



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

Meeting materials available at:  
<https://seda-cog.org/departments/transportation/seda-cog-metropolitan-planning-organization>

# MPO Voting Member Attendance

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

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

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



C. \*Approval of November 21, 2025,  
MPO Meeting Minutes (see pages 3 to 7  
of packet)

**Recommendation:** If acceptable, approve the  
minutes of the November 21, 2025, SEDA-COG MPO  
meeting.

# D. \*TIP Modifications (see pages 9 to 26 of packet)

**Note:** Votes are not needed for the administrative modifications between 11/17/25 and 1/22/26 that are being presented. The projects on pages 9, 10, 16, and 17 of the packet are amendments and do require votes.

# Sampling of TIP modifications being reviewed at MPO meeting

Action ID	MPMS #	PennDOT One Map Report	Google Street View
N/A	121645	<a href="#">Project Status Report Link</a>	<a href="#">Street View Link</a>
N/A	123508	<a href="#">Project Status Report Link</a>	<a href="#">Street View Link</a>
143798	114298	<a href="#">Project Status Report Link</a>	<a href="#">Street View Link</a>
N/A	6736	<a href="#">Project Status Report Link</a>	<a href="#">Street View Link</a>
N/A	123336	<a href="#">Project Status Report Link</a>	<a href="#">Street View Link</a>
143365	100483	<a href="#">Project Status Report Link</a>	<a href="#">Street View Link</a>
143447	100443	<a href="#">Project Status Report Link</a>	<a href="#">Street View Link</a>
143668	107019	<a href="#">Project Status Report Link</a>	Various bridges in Columbia County

# E. CSVT Project Status Report – PennDOT District 3



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

# E. CSVT Project Updates

## Southern Section Structures Contract

- Roughly 98% complete overall.
- All 9 new bridges and 4 noise walls included in the contract are nearly complete.
- Contractor is working on punch list/clean up items.
- A time extension was given to complete weather dependent items in the spring. All work is to be finished by 5/4/26.

## Southern Section Paving Contract

- Along with paving of the CSVT mainline, the RT 61 Connector, and the various interchange ramps, the contract includes drainage features, guide rail, traffic signals, highway lighting, and overhead sign structures.
- Contractor has begun clearing and grubbing parts of the project in coordination with planned utility relocations.
- UGI has begun utility relocations along North Old Trail.
- Some earthwork is planned during the winter. Traffic using the Veterans Memorial bridge to US 11/15 SB will be controlled with flagging operations. A press release will be issued prior to beginning this work.
- Mobilization and preparatory work will continue through the winter and other weather dependent work will begin in the spring.
- The mainline CSVT Southern Section highway is anticipated to be opened to traffic in Fall 2027.
- The RT 61 Connector is anticipated to be fully completed and opened to traffic in Fall 2028.

# E. CSVT Project Updates

## Southern Interchange with US 11/15 and US 522

- To improve access for northbound traffic on the Selinsgrove Bypass (Routes 11/15) destined for Selinsgrove or other points to the south via Route 522, PennDOT previously proposed a new ramp stub and traffic signal to allow traffic to turn left from the NB off-ramp to head directly south on Route 522.
- Monroe Township was not previously interested in owning, operating, and maintaining an additional traffic signal, but they have now agreed to do so in part due to recent and potential future developments creating new destinations around the interchange and along Routes 11/15.
- PennDOT still supports installation of the signal because it will improve traffic operations and minimize delays and driver confusion at the Susquehanna Valley Mall Drive intersection.
- Therefore, the signal (and associated ramp stub) will be incorporated into the Southern Section paving contract, and it is anticipated to be in place and functional when the CSVT mainline is opened to traffic in late 2027.

## Intelligent Transportation Systems (ITS) Devices

- The project team is developing plans to incorporate variable message boards and traffic cameras into the CSVT Southern Section.
- Bids are anticipated to be opened in Summer 2026 for a separate smaller construction contract to install permanent message boards on each direction of the CSVT mainline and traffic cameras at each of CSVT's interchanges.

