Port Fill Slide	C	HRST							STP	2,400,000	581	600,000		3,000,000													4/10/2025 E
Clinton	120	A15	3793	PA 120/Milligan Run	P	BRDG									185	323,553		323,553			185	145,578		145,578							
Clinton	120	A15	3793	PA 120/Milligan Run	F	BRDG																					185	347,782		347,782	
Clinton	120	A15	3793	PA 120/Milligan Run	U	BRDG																					185	86,946		86,946	
Clinton	120	A15	3793	PA 120/Milligan Run	R	BRDG																					185	86,946		86,946	
Clinton	120	A16	91546	SR 120 Upper Stimpson Run	P	BRDG									581	393,928		393,928			581	75,203		75,203							
Clinton	120	A16	91546	SR 120 Upper Stimpson Run	F	BRDG																					185	347,782		347,782	
Clinton	120	A16	91546	SR 120 Upper Stimpson Run	U	BRDG																					185	86,946		86,946	
Clinton	120	A16	91546	SR 120 Upper Stimpson Run	R	BRDG																					185	86,946		86,946	
Clinton	120	A19	113133	SR 120 over Dry Run	P	BRDG			581	50,000		50,000																			8/26/2024 E
Clinton	120	A19	113133	SR 120 over Dry Run	U	BRDG			185	79,568		79,568																			
Clinton	120	A19	113133	SR 120 over Dry Run	R	BRDG			185	79,568		79,568																			
Clinton	120	A19	113133	SR 120 over Dry Run	C	BRDG									185	811,272		811,272			185	552,043		552,043							3/12/2026 E
Clinton	120	P60	119926	SR 120 Bridge Preservations	+P	BRDG													BOF	472,714				472,714							
Clinton	120	P60	119926	SR 120 Bridge Preservations	+U	BRDG																			BOF	86,946				86,946	
Clinton	120	P60	119926	SR 120 Bridge Preservations	+R	BRDG																			BOF	86,946				86,946	
Clinton	150		119928	SR 150 Bridge Preservations	+P	BRDG																			BRIP	250,000				250,000	
Clinton	150		120760	Hogan Blvd Drainage	P	HRST			581	318,270		318,270																			
Clinton	150		120760	Hogan Blvd Drainage	C	HRST													STP	1,125,509				1,125,509			581	750,000		750,000	5/30/2027 E
Clinton	150	A06	3861	Laurel Run Bridge	+P	BRDG													BRIP	472,714				472,714							
Clinton	150	A06	3861	Laurel Run Bridge	+F	BRDG																			BRIP	347,782				347,782	
Clinton	150	A06	3861	Laurel Run Bridge	+U	BRDG																			BRIP	57,964				57,964	
Clinton	150	A06	3861	Laurel Run Bridge	+R	BRDG																			BRIP	57,964				57,964	
Clinton	150	A07	120761	Flemington Canal Brdg	+P	BRDG													BRIP	472,714				472,714							
Clinton	150	A07	120761	Flemington Canal Brdg	+F	BRDG																			STP	347,782				347,782	
Clinton	150	A07	120761	Flemington Canal Brdg	+U	BRDG																			STP	57,964				57,964	
Clinton	150	A07	120761	Flemington Canal Brdg	+R	BRDG																			STP	57,964				57,964	
Clinton	220		120763	SR 220 Concrete Preservation	+P	HRST							NHPP	327,818				327,818													
Clinton	220		120763	SR 220 Concrete Preservation	C	HRST													NHPP	1,753,084				1,753,084			581	750,000		750,000	9/30/2027 E
Clinton	220	327	119232	SEDACOG Concrete Preservation	+C																										



Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs							
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones	
Columbia			113590	Environmental Remdiation & SCM Monitoring SEDACOG	S	HRST			581	120,000		120,000			581	120,000		120,000			581	120,000		120,000			581	120,000		120,000		
Columbia			115593	Columbia Co 2025 Crack Seal	F	HRST			581	5,000		5,000																				
Columbia			117758	24-25 RPM Contract SEDA-COG	C	HRST			581	79,000		79,000																			1/1/2025 E	
Columbia			117759	25-26 RPM Contract SEDA-COG	C	HRST									581	80,000		80,000													1/1/2026 E	
Columbia			120928	26-27 RPM Contract SEDA-COG	C	HRST															581	80,000		80,000							1/1/2027 E	
Columbia			120929	27-28 RPM Contract SEDA-COG	C	HRST																					581	81,000		81,000	1/1/2028 E	
Columbia			121000	Columbia Co 2026 Crack Seal	F	HRST									581	5,000		5,000														
Columbia			121001	Columbia Co 2027 Crack Seal	F	HRST															581	5,000		5,000								
Columbia			121002	Columbia Co 2028 Crack Seal	F	HRST																						581	5,000		5,000	
Columbia			121004	Southern RAR 2026	F	HRST			581	5,000		5,000																				
Columbia			121005	Southern RAR 2027	F	HRST									581	5,000		5,000														
Columbia			121008	Southern RAR 2028	F	HRST															581	5,000		5,000								
Columbia			121013	Southern RAR 2029	F	HRST																						581	5,000		5,000	
Columbia		000	68016	3-0 SEDA-COG Line Item	C	SAMI																			HSIP	48,600				48,600		
Columbia		000	68016	3-0 SEDA-COG Line Item	C	BRDG													BRIP	3,352,000				3,352,000	BRIP	7,294,000				7,294,000		
Columbia		000	68016	3-0 SEDA-COG Line Item	C	BRDG													BOF	328,000				328,000	BOF	3,000,000				3,000,000		
Columbia		000	68016	3-0 SEDA-COG Line Item	C	HRST							CRP	195,000				195,000	CRP	1,095,000				1,095,000	CRP	1,095,000				1,095,000		
Columbia		LBR	5375	T-373 over Roaring Creek Co Br #11	F	BRDG	BOF	160,000	183	30,000	10,000.00	200,000																				
Columbia		LBR	5375	T-373 over Roaring Creek Co Br #11	U	BRDG	BOF	24,000	183	4,500	1,500.00	30,000																				
Columbia		LBR	5375	T-373 over Roaring Creek Co Br #11	R	BRDG	BOF	20,000	183	3,750	1,250.00	25,000																				
Columbia		LBR	5375	T-373 over Roaring Creek Co Br #11	C	BRDG							BOF	1,440,000	183	270,000	90,000	1,800,000	BOF	560,000	183	105,000	35,000	700,000							9/1/2025 E	
Columbia		LBR	103833	T-557 over Little Fishing Creek	P	BRDG	BOF	280,000	183	52,500	17,500.00	350,000	BOF	20,000	183	4,000	1,000	25,000														
Columbia		LBR	103833	T-557 over Little Fishing Creek	F	BRDG													BOF	160,000	183	30,000	10,000	200,000								
Columbia		LBR	103833	T-557 over Little Fishing Creek	U	BRDG													BOF	16,000	183	3,000	1,000	20,000								
Columbia		LBR	103833	T-557 over Little Fishing Creek	R	BRDG													BOF	20,000	183	3,750	1,250	25,000								
Columbia		LBR	103833	T-557 over Little Fishing Creek	C	BRDG																			BOF	440,000	183	82,500	27,500	550,000	1/1/2028 E	
Columbia		LBR	107019	Adjacent Box Beam Bridge Bundle	+F	BRDG	BOF	300,000				300,000																				
Columbia		LBR	107019	Adjacent Box Beam Bridge Bundle	+U	BRDG	BOF	43,000				43,000																				
Columbia		LBR	107019	Adjacent Box Beam Bridge Bundle	+R	BRDG	BOF	60,000				60,000																				
Columbia		LBR	107019	Adjacent Box Beam Bridge Bundle	+C	BRDG	BOF	54,000				54,000	BOF	1,490,000				1,490,000	BOF	970,000				970,000							9/25/2025 E	
Columbia	11	162	116203	Park Blvd to Luzern Co	F	HRST			581	5,000		5,000																				
Columbia	11	162	116203	Park Blvd to Luzern Co	C	HRST	NHPP	550,000				550,000																				1/1/2025 E
Columbia	11	165	116356	Park St to Shaffer Rd (SR 1001)	F	HRST			581	5,000		5,000																				
Columbia	11	165	116356	Park St to Shaffer Rd (SR 1001)	+C	HRST	NHPP	400,000				400,000																				1/1/2025 E
Columbia	11	168	118769	SR 11 North and South over Fishing Creek	+C	BRDG	BRIP	890,000				890,000																				10/19/2023 A
Columbia	42	089	100443	Roaring Cr to Southern Dr	F	HRST			581	10,000		10,000																				
Columbia	42	089	100443	Roaring Cr to Southern Dr	+C	HRST	STP	300,000				300,000	STP	500,000				500,000														1/1/2025 E
Columbia	42	127	117137	Poor House Rd to White Church Rd	C	HRST			581	50,000		50,000			581	350,000		350,000														7/1/2025 E
Columbia	42	128	117139	Gaswell Rd to Roaring Cr	C	HRST			581	40,000		40,000			581	60,000		60,000														
Columbia	42	133	120083	D3 SEDA-COG Bridge Lighting	F	BRDG	CRP	255,000				255,000																				
Columbia	42	133	120083	D3 SEDA-COG Bridge Lighting	+C	BRDG	CRP	813,000				813,000	CRP	900,000				900,000														
Columbia	80	169	109377	SR 11 to SR 2028 (Hetlerville Rd EB	+P	HRST	NHPP	350,000																								

Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs							
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones	
Columbia	254	054	98941	SR 254 ov Tb Fishing Crk	P	BRDG			185	175,000		175,000																				
Columbia	254	054	98941	SR 254 ov Tb Fishing Crk	F	BRDG									185	150,000		150,000			185	100,000		100,000								
Columbia	254	054	98941	SR 254 ov Tb Fishing Crk	U	BRDG																					185	30,000		30,000		
Columbia	254	054	98941	SR 254 ov Tb Fishing Crk	R	BRDG															185	30,000		30,000								
Columbia	254	054	98941	SR 254 ov Tb Fishing Crk	+C	BRDG																			STP	700,000				700,000	9/1/2027 E	
Columbia	254	060	120888	Columbia County bridges paint and steel repairs	P	BRDG			185	250,000		250,000			185	100,000		100,000														
Columbia	254	060	120888	Columbia County bridges paint and steel repairs	F	BRDG									185	150,000		150,000			185	100,000		100,000								
Columbia	254	060	120888	Columbia County bridges paint and steel repairs	C	BRDG															185	1,690,000		1,690,000			185	1,835,000		1,835,000	9/1/2026 E	
Columbia	339	016	98483	Catawissa Crk. to SR 2009	C	HRST									581	425,000		425,000			581	400,000		400,000							7/1/2026 E	
Columbia	487	103	103011	SR 487 over Abandoned RR	+F	BRDG	STP	220,000				220,000																				
Columbia	487	103	103011	SR 487 over Abandoned RR	+R	BRDG	STP	45,000				45,000																				
Columbia	487	103	103011	SR 487 over Abandoned RR	+C	BRDG							STP	1,650,000				1,650,000	STP	1,250,000				1,250,000							11/6/2025 E	
Columbia	487	111	98506	SR 42 to Airport Rd	C	HRST																					581	500,000		500,000		
Columbia	487	127	120889	D3 SEDA-COG bridges paint and steel repairs	P	BRDG									185	220,000		220,000			185	130,000		130,000								
Columbia	487	127	120889	D3 SEDA-COG bridges paint and steel repairs	F	BRDG															185	200,000		200,000			185	75,000		75,000		
Columbia	1001	012	93643	SR 1001 over Tributary to Susquehanna River	F	BRDG									185	75,000		75,000			185	50,000		50,000								
Columbia	1001	012	93643	SR 1001 over Tributary to Susquehanna River	U	BRDG															185	25,000		25,000								
Columbia	1001	012	93643	SR 1001 over Tributary to Susquehanna River	R	BRDG															185	30,000		30,000								
Columbia	1001	012	93643	SR 1001 over Tributary to Susquehanna River	C	BRDG																					185	475,000		475,000	9/1/2027 E	
Columbia	1013	011	98398	SR 1013 over Stony Brook	C	BRDG			185	100,000		100,000																				6/6/2024 E
Columbia	1014	013	98400	SR 1014 over Kashinka Hollow	R	BRDG			185	25,000		25,000																				
Columbia	1014	013	98400	SR 1014 over Kashinka Hollow	C	BRDG									185	300,000		300,000			185	300,000		300,000							9/1/2025 E	
Columbia	1020	006	82774	SR 1020 over Pine Creek	C	BRDG							BRIP	1,280,000	185	320,000		1,600,000														9/1/2025 E
Columbia	1020	008	88051	SR 1020 over Fishing Creek	U	BRDG			185	30,000		30,000																				
Columbia	1020	008	88051	SR 1020 over Fishing Creek	C	BRDG			185	2,000,000		2,000,000																				9/12/2024 E
Columbia	1025	014	106733	SR 93 to Briar Ln	F	HRST			581	25,000		25,000																				
Columbia	1025	014	106733	SR 93 to Briar Ln	+C	HRST	STP	1,903,000				1,903,000	STP	597,000				597,000														1/1/2025 E
Columbia	1027	006	114157	SR 1027 over Tributary of Susquehanna River	P	BRDG															185	165,000		165,000				185	100,000		100,000	
Columbia	2001	022	117577	SR 2001 over Roaring Creek	F	BRDG			185	25,000		25,000			185	175,000		175,000														
Columbia	2001	022	117577	SR 2001 over Roaring Creek	R	BRDG									185	20,000		20,000														
Columbia	2001	022	117577	SR 2001 over Roaring Creek	+C	BRDG							BOF	750,000				750,000														2/27/2025 E
Columbia	2005	005	88034	SR 2005 over Roaring Creek	+P	BRDG	BOF	400,000				400,000																				
Columbia	2005	005	88034	SR 2005 over Roaring Creek	F	BRDG															185	200,000		200,000				185	75,000		75,000	
Columbia	2005	005	88034	SR 2005 over Roaring Creek	U	BRDG																						185	50,000		50,000	
Columbia	2005	005	88034	SR 2005 over Roaring Creek	R	BRDG															185	35,000		35,000								
Columbia	2005	005	88034	SR 2005 over Roaring Creek	C	BRDG																						185	1,565,000		1,565,000	9/1/2027 E
Columbia	2009	009	99147	SR 2009 Soil Slide Repair	P	HRST																						581	400,000		400,000	
Columbia	4008	006	88777	SR 4008 ov Tb Fishing Crk	P	BRDG									185	75,000		75,000			185	175,000		175,000								
Columbia	4008	006	88777	SR 4008 ov Tb Fishing Crk	F	BRDG															185	100,000		100,000				185	100,000		100,000	
Columbia	4008	006	88777	SR 4008 ov Tb Fishing Crk	R	BRDG																						185	35,000		35,000	
Columbia	4016	011	114231	SR 4016 over Black Run	P	BRDG																						185	200,000		200,000	
Columbia	4020	015	117576	SR 4020 over Green Creek	+C	BRDG	BOF	1,250,000				1,250,000																	</			

Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Juniata	22	A06	119967	SR 22 over T-554 Pfoutz Valley Rd	+R	BRDG																			STP	57,964				57,964	
Juniata	22	A06	119967	SR 22 over T-554 Pfoutz Valley Rd	+C	BRDG																			STP	2,285,792				2,285,792	2/28/2030 E
Juniata	22	P41	69423	2023 SEDACOG Bridge Preservation	+C	BRDG	NHPP	1,400,000				1,400,000																			4/13/2023 A
Juniata	22	P41	69423	2023 SEDACOG Bridge Preservation	+C	BRDG	BRIP	139,652				139,652																			4/13/2023 A
Juniata	22	P54	116886	2025 SEDA-COG Bridge Preservation	+P	HRST	NHPP	10,000				10,000																			10/19/2023 E
Juniata	22	P54	116886	2025 SEDA-COG Bridge Preservation	U	BRDG			185	56,276		56,276																			
Juniata	22	P54	116886	2025 SEDA-COG Bridge Preservation	R	BRDG			185	10,000		10,000																			
Juniata	22	P54	116886	2025 SEDA-COG Bridge Preservation	C	BRDG			581	1,394,133		1,394,133																			5/1/2025 E
Juniata	22	P54	116886	2025 SEDA-COG Bridge Preservation	C	BRDG	NHPP	2,045,200	185	2,497,511		4,542,711	NHPP	3,647,956				3,647,956													5/1/2025 E
Juniata	22	P63	119410	SR 22 Thompsontown Bridges	+F	BRDG	STP	100,000				100,000																			
Juniata	22	P63	119410	SR 22 Thompsontown Bridges	+C	BRDG	STP	2,941,564				2,941,564	BRIP	1,621,998				1,621,998													12/12/2024 E
Juniata	22	P63	119410	SR 22 Thompsontown Bridges	+C	BRDG							STP	1,362,074				1,362,074													12/12/2024 E
Juniata	74	A01	69511	SR 0074 over Hunters Crk	+P	BRDG																			BRIP	486,895				486,895	
Juniata	75	A09	85178	SR 0075 over Trib Tuscaro	P	BRDG			185	50,000		50,000																			2/16/2026 E
Juniata	75	A09	85178	SR 0075 over Trib Tuscaro	F	BRDG			185	281,061		281,061																			
Juniata	75	A09	85178	SR 0075 over Trib Tuscaro	U	BRDG									185	79,568		79,568													
Juniata	75	A09	85178	SR 0075 over Trib Tuscaro	R	BRDG									185	79,568		79,568													
Juniata	75	A09	85178	SR 0075 over Trib Tuscaro	C	BRDG									581	500,000		500,000			581	592,727		592,727							8/30/2027 E
Juniata	75	A14	85176	SR 0075 over Trib Tuscarora	P	BRDG			185	50,000		50,000																			2/16/2026 E
Juniata	75	A14	85176	SR 0075 over Trib Tuscarora	F	BRDG			185	273,182		273,182																			
Juniata	75	A14	85176	SR 0075 over Trib Tuscarora	U	BRDG			185	79,568		79,568																			
Juniata	75	A14	85176	SR 0075 over Trib Tuscarora	R	BRDG			185	115,927		115,927																			
Juniata	75	A14	85176	SR 0075 over Trib Tuscarora	C	BRDG									185	1,091,727		1,091,727													8/30/2027 E
Juniata	235	A02	4160	Stoney Run Bridge	+P	BRDG	STP	10,000				10,000																			7/19/2025 E
Juniata	235	A02	4160	Stoney Run Bridge	+F	BRDG							BRIP	240,400				240,400													
Juniata	235	A02	4160	Stoney Run Bridge	+U	BRDG							STP	57,963				57,963													
Juniata	235	A02	4160	Stoney Run Bridge	+R	BRDG							STP	57,963				57,963													
Juniata	235	A02	4160	Stoney Run Bridge	+C	BRDG													BRIP	1,350,611	185	337,653		1,688,264							1/30/2027 E
Juniata	235	A05	93942	SR 235 Cranes Run Bridge	+P	BRDG													BRIP	472,714				472,714							
Juniata	235	A05	93942	SR 235 Cranes Run Bridge	+F	BRDG																			BRIP	347,782				347,782	
Juniata	235	A05	93942	SR 235 Cranes Run Bridge	+U	BRDG																			BRIP	57,964				57,964	
Juniata	235	A05	93942	SR 235 Cranes Run Bridge	+R	BRDG																			BRIP	57,964				57,964	
Juniata	333	A10	85183	SR 0333 over Trib Juniata BOX	C	BRDG			185	672,649		672,649																			10/10/2024 E
Juniata	333	A11	116804	SR 333 over Delaware Creek	P	BRDG															581	472,713		472,713							
Juniata	333	A12	116805	SR 333 over Delaware Creek II	P	BRDG																					185	486,895		486,895	
Juniata	850	A08	69512	SR 0850 Little Laurel Run	F	BRDG	BRIP	50,000	185	53,000		103,000																			
Juniata	850	A08	69512	SR 0850 Little Laurel Run	+U	BRDG	STP	63,654				63,654																			
Juniata	850	A08	69512	SR 0850 Little Laurel Run	+R	BRDG	STP	42,436				42,436																			
Juniata	850	A08	69512	SR 0850 Little Laurel Run	C	BRDG									581	1,474,890		1,474,890			581	343,554		343,554							12/18/2025 E
Juniata	850	A10	85170	SR 0850 over Trib. Tuscar	F	BRDG			185	112,000		112,000																			
Juniata	850	A10	85170	SR 0850 over Trib. Tuscar	U	BRDG			185	59,703		59,703																			
Juniata	850	A10	85170	SR 0850 over Trib. Tuscar	R	BRDG			185	59,703		59,703																			
Juniata	850	A10	85170	SR 0850 over Trib. Tuscar	C	BRDG									185	1,589,130		1,589,130													12/18/3

Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs							
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones	
Juniata	2010	A03	112751	Trib Cocolamus Creek BOX	P	BRDG			185	50,000		50,000																			11/1/2024 E	
Juniata	2010	A03	112751	Trib Cocolamus Creek BOX	U	BRDG			185	86,946		86,946																				
Juniata	2010	A03	112751	Trib Cocolamus Creek BOX	R	BRDG			185	86,946		86,946																				
Juniata	2010	A03	112751	Trib Cocolamus Creek BOX	C	BRDG									185	510,038		510,038			185	200,000		200,000							10/9/2025 E	
Juniata	2015		119981	SR's 2015 & 2016 Bridge Preservation	+P	BRDG																			BRIP	281,718				281,718		
Juniata	2019	A02	4096	Mahantango Creek Bridge	+F	BRDG	BOF	347,782				347,782																				
Juniata	2019	A02	4096	Mahantango Creek Bridge	+U	BRDG	BOF	86,947				86,947																				
Juniata	2019	A02	4096	Mahantango Creek Bridge	+R	BRDG	BOF	86,947				86,947																				
Juniata	2019	A02	4096	Mahantango Creek Bridge	C	BRDG							BOF	1,223,854	185	305,964		1,529,818													1/22/2026 E	
Juniata	3008	A03	113143	SR 3008 over Trib Tuscarora Creek	C	BRDG			185	100,000		100,000																			3/28/2024 E	
Juniata	3008	A04	116994	Trib Tuscarora Creek BOX	P	BRDG																						185	347,782		347,782	
Juniata	3014	A02	91516	SR 3014 Doyle Run Bridge	P	BRDG																						185	486,895		486,895	
Juniata	3019	A01	113146	SR 3019 over Doyle Run	P	BRDG			185	445,578		445,578																			9/18/2025 E	
Juniata	3019	A01	113146	SR 3019 over Doyle Run	F	BRDG									185	327,818		327,818														
Juniata	3019	A01	113146	SR 3019 over Doyle Run	U	BRDG									185	54,636		54,636														
Juniata	3019	A01	113146	SR 3019 over Doyle Run	R	BRDG									185	54,636		54,636														
Juniata	3019	A01	113146	SR 3019 over Doyle Run	C	BRDG															185	944,132		944,132							4/29/2027 E	
Juniata	3030	A01	119983	SR's 3030 & 3019 over Tuscarora Crk	+P	BRDG							BOF	458,945				458,945														
Juniata	3030	A01	119983	SR's 3030 & 3019 over Tuscarora Crk	+U	HRST													BOF	56,275				56,275								
Juniata	3030	A01	119983	SR's 3030 & 3019 over Tuscarora Crk	+R	BRDG													BOF	56,275				56,275								
Juniata	3030	A01	119983	SR's 3030 & 3019 over Tuscarora Crk	+C	BRDG																			BOF	2,000,000				2,000,000	5/30/2028 E	
Totals for: Juniata								8,863,805		6,534,183		15,397,988		9,108,243		6,067,975		15,176,218		4,265,329		2,890,779		30,368,964		7,689,231		1,321,572		9,010,803	46,741,117	
Mifflin	22	A06	119987	SR 22 over Beaver Dam Run	+P	BRDG													BRIP	472,714				472,714								
Mifflin	22	A06	119987	SR 22 over Beaver Dam Run	+F	BRDG																			NHPP	371,486				371,486		
Mifflin	22	A06	119987	SR 22 over Beaver Dam Run	+U	BRDG																			BRIP	57,964				57,964		
Mifflin	22	A06	119987	SR 22 over Beaver Dam Run	+R	BRDG																			BRIP	57,964				57,964		
Mifflin	22	A06	119987	SR 22 over Beaver Dam Run	C	BRDG																					185	254,812		254,812	4/26/2029 E	
Mifflin	22	A07	120795	SR 22 over Musser Run	+P	BRDG													BRIP	472,714				472,714								
Mifflin	22	A07	120795	SR 22 over Musser Run	+F	BRDG																			BRIP	347,782				347,782		
Mifflin	22	A07	120795	SR 22 over Musser Run	+U	BRDG																			BRIP	57,964				57,964		
Mifflin	22	A07	120795	SR 22 over Musser Run	+R	BRDG																			BRIP	57,964				57,964		
Mifflin	22	A15	69387	Long Hollow Run Bridge	+C	BRDG	STP	162,400				162,400																			6/20/2024 E	
Mifflin	22	A18	105922	SR 22 ov Branch Long Hollow Run	+C	BRDG	STP	131,946				131,946																				6/20/2024 E
Mifflin	22	A19	113153	SR 22 over Abandoned RR	P	BRDG																						185	486,895		486,895	8/19/2026 E
Mifflin	22	A20	116799	SR 22 over Wakefield Run	P	BRDG																						185	405,746		405,746	8/21/2026 E
Mifflin	22	C05	4582	Lewistown Narrows Rehab	+P	HRST	NHPP	10,000				10,000																				1/11/2024 E
Mifflin	22	C05	4582	Lewistown Narrows Rehab	C	HRST	NHPP	4,216,800	581	1,054,200		5,271,000																				3/13/2025 E
Mifflin	103	R27	119464	Delaware Ave RR Warning Device	+C	SAMI	RRX	286,000				286,000																				1/25/2024 E
Mifflin	522	719	72767	Lewistown to Co. Line Betterment	+P	HRST	NHPP	10,000				10,000																				12/2/2027 E
Mifflin	522	719	72767	Lewistown to Co. Line Betterment	+U	HRST							NHPP	109,273				109,273														
Mifflin	522	719	72767	Lewistown to Co. Line Betterment	+R	HRST							NHPP	109,273				109,273														
Mifflin	522	719	72767	Lewistown to Co. Line Betterment	C	HRST							NHPP	3,203,680	581	775,182		3,978,862	NHPP	1,145,491	581	2,361,235		3,506,726							2/26/2026 E	
Mifflin	522	723	114010	SR 522 Betterment	+C	HRST	NHPP	10,000				10,000																				12/14/2023 A
Mifflin	522	A04	85290	SR 0522 over Jacks Creek	+U																											

d Discretionary

e Economic Development

f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount



Obligations have occurred

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Mifflin	1002	A01	4551	SR 1002 over Dry Creek	+R	BRDG							BRIP	173,891				173,891													
Mifflin	1002	A01	4551	SR 1002 over Dry Creek	C	BRDG															185	1,450,611		1,450,611							3/1/2027 E
Mifflin	1012	A02	91608	SR 1012 Laurel Run Br	+C	BRDG	NHPP	10,000				10,000																			11/2/2023 A
Mifflin	2004	A04	116986	Tributary Jacks Creek BOX	C	BRDG			185	648,544		648,544																			10/10/2024 E
Mifflin	2004	P45	114303	2025 SEDA-COG Bridge Preservation	+P	BRDG	BRIP	445,578				445,578																			10/18/2024 E
Mifflin	2004	P45	114303	2025 SEDA-COG Bridge Preservation	+F	BRDG							BRIP	273,182				273,182													
Mifflin	2004	P45	114303	2025 SEDA-COG Bridge Preservation	+U	BRDG							BRIP	54,636				54,636													
Mifflin	2004	P45	114303	2025 SEDA-COG Bridge Preservation	+R	BRDG							BRIP	54,636				54,636													
Mifflin	2004	P45	114303	2025 SEDA-COG Bridge Preservation	+C	BRDG							BRIP	927,173				927,173	BRIP	716,078				716,078							5/1/2026 E
Mifflin	2005	A01	81528	SR 2005 Br. Kish Cr. BOX	P	BRDG			185	318,270		318,270																			7/19/2026 E
Mifflin	2005	A01	81528	SR 2005 Br. Kish Cr. BOX	U	BRDG									185	54,636		54,636													
Mifflin	2005	A01	81528	SR 2005 Br. Kish Cr. BOX	R	BRDG									185	54,636		54,636													
Mifflin	2005	A01	81528	SR 2005 Br. Kish Cr. BOX	C	BRDG															185	944,132		944,132							1/30/2028 E
Mifflin	2007	R21	114048	Kish Pike RR Device Install	+C	SAMI	RRX	144,000				144,000																			1/25/2024 E
Mifflin	2008	A02	113151	SR 2008 over Br Jacks Creek	+F	BRDG	BOF	358,216				358,216																			
Mifflin	2008	A02	113151	SR 2008 over Br Jacks Creek	+U	BRDG	BOF	89,554				89,554																			
Mifflin	2008	A02	113151	SR 2008 over Br Jacks Creek	+R	BRDG	BOF	89,554				89,554																			
Mifflin	2008	A02	113151	SR 2008 over Br Jacks Creek	+C	BRDG							BOF	1,193,005				1,193,005													3/26/2026 E
Mifflin	2008	A03	120767	SR 2008 over Brower Run	P	BRDG									185	327,818		327,818													
Mifflin	2008	A03	120767	SR 2008 over Brower Run	U	BRDG															581	56,275		56,275							
Mifflin	2008	A03	120767	SR 2008 over Brower Run	R	BRDG															581	56,275		56,275							
Mifflin	2008	A03	120767	SR 2008 over Brower Run	C	BRDG																					185	869,456		869,456	2/24/2028 E
Mifflin	3002		121033	SR 3002/Bus 22 Resurfacing	C	HRST													STP	1,794,407	581	526,018		2,320,425			581	629,379		629,379	
Mifflin	3006	A01	85299	Lewistown Bridge	+P	BRDG	NHPP	10,000				10,000																			3/20/2027 E
Mifflin	3006	A01	85299	Lewistown Bridge	+F	BRDG							BRIP	347,782				347,782													
Mifflin	3006	A01	85299	Lewistown Bridge	+U	BRDG							BRIP	173,891				173,891													
Mifflin	3006	A01	85299	Lewistown Bridge	+R	BRDG							BRIP	115,927				115,927													
Mifflin	3006	A01	85299	Lewistown Bridge	C	BRDG													STP	241,685				241,685							1/30/2028 E
Mifflin	3006	A01	85299	Lewistown Bridge	C	BRDG													NHPP	1,250,000	185	504,171		1,754,171	NHPP	1,570,384	185	261,175		1,831,559	1/30/2028 E
Mifflin	3006	A02	85300	Lewistown Bridge II	+P	BRDG	NHPP	10,000				10,000																			7/19/2026 E
Mifflin	3006	A02	85300	Lewistown Bridge II	+F	BRDG							BRIP	347,782				347,782													
Mifflin	3006	A02	85300	Lewistown Bridge II	+U	BRDG							BRIP	173,891				173,891													
Mifflin	3006	A02	85300	Lewistown Bridge II	+R	BRDG							BRIP	115,927				115,927													
Mifflin	3006	A02	85300	Lewistown Bridge II	C	BRDG													STP	241,685				241,685							1/30/2028 E
Mifflin	3006	A02	85300	Lewistown Bridge II	C	BRDG													NHPP	1,250,000	185	504,171		1,754,171	NHPP	1,570,384	185	261,175		1,831,559	1/30/2028 E
Mifflin	3006	A03	119996	SR 3006 over Jacks Creek	+P	BRDG	BRIP	458,945				458,945																			
Mifflin	3006	A03	119996	SR 3006 over Jacks Creek	+F	BRDG							BRIP	347,782				347,782													
Mifflin	3006	A03	119996	SR 3006 over Jacks Creek	+U	BRDG							BRIP	54,636				54,636													
Mifflin	3006	A03	119996	SR 3006 over Jacks Creek	+R	BRDG							BRIP	54,636				54,636													
Mifflin	3006	A03	119996	SR 3006 over Jacks Creek	C	BRDG													NHPP	1,151,425	185	487,856		1,639,281	NHPP	2,000,000	185	300,000		2,300,000	6/24/2027 E
Mifflin																															

Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs								
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones		
Northumberland	61	124	99391	Kulpmont to Lancaster Switch	+C	HRST							STP	330,000				330,000													1/9/2025 E		
Northumberland	61	124	99391	Kulpmont to Lancaster Switch	+C	HRST							NHPP	2,485,000				2,485,000	NHPP	1,735,000				1,735,000							1/9/2025 E		
Northumberland	61	126	108431	Miles Rd to Hollow Rd (SR 4015)	F	HRST																					581	15,000		15,000			
Northumberland	61	126	108431	Miles Rd to Hollow Rd (SR 4015)	+C	HRST																			STP	200,000				200,000	1/1/2027 E		
Northumberland	61	131	110224	SR 61 from 5th St to Dark Run	+C	HRST							STP	350,000				350,000													1/1/2025 E		
Northumberland	61	131	110224	SR 61 from 5th St to Dark Run	+C	HRST							NHPP	1,788,000				1,788,000	NHPP	775,000				775,000							1/1/2025 E		
Northumberland	61	132	110829	SR 61 - Paxinos Drainage	F	HRST			581	30,000		30,000			581	45,000		45,000															
Northumberland	61	132	110829	SR 61 - Paxinos Drainage	C	HRST			581	200,000		200,000			581	200,000		200,000														5/29/2025 E	
Northumberland	61	138	119249	Columbia Co to 5th St	F	HRST															581	15,000		15,000									
Northumberland	61	138	119249	Columbia Co to 5th St	+C	HRST													NHPP	230,000				230,000	NHPP	150,000				150,000	1/1/2026 E		
Northumberland	61	138	119249	Columbia Co to 5th St	+C	HRST													STP	200,000				200,000	STP	870,000				870,000	1/1/2026 E		
Northumberland	225	003	78935	SR 225 over Mahantango Creek	+F	BRDG	BRIP	115,000				115,000	BRIP	46,000				46,000															
Northumberland	225	003	78935	SR 225 over Mahantango Creek	+R	BRDG	BRIP	50,000				50,000																					
Northumberland	225	003	78935	SR 225 over Mahantango Creek	+C	BRDG	BRIP	170,000				170,000	BRIP	4,200,000				4,200,000														9/1/2025 E	
Northumberland	254	058	115579	North'd SR 254 Grind & Patch	F	HRST															581	30,000		30,000									
Northumberland	405	095	98674	SR 147 to Housels Run	+P	HRST							STP	145,000				145,000	STP	55,000				55,000									
Northumberland	405	095	98674	SR 147 to Housels Run	+F	HRST													STP	175,000				175,000									
Northumberland	405	095	98674	SR 147 to Housels Run	U	HRST																					581	200,000		200,000			
Northumberland	405	095	98674	SR 147 to Housels Run	+R	HRST													STP	197,000				197,000	STP	6,000				6,000			
Northumberland	405	095	98674	SR 147 to Housels Run	+C	HRST																			STP	502,000				502,000	1/1/2028 E		
Northumberland	405	097	111760	SR 44 to River Rd	C	HRST			581	2,710,000		2,710,000			581	1,490,000		1,490,000														12/12/2024 E	
Northumberland	405	109	115584	Church St to Shikellamy Ave	+C	BRDG	BRIP	810,000				810,000																				1/30/2025 E	
Northumberland	405	109	115584	Church St to Shikellamy Ave	+C	HRST	STP	500,000				500,000																				1/30/2025 E	
Northumberland	405	109	115584	Church St to Shikellamy Ave	+C	HRST	NHPP	1,000,000				1,000,000	NHPP	90,000				90,000														1/30/2025 E	
Northumberland	405	110	109833	SR 405 (CSV T Gap) from Eighth St to SR 147	+C	HRST	NHPP	2,220,000				2,220,000	NHPP	780,000				780,000														7/10/2025 E	
Northumberland	890	007	88798	Substructure Contract	F	BRDG			185	265,000		265,000			185	135,000		135,000															
Northumberland	890	007	88798	Substructure Contract	U	BRDG									185	40,000		40,000															
Northumberland	890	007	88798	Substructure Contract	R	BRDG									185	40,000		40,000															
Northumberland	890	007	88798	Substructure Contract	+C	BRDG													STP	600,000				600,000	STP	1,100,000				1,100,000	9/1/2025 E		
Northumberland	890	013	115821	SR 225 to SR 61	F	HRST			581	10,000		10,000																					
Northumberland	901	025	6725	SR 901 over SEDA-COG Railroad	F	BRDG			185	150,000		150,000																					
Northumberland	901	025	6725	SR 901 over SEDA-COG Railroad	U	BRDG									185	30,000		30,000															
Northumberland	901	025	6725	SR 901 over SEDA-COG Railroad	R	BRDG									185	20,000		20,000															
Northumberland	901	025	6725	SR 901 over SEDA-COG Railroad	R	HRST			185	20,000		20,000																					
Northumberland	901	025	6725	SR 901 over SEDA-COG Railroad	+C	BRDG							BRIP	750,000				750,000	BRIP	1,000,000				1,000,000						</			

Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs							
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones	
Northumberland	4004	018	114175	SR 4004 over Tributary of Susquehanna River	P	BRDG															185	150,000		150,000			185	125,000		125,000		
Northumberland	4012	040	114158	SR 4012 over Deicks Run	P	BRDG									185	175,000		175,000			185	50,000		50,000								
Northumberland	4012	040	114158	SR 4012 over Deicks Run	F	BRDG																					185	150,000		150,000		
Northumberland	4012	040	114158	SR 4012 over Deicks Run	R	BRDG																					185	30,000		30,000		
Northumberland	4018	013	6667	SR 4018 over Unnamed Tributary Susquehanna River	U	BRDG			185	28,000		28,000																				
Northumberland	4018	013	6667	SR 4018 over Unnamed Tributary Susquehanna River	C	BRDG			185	500,000		500,000			185	550,000		550,000													1/9/2025 E	
Northumberland	4020	001	6615	SR 4020 over Little Shamokin Creek	+F	BRDG	BOF	145,000				145,000	BOF	5,000				5,000														
Northumberland	4020	001	6615	SR 4020 over Little Shamokin Creek	R	BRDG			185	25,000		25,000																				
Northumberland	4020	001	6615	SR 4020 over Little Shamokin Creek	C	BRDG							BOF	200,000	185	50,000		250,000	BOF	200,000	185	50,000		250,000						9/11/2025 E		
Totals for: Northumberland								6,240,000		4,731,750	37,500	11,009,250		15,007,000		4,607,750	125,000	19,739,750		10,909,000		1,968,500	62,500	69,180,000			7,903,000		2,526,000		10,429,000	54,118,000
Snyder		LBR	6860	T-481 over Tuscarora Crk	F	BRDG	BOF	180,000	183	33,750	11,250.00	225,000																				
Snyder		LBR	6860	T-481 over Tuscarora Crk	U	BRDG	BOF	24,000	183	4,500	1,500.00	30,000																				
Snyder		LBR	6860	T-481 over Tuscarora Crk	R	BRDG	BOF	32,000	183	6,000	2,000.00	40,000																				
Snyder		LBR	6860	T-481 over Tuscarora Crk	C	BRDG							BOF	600,000	183	112,500	37,500	750,000	BOF	680,000	183	127,500	42,500	850,000						9/1/2025 E		
Snyder		LBR	120882	T-356 over N Branch Mahantango Creek	P	BRDG							BOF	200,000	183	37,500	12,500	250,000	BOF	200,000	183	37,500	12,500	250,000								
Snyder		LBR	120882	T-356 over N Branch Mahantango Creek	F	BRDG																			BOF	280,000	183	52,500	17,500	350,000		
Snyder		LBR	120882	T-356 over N Branch Mahantango Creek	R	BRDG																			BOF	40,000	183	7,500	2,500	50,000		
Snyder		RBR	67736	Perlinson(T-488) Wolf Run	C	BRDG			183	630,000	157,500.00	787,500																				
Snyder		RBR	120883	T-399 over Trib to Middle Creek	C	BRDG															183	350,000	87,500	437,500			183	320,000	80,000	400,000	8/1/2025 E	
Snyder	11	131	99241	SR 11 from N. Main St to Penn's Creek	F	HRST			581	15,000		15,000																				
Snyder	11	131	99241	SR 11 from N. Main St to Penn's Creek	+C	HRST	NHPP	2,000,000				2,000,000																			1/12/2025 E	
Snyder	11	146	110228	Penns Cr to SR 522 NB	P	HRST															581	275,000		275,000			581	50,000		50,000		
Snyder	11	146	110228	Penns Cr to SR 522 NB	F	HRST																					581	250,000		250,000		
Snyder	11	147	110229	Penns CR to SR 522 SB	P	HRST															581	175,000		175,000								
Snyder	11	147	110229	Penns CR to SR 522 SB	F	HRST																					581	125,000		125,000		
Snyder	11	150	113787	Roosevelt Ave to SR 15/11 Split	P	HRST			581	300,000		300,000																				
Snyder	11	150	113787	Roosevelt Ave to SR 15/11 Split	F	HRST			581	276,000		276,000			581	124,000		124,000														
Snyder	11	150	113787	Roosevelt Ave to SR 15/11 Split	C	HRST									581	500,000		500,000			581	4,200,000		4,200,000			581	1,500,000		1,500,000	1/1/2025 E	
Snyder	11	179	120369	Ulsh Rd to N. Main St	F	HRST															581	15,000		15,000								
Snyder	11	179	120369	Ulsh Rd to N. Main St	C	HRST															581	500,000		500,000			581	1,250,000		1,250,000		
Snyder	15	230	115551	SR 11 to Union Co	F	HRST									581	15,000		15,000														
Snyder	15	230	115551	SR 11 to Union Co	C	HRST									581	100,000		100,000			581	1,100,000		1,100,000							1/1/2025 E	
Snyder	15	231	115560	SR 11 to Union Co NB & SB	P	HRST																					581	250,000		250,000		
Snyder	104	027	109837	Dry Run to Union Co	F	HRST									581	25,000		25,000														
Snyder	104	027	109837	Dry Run to Union Co	C	HRST									581	421,000		421,000			581	479,000		479,000							1/9/2025 E	
Snyder	104	035	115557	Troup Valley Rd to Heister Valley Rd	F	HRST																					581	25,000		25,000		
Snyder	104	035	115557	Troup Valley Rd to Heister Valley Rd	C	HRST																					581	2,150,000		2,150,000	1/1/2028 E	
Snyder	522	073	6899	SR 522 over Beaver Creek	F	BRDG			185	120,000		120,000																				
Snyder	522	073	6899	SR 522 over Beaver Creek	U	BRDG			185	30,000		30,000																				
Snyder	522	073	6899</																													

Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Snyder	522	089	116341	Smalsh Barrick Rd to Mountain Dr	C	HRST															581	250,000		250,000			581	500,000		500,000	1/1/2027 E
Snyder	1007	028	114320	SEDA-COG Off System Bridge Paint Preservation	+P	BRDG	BOF	70,000				70,000																			
Snyder	1007	028	114320	SEDA-COG Off System Bridge Paint Preservation	F	BRDG									185	90,000		90,000													
Snyder	1007	028	114320	SEDA-COG Off System Bridge Paint Preservation	+C	BRDG													BOF	619,000				619,000	BOF	1,181,000				1,181,000	1/1/2029 E
Snyder	1011	023	98548	SR 1011 over Tb Penn's Crk	U	BRDG									185	30,000		30,000													
Snyder	1011	023	98548	SR 1011 over Tb Penn's Crk	R	BRDG			185	30,000		30,000																			
Snyder	1011	023	98548	SR 1011 over Tb Penn's Crk	C	BRDG									185	395,000		395,000			185	80,000		80,000							9/11/2025 E
Snyder	1014	014	98885	SR 204 to SR 11	+C	HRST							STP	1,150,000				1,150,000	STP	1,330,000				1,330,000	STP	15,000				15,000	1/1/2025 E
Snyder	1017	028	116339	Old Trail Rd to App Rd	F	HRST			581	10,000		10,000																			
Snyder	1019	015	98887	SR 1023 to SR 1017	C	HRST									581	900,000		900,000			581	1,000,000		1,000,000			581	600,000		600,000	1/1/2025 E
Snyder	3006	023	114143	SR 3006 over Trib of West Branch of Mahantango Crk	P	BRDG			185	90,000		90,000																			8/1/2025 E
Snyder	3006	023	114143	SR 3006 over Trib of West Branch of Mahantango Crk	F	BRDG									185	65,000		65,000													
Snyder	3006	023	114143	SR 3006 over Trib of West Branch of Mahantango Crk	U	BRDG															185	20,000		20,000							
Snyder	3006	023	114143	SR 3006 over Trib of West Branch of Mahantango Crk	R	BRDG															185	30,000		30,000							
Snyder	3006	023	114143	SR 3006 over Trib of West Branch of Mahantango Crk	C	BRDG															185	200,000		200,000			185	170,000		170,000	9/1/2026 E
Snyder	3010	017	98578	SR 3010 over Unnamed Tributary to Middle Creek	U	BRDG			185	30,000		30,000																			
Snyder	3010	017	98578	SR 3010 over Unnamed Tributary to Middle Creek	C	BRDG			185	400,000		400,000																			12/24/2024 E
Snyder	3016	001	6797	SR 3016 over Aline Creek	P	BRDG									185	175,000		175,000			185	50,000		50,000							
Snyder	3016	001	6797	SR 3016 over Aline Creek	F	BRDG																					185	150,000		150,000	
Snyder	3016	001	6797	SR 3016 over Aline Creek	U	BRDG																					185	30,000		30,000	
Snyder	3016	001	6797	SR 3016 over Aline Creek	R	BRDG																					185	30,000		30,000	
Snyder	3016	012	114176	SR 3016 over Tributary of Mahantango Creek	P	BRDG															185	165,000		165,000			185	100,000		100,000	
Snyder	4006	015	97589	SR 4006 over Middle Creek	+P	BRDG																			BOF	320,000				320,000	
Snyder	4016	013	117579	SR 4016 over N Branch Middle Creek	+C	BRDG	BOF	1,450,000				1,450,000																			1/30/2025 E
Totals for: Snyder								9,804,000		2,295,250	172,250	12,271,500		2,170,000		2,990,000	50,000	5,210,000		3,129,000		9,204,000	142,500	81,655,500		2,306,000		7,600,000	100,000	10,006,000	39,963,000
Union		LBR	72352	T-421 over White Deer Hole Creek, County Br#2	P	BRDG	BOF	252,000	183	47,250	15,750.00	315,000	BOF	68,000	183	12,750	4,250	85,000													
Union		LBR	72352	T-421 over White Deer Hole Creek, County Br#2	F	BRDG													BOF	180,000	183	33,750	11,250	225,000							
Union		LBR	72352	T-421 over White Deer Hole Creek, County Br#2	R	BRDG													BOF	40,000	183	7,500	2,500	50,000							
Union		LBR	72352	T-421 over White Deer Hole Creek, County Br#2	C	BRDG																			BOF	1,220,000	183	228,750	76,250	1,525,000	1/1/2028 E
Union		LBR	113459	T-319 over Penns Creek (Union Cnty #23)	F	BRDG	BOF	240,000	183	45,000	15,000.00	300,000																			
Union		LBR	113459	T-319 over Penns Creek (Union Cnty #23)	U	BRDG	BOF	24,000	183	4,500	1,500.00	30,000																			
Union		LBR	113459	T-319 over Penns Creek (Union Cnty #23)	R	BRDG	BOF	20,000	183	3,750	1,250.00	25,000																			
Union		LBR	113459	T-319 over Penns Creek (Union Cnty #23)	C	BRDG													BOF	1,800,000	183	337,500	112,500	2,250,000	BOF	200,000	183	37,500	12,500	250,000	1/1/2027 E
Union	15	158	99242	US15 North Bound Lane Slope Failure Repair	P	HRST															581	100,000		100,000			581	125,000		125,000	10/1/2025 E
Union	15	197	108425	Joe Rd to SR 1010	+P	HRST	STP	150,000				150,000																			
Union	15	197	108425	Joe Rd to SR 1010	F	HRST									581	75,000		75,000			581	59,000		59,000							
Union	15	197	108425	Joe Rd to SR 1010	C	HRST																					581	1,500,000		1,500,000	1/1/2026 E
Union	15	199	99273	White DeerTwp toAllenwood	F	HRST									581	75,000		75,000			581	50,000		50,000							
Union	15	199	99273	White DeerTwp toAllenwood	C	HRST																					581	800,000		800,000	1/1/2027 E
Union	15	207	97633	US 15 over Winfield Creek	+P	HRST	NHPP	300,000				300,000																			
Union	15	207	97633	US 15 over Winfield Creek	+P	BRDG																			NHPP	300,000				300,000	
Union	15	221	114379	Snyder Co line to SR 304	F	HRST																					581	15,000		15,000	
Union	15	221	114379	Snyder Co line to SR 304	C	HRST																									