# F. Unified Planning Work Program Staff Activity Report (see pages 29 to 41 of packet)

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

# G. Presentation on Pittsburgh Region Clean Cities Alternative Fuels Initiatives (see separate presentation)

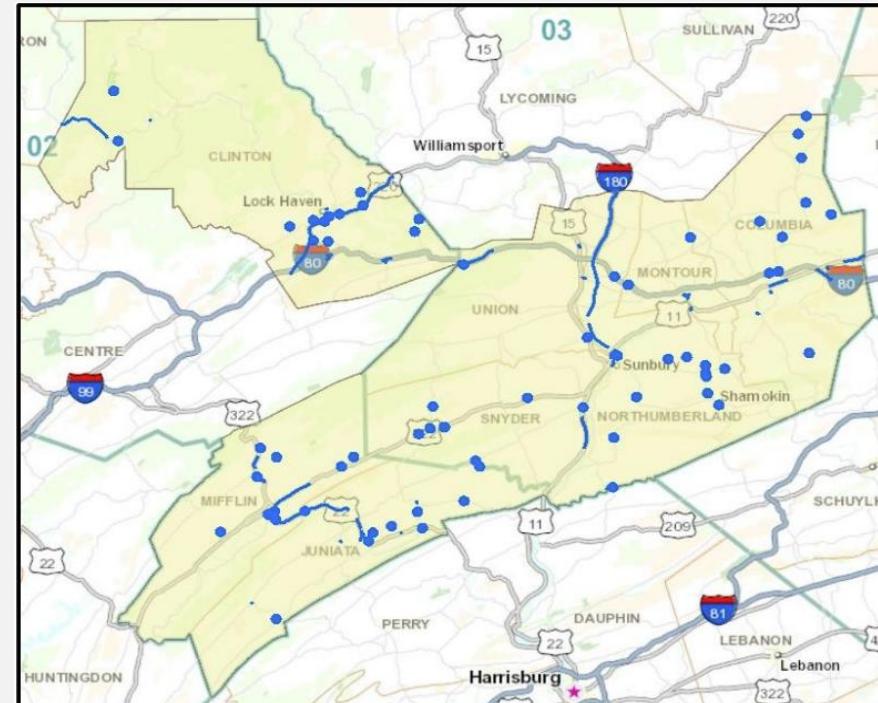
- *Kristen Sabol, interim executive director of Pittsburgh Region Clean Cities, will provide a presentation on the coalition's initiatives and capabilities.*

# H. \*Annual Update of Safety Performance Measure Targets (see pages 43 to 47 of packet)

**Recommendation:** If acceptable, approve the 2026 statewide Safety Performance Measure Targets and agree to plan and program projects that contribute toward the accomplishment of the PennDOT targets.

# I. FFY 2025 Obligated Projects Report (see the full report [here](#))

- Staff will highlight aspects of the recently completed Obligated Projects Report for FFY 2025.



# J. SEDA-COG Long-Range Transportation Plan Update

- *Separate PowerPoint update to be shared by staff and Michael Baker consultant team.*

# K. 2027 Transportation Improvement Program Update (see pages 49 to 65 of packet)

- Staff will review the at-a-glance summary charts, draft projects, and timeline for the 2027 TIP update.

# L. Active Transportation Committee Update

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

# M. Member Forum (see pages 67 to 71 of packet)

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

# N. Adjournment



Thank you!

- The next MPO meeting will be on April 10, 2026.



**Clean Cities and  
Communities**



# **Clean Cities and Communities**

January 30, 2026

Kristen Sabol, PRCC Interim Executive Director





**Clean Cities and  
Communities**

**Vision:** Decarbonized transportation future for all communities

**Mission:** Clean Cities and Communities advances the nation's environment, energy security and economic prosperity through collaboration with communities by building partnerships with public and private stakeholders that create equitable deployment of clean transportation solutions for all.



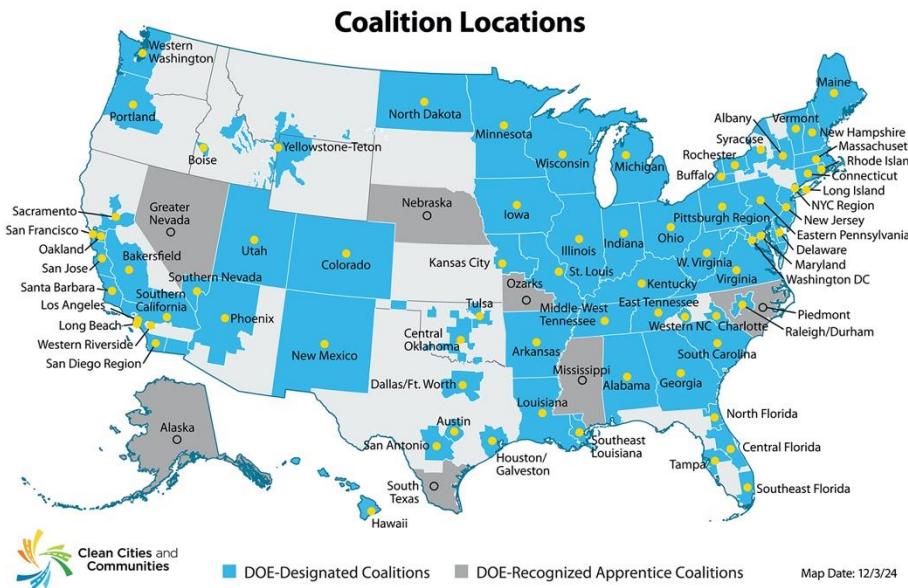


- 1.6 million alternative fuel vehicles on the road
- 72 million tons of emissions prevented
- Energy use impact of 14 billion gasoline gallon equivalents
- Nearly 20,000 public and private stakeholders.

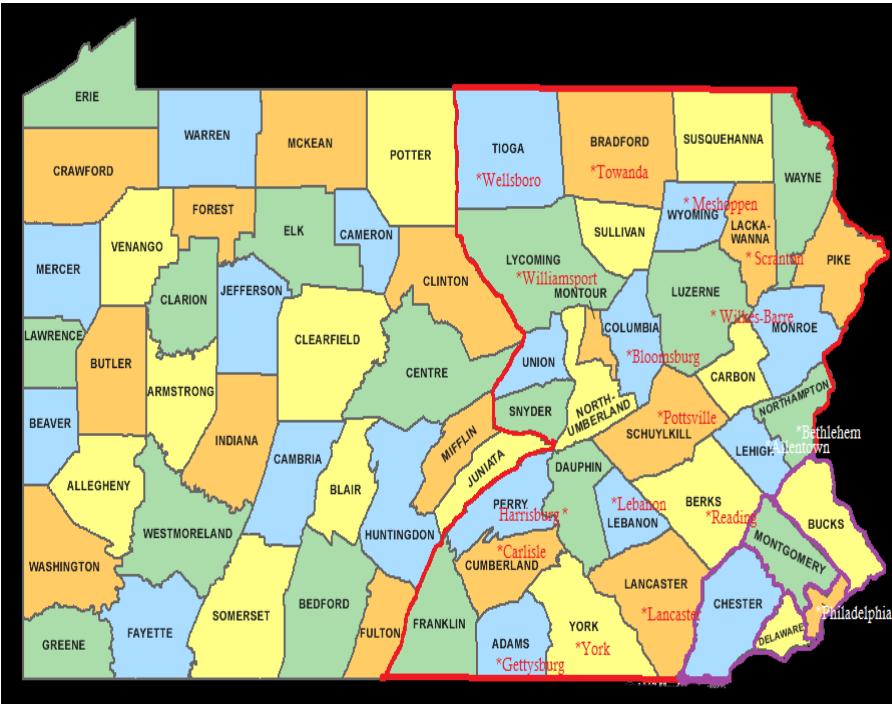
**30+ Years of Transforming Transportation**

# What We Do

- Clean Cities and Communities is a U.S. Department of Energy (DOE) partnership to advance clean transportation nationwide.
- More than 75 DOE-designated Clean Cities and Communities coalitions work locally in urban, suburban, and rural communities to strengthen the nation's environment, energy security, and economic prosperity.