d Discretionary

e Economic Development

f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount



Obligations have occurred

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Union	80	153	105516	I-80 West from Union County Line to Mile Run	+F	HRST	NHPP	285,000				285,000	NHPP	65,000				65,000													
Union	80	153	105516	I-80 West from Union County Line to Mile Run	+C	HRST							NHPP	826,000				826,000	NHPP	2,165,000				2,165,000	NHPP	837,000				837,000	1/1/2025 E
Union	80	153	105516	I-80 West from Union County Line to Mile Run	+C	HRST							STP	608,000				608,000	STP	520,000				520,000							1/1/2025 E
Union	80	177	110231	I-80 East form Mile Run to SR 1010	+P	HRST							NHPP	225,000				225,000	NHPP	100,000				100,000							
Union	80	177	110231	I-80 East form Mile Run to SR 1010	+F	HRST																			NHPP	200,000				200,000	
Union	80	186	113612	I-80 West from Mile Run to SR 1010	+P	HRST							NHPP	225,000				225,000	NHPP	100,000				100,000							
Union	80	186	113612	I-80 West from Mile Run to SR 1010	+F	HRST																			NHPP	200,000				200,000	
Union	1003	033	98772	SR 1003 over Tributary to Little Buffalo Creek	C	BRDG			185	794,500		794,500			185	405,500		405,500													1/16/2025 E
Union	1005	036	97746	JPM Rd to Col John Kelly	C	HRST									581	50,000		50,000			581	325,000		325,000							
Union	1010	010	107303	Gray Hill Rd to Northumberland	C	HRST									581	176,000		176,000			581	205,000		205,000							
Union	1011	020	99249	SR 1011 from High St to SR 1010	C	HRST									581	325,000		325,000			581	675,000		675,000							
Union	1011	021	99141	SR 1011 over Tributary to Susquehanna River	+P	BRDG							STP	200,000				200,000	STP	100,000				100,000							
Union	1011	021	99141	SR 1011 over Tributary to Susquehanna River	F	BRDG																			STP	80,000	185	20,000		100,000	
Union	1014	012	98777	SR 1014 over South Creek	P	BRDG									185	190,000		190,000													
Union	1014	012	98777	SR 1014 over South Creek	F	BRDG															185	100,000		100,000			185	80,000		80,000	
Union	1014	012	98777	SR 1014 over South Creek	R	BRDG																					185	35,000		35,000	
Union	2001	013	74042	SR 2001 over Buffalo Crk	P	BRDG															185	250,000		250,000			185	200,000		200,000	
Union	2003	012	98786	SR 2003 over Tributary to Buffalo Creek	C	BRDG			185	50,000		50,000																			12/14/2023 A
Union	3006	019	98826	SR 3006 over Cold Run	F	BRDG			185	125,000		125,000			185	50,000		50,000													
Union	3006	019	98826	SR 3006 over Cold Run	U	BRDG															185	30,000		30,000							
Union	3006	019	98826	SR 3006 over Cold Run	R	BRDG									185	50,000		50,000													
Union	3006	019	98826	SR 3006 over Cold Run	C	BRDG															185	275,000		275,000			185	225,000		225,000	9/1/2026 E
Union	3014	007	98828	SR 3014 over Turkey Run	U	BRDG			185	25,000		25,000																			
Union	3014	007	98828	SR 3014 over Turkey Run	C	BRDG									185	450,000		450,000													6/26/2025 E
Totals for: Union								1,271,000		1,095,000	33,500	2,399,500		2,217,000		1,934,250	4,250	4,155,500		5,285,000		3,087,750	126,250	90,154,500		4,759,000		4,991,250	88,750	9,839,000	24,893,000
Overall Totals:								57,888,000		31,073,000	338,500	89,299,500		56,744,000		32,972,000	435,250	90,151,250		54,841,000		34,920,000	393,500	90,154,500		53,423,000		37,108,000	387,000	90,918,000	360,523,250



Agenda Item M

Items of Potential Interest to MPO Members As of January 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. An update from David Juba of rabbittransit was given at the 1/20/23 MPO meeting. Staff is assisting rabbittransit with discussions on continuing the service beyond the pilot stage. A meeting to discuss local match options was held on 1/18/24. A letter in support of rabbittransit's application to an area foundation is enclosed. 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.