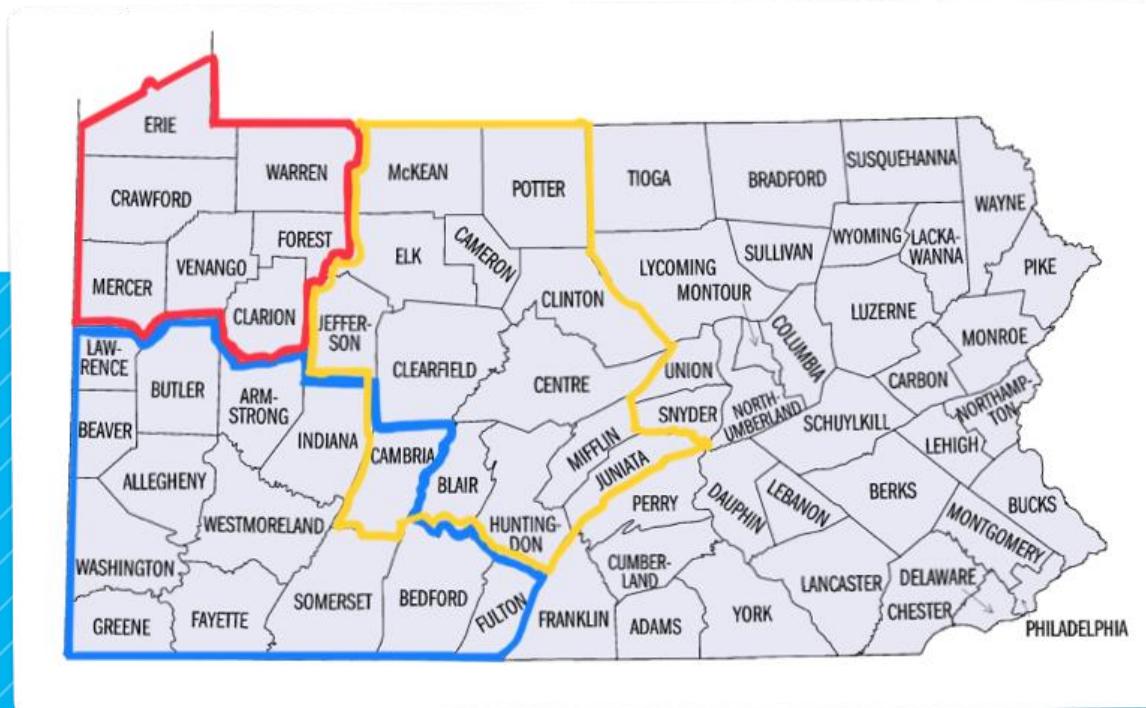
# Our area covers the 33 counties in western Pennsylvania



# Pittsburgh Region Clean Cities Team



James O'Donnell  
Program  
Assistant  
Central Region



# At-A-Glance:

**Mission:** We work locally to advance affordable, domestic transportation fuels, energy efficient mobility systems, and other fuel-saving technologies and practices.

Part of the Department of Energy's Clean Cities Program since 1995

501 (c) Non-profit

Comprised of Public and Private companies, State and Local Governments, Municipalities and Utilities

Assist with Grants/incentives/vouchers/rebates

Work with Stakeholders on clean fuel projects

Technical Assistance

Project Management

Education and Outreach



Electricity



Propane



Natural Gas



Ethanol



Hydrogen



Biodiesel

# Strategically Advance Clean Transportation

Access technical assistance and hands-on problem-solving support.



Connect to unbiased,  
data-driven tools and  
resources



Build partnerships



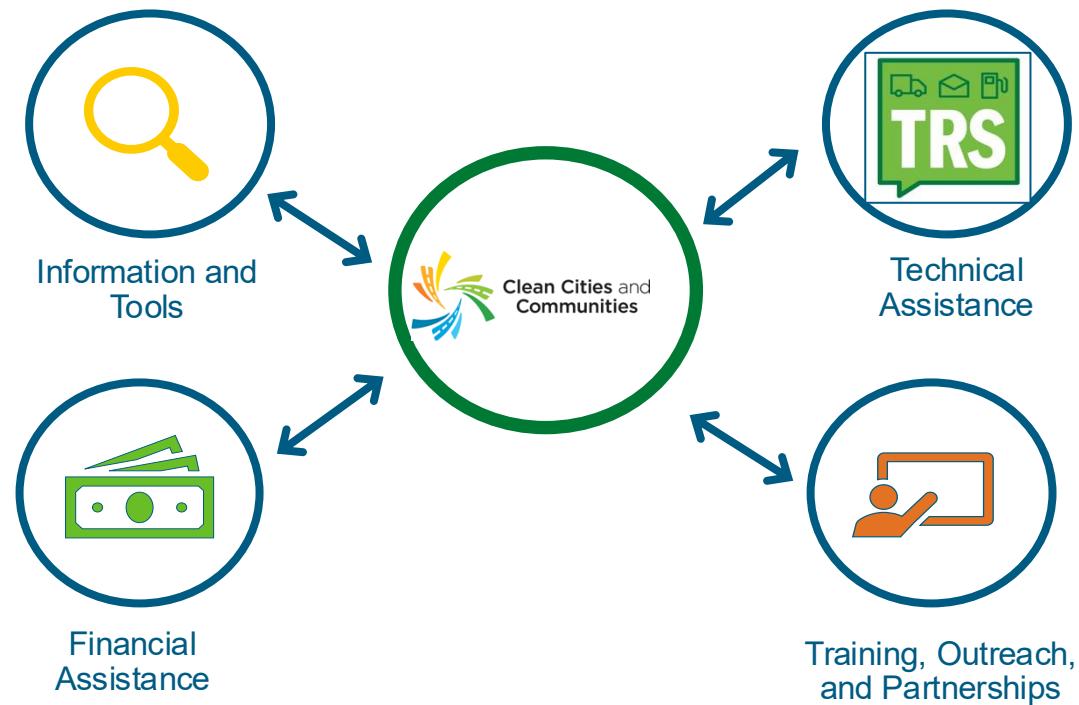
Receive personalized  
experience rooted in  
local context



Collaborate on funding  
opportunities

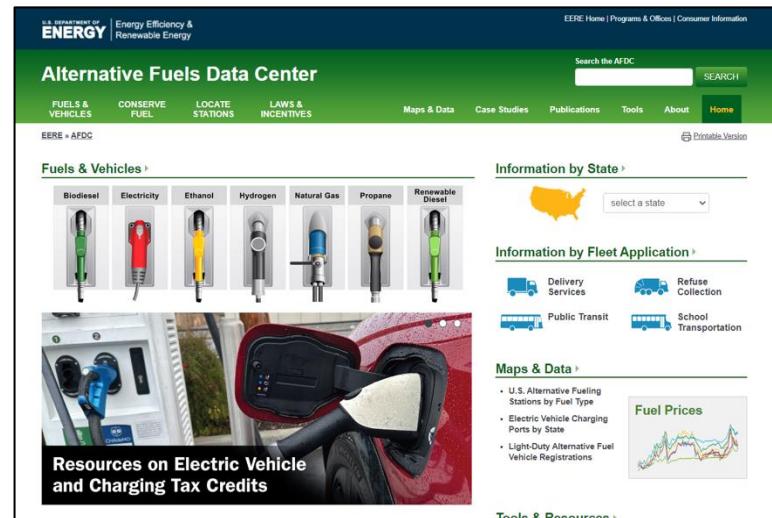
# Technology Integration Program

Provide objective/unbiased data and real-world lessons learned that inform future research needs and support local decision-making



# Access Tools and Resources

- Alternative Fuels Data Center: [afdc.energy.gov](http://afdc.energy.gov)
  - Maps and data
  - Publications and case studies
  - Digital tools and calculators.
- FuelEconomy.gov
  - Data and calculators to help drivers improve fuel economy
  - Gas mileage tips.
- Clean Cities and Communities: [cleancities.energy.gov](http://cleancities.energy.gov)
  - History and current activities, including coalition search
  - Open funding opportunities.
- Technical Response Service:  
[technicalresponse@icf.com](mailto:technicalresponse@icf.com).