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 cover the minimum requirements for various spaces and elements in the public right-of-way, such as pedestrian access routes, which ensure the accessibility of sidewalks, including alternate access routes when the main route is closed for maintenance or construction. Other highlights in the requirements include accessible pedestrian signals, curb ramps and blended transitions, detectable warning surfaces, crosswalks at roundabouts, on-street parking, transit stops, and street furniture. The public right-of-way accessibility guidelines apply to alterations and additions to existing pedestrian facilities in the public right-of-way as well as newly constructed pedestrian facilities. The guidelines will be mandatory after they are 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

Items of Potential Interest to MPO Members

As of January 2024

	<i>ensure that federal funding is being used to plan a safe and efficient transportation system in accordance with laws and regulations.</i>
FHWA Transportation Planning Process Briefing Book	<i>FHWA has updated its Transportation Planning Process Briefing Book. More information is available here.</i>
FHWA Community Connections Innovations Handbook	<i>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.</i>
Funding Opportunities:	
USDOT Bipartisan Infrastructure Law (BIL) Discretionary Grants Resources	<i>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.</i>
National Electric Vehicle Infrastructure (NEVI) Formula Program	<p><i>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.</i></p> <p><i>PennDOT opened the NEVI Round 1A funding opportunity for online submissions in December 2023. Proposals must be submitted by January 26, 2024. The focus of this round is to complete the Pennsylvania Alternative Fuel Corridors network. More information can be found here.</i></p> <p><i>PennDOT has secured \$5 Million from the EV Charger Reliability and Accessibility Accelerator Program to improve EV charging 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.</i></p>
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<i>On November 30, 2023, the USDOT published a Notice of Funding Opportunity (NOFO) for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for 2024. The program's objectives are to invest in surface transportation that will have a</i>

Items of Potential Interest to MPO Members

As of January 2024

significant local or regional impact, and to support projects that are consistent with the Department's strategic goals of improving safety, economic strength and global competitiveness, equity, and climate and sustainability. RAISE grants are awarded for planning or constructing surface transportation infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation. Eligible projects can include highway or bridge projects, replacement or rehabilitation of culverts or prevent stormwater runoff in order to improve aquatic species habitat, and other surface transportation projects. The deadline to submit applications is February 28, 2024. More information can be found [here](#).

Walkworks 2024 Active
Transportation Planning
Grant

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 are due by March 22, 2024. An informational webinar is scheduled for February 7, 2024. More information can be found [here](#).

Safe Streets and Roads for
All Program

On Oct. 27, 2023, the USDOT announced 235 FY 2023 Safe Streets and Roads for All (SS4A) planning and demonstration grants totaling \$84 million. These funds will help communities develop safety action plans, inform improvements along corridors with safety issues, use "quick-build" strategies to test out safety features such as separated bicycle lanes or curb extensions at intersections, and more. Additional FY 2023 SS4A grant awards were announced in December 2023; in the SEDA-COG MPO region, Lewisburg Borough received planning grant in the amount of \$160,000. Applications for the next round of SS4A are anticipated to open in February of 2024. 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 is February 19, 2024, and the Bridge Project grant application deadline is

Items of Potential Interest to MPO Members As of January 2024

	<i>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.</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 is open through 2/29/24. Prior to application submission, applicants must complete and submit a pre-application scoping form by 12/15/23. 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>
CFA Act 13 Programs	<i>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.</i>
ROUTES Initiative Applicant Toolkit	<i>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 user-friendly information and resources to enhance rural applicants' familiarity with USDOT's discretionary grant programs and the funding process.</i>
ARC Local Access Road Program	<i>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.</i>
PennDOT Project Information:	
Maintenance and Traffic Bulletins	<i>PennDOT District 2 Maintenance & Traffic Bulletins can be found here. PennDOT District 3 Maintenance & Traffic Bulletins can be found here.</i>
Major and Ongoing Construction Projects	<i>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.</i>
State College Area Connector Project	<i>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</i>

Items of Potential Interest to MPO Members As of January 2024

<i>information can be found at the project page: www.penndot.gov/scac.</i>		
PA Wildlife Crossing Strategic Plan and Analytical Tools	<i>On December 5, 2023, FHWA announced that PennDOT received \$840,000 for the Pennsylvania Wildlife Crossing Strategic Plan and Analytical Tools. This project is funded through the Wildlife Crossings Pilot Program funded through the IIJA. 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.</i>	
PA Transportation Projects	<i>Statewide active construction projects and projects included on current TIPs and Twelve Year Plans can be found here.</i>	
PennDOT One Map	<i>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.</i>	
MPO and Committee Activities:		
Next MPO Meeting	<i>April Meeting.</i>	April 5, 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>	

Items of Potential Interest to MPO Members

As of January 2024

SEDA-COG Long Range
Transportation Plan
(LRTP) Update

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.



January 22, 2024

The 1994 Charles B. Degenstein Foundation
P.O. Box 894
Sunbury, PA 17801

RE: Letter of Support for rabbitcares: Local Match for the Continuation of Microtransit in Columbia, Montour, Northumberland, Snyder, and Union Counties

Dear Degenstein Foundation Representatives:

The SEDA-COG Metropolitan Planning Organization (MPO) is aware that rabbitcares is applying to the 1994 Charles B. Degenstein Foundation for grant funding to be used to cover the cost of the local match needed to continue microtransit service in Columbia, Montour, Northumberland, Snyder, and Union Counties. Specifically, the funds would match state and federal grants that have already been secured, to provide the opportunity to continue the public transportation microtransit services beyond the pilot stage from Selinsgrove to Sunbury, Danville to Bloomsburg, and Lewisburg to Milton. I am pleased to offer this letter in support of the rabbitcares application to your foundation.

Microtransit is a type of demand-responsive transportation provided in a smaller vehicle with flexible routing within a designated geo-fenced area, which expands the reach of traditional public transportation. The rabbittransit microtransit service in the local area has proven popular due to its convenient on-demand booking and affordable fares. It has supported local economic activity and benefited the environment through reduced greenhouse gas emissions. The rabbittransit microtransit service provides critical access to employment, healthcare, human service agencies, shopping, and post-secondary education facilities, while also increasing opportunities for independent living.

During the microtransit pilot for the Selinsgrove-Sunbury, Danville-Bloomsburg, and Lewisburg-Milton service zones, the established performance targets have been met or exceeded. Vital transportation mobility needs are being met through this service, allowing area residents to make trips for their daily needs that could otherwise cost much more or go unfulfilled. The microtransit service has been a game changer for area human service agencies to support their client's needs through reliable and affordable transportation service. If gap local match funding for continuing this pilot beyond 2024 is not secured, the microtransit service could disappear within our region, with severe detrimental impacts for area residents and the regional economy.

Charles Degenstein Foundation funding for this project will strengthen prior state investments in the microtransit service and reap considerable dividends for the Susquehanna Valley. I sincerely request your favorable review of the rabbitcares application for the needed local match funding to continue this public transportation service beyond the pilot stage.

If you have any questions about the SEDA-COG MPO's support for the rabbitcares application, please contact me at 570-524-4491, or by email at sherman@seda-cog.org.

Sincerely,

A handwritten signature in dark ink that reads "Steve Herman".

Steve Herman, AICP
Transportation Planning Program Director



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Charge@Work is a United States Department of Energy funded program designed to bring electric vehicle (EV) charging to American workers by engaging workplaces, public officials, and community leaders to start workplace charging programs. Together we can support cleaner air, a healthier environment, greater local energy independence, and responsible community stewardship.

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Workplace charging can support:

- **Cleaner air, healthier environment**
- **Greater local energy independence**
- **Responsible community stewardship**
- **Fair and equal access to EV charging**
- **Positive business leadership**
- **Clean job creation**
- **Cost savings for drivers**
- **Employee satisfaction and retention**



Charge@Work is ready to help you power the commutes of the workers who power the American economy.

We offer:

1. Free access to our incentives database

Our incentives database helps you identify what funds are available through your utility, municipality, and/or state simply by entering your zip code.

2. Free use of the Charge@Work Project Builder tool

Our virtual tool guides you through the process of choosing a charger, determining the number of chargers needed, consulting with your utility, choosing a contractor, estimating costs, and much more.

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4. Free employee engagement support

No matter where you are in the process, gathering support and information from workers is critical. Charge@Work can support your company's EV affinity groups, employee surveys, webinars, and even in-person EV ride-and-drive events.

5. Free marketing and promotion

We want to spread the word about workplace charging — and you! We want to spotlight workplace charging leaders through social media, case studies, and our events. Email us your workplace charging story at admin@chargeatwork.org.