The screenshot shows the homepage of the Alternative Fuels Data Center (AFDC). The top navigation bar includes links for EERE Home, Programs & Offices, and Consumer Information. The main header is 'Alternative Fuels Data Center'. Below the header, there are several menu options: FUELS & VEHICLES, CONSERVE FUEL, LOCATE STATIONS, LAWS & INCENTIVES, Maps & Data, Case Studies, Publications, Tools, About, and Home. A 'Printable Version' link is also present. The main content area features a section titled 'Fuels & Vehicles' with icons for various fuel types: Biodiesel, Electricity, Ethanol, Hydrogen, Natural Gas, Propane, and Renewable Diesel. Below this is a photograph of an electric vehicle being charged. A callout box at the bottom of the image reads 'Resources on Electric Vehicle and Charging Tax Credits'. To the right, there are sections for 'Information by State' (with a map and a 'select a state' dropdown), 'Information by Fleet Application' (with icons for Delivery Services, Refuse Collection, Public Transit, and School Transportation), 'Maps & Data' (with a list of links including 'U.S. Alternative Fueling Stations by Fuel Type', 'Electric Vehicle Charging Ports by State', and 'Light-Duty Alternative Fuel Vehicle Registrations'), and 'Fuel Prices' (with a line graph showing fuel price trends). A 'Tools & Resources' section is also visible at the bottom right.





Clean Cities and  
Communities



[pgh-cleancities.org](http://pgh-cleancities.org)

## Renewable Natural Gas from Landfills

**Community:** Western Pennsylvania

**Benefits from CC&C action:**

- Waste hauling company producing renewable natural gas (RNG) from their own landfills
- Started with 4 trash haulers and now operates 120 RNG vehicles
- In 2022, used more than 1 million gallons of RNG
- Provide the only public RNG fueling in Western Pennsylvania

# Basics: CNG and LNG in Vehicles

Types	Storage	Applications	Energy Content
<b>Compressed Natural Gas (CNG)</b>	Stored as a gas in onboard tanks under high pressure	Light-, medium-, and heavy-duty vehicles	1 gasoline gallon equivalent (GGE) = 5.66 pounds (lb) or 126.67 cubic feet
<b>Liquefied Natural Gas (LNG)</b>	Stored as a liquid at cold temperatures (-260°F); Stored in double-wall, vacuum-insulated pressure vessels	Heavy-duty vehicles; Trucks with long ranges supporting the marine and rail sectors	1 GGE = 1.5 gal LNG

# Renewable Natural Gas

- Chemically identical to conventional natural gas
- Can be compressed or liquefied for use in vehicles
- Biogas already being produced is upgraded to a purity standard
- Benefits: economics, cleaner, significant reduction in greenhouse gas emissions, energy security



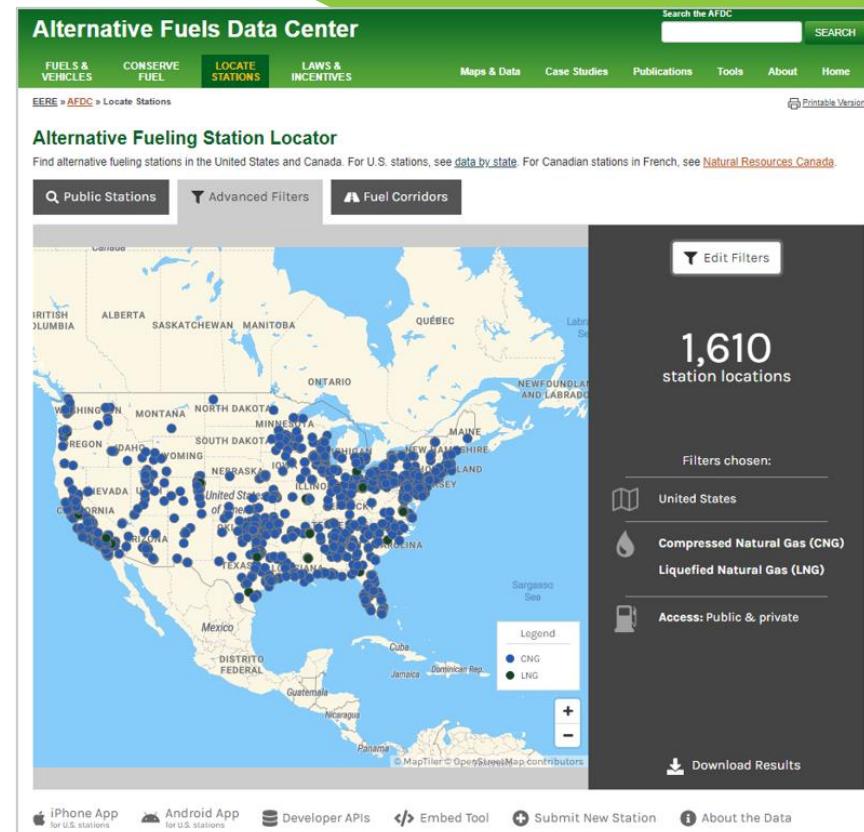
# Basics: Benefits and Considerations

## Benefits

- Abundant domestic resource
- High octane rating
- Nontoxic, noncorrosive, and noncarcinogenic
- Lower emissions
- Low and consistent fuel prices
- Proven and established

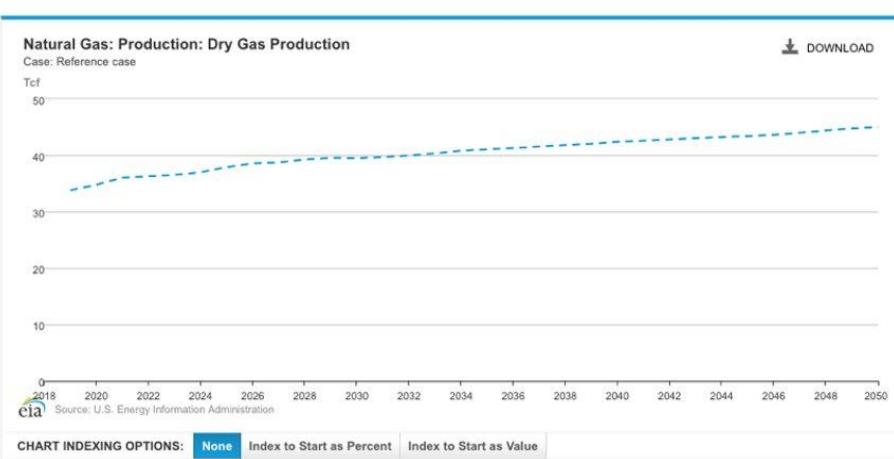
## Considerations

- Reduced driving range on dedicated vehicles
- Incremental vehicle or conversion costs
- Infrastructure availability and costs

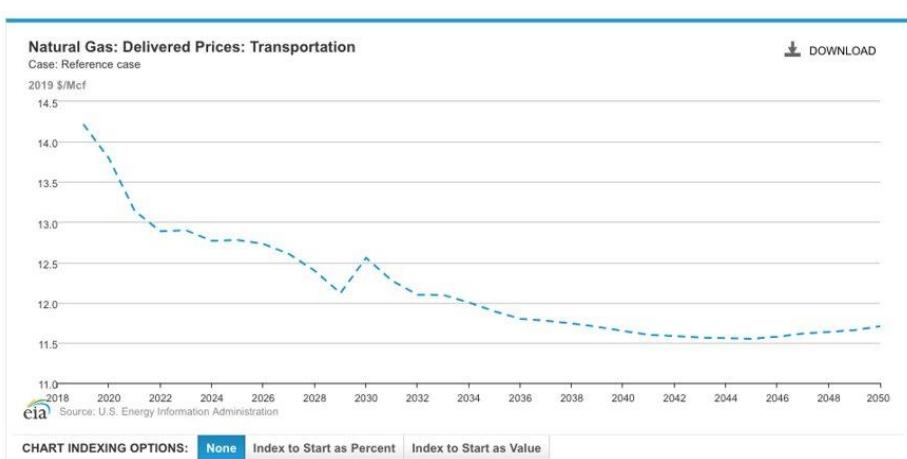


# Basics: Supply and Price Projections

## Natural Gas U.S. Production Projections



## Natural Gas: Delivered Prices: Transportation



# Vehicles: Applications



## Light-Duty

- Light-duty trucks in private and government fleets



## Medium-Duty

- Vans and shuttles
- Airports and taxi fleets



## Heavy-Duty

- Refuse haulers
- Transit buses
- School buses
- Long-haul trucks
- Street sweepers
- Snowplows
- Short-haul delivery trucks



## **Pennsylvania is Third in the Nation for Propane School Buses**

**Community: Pennsylvania**

**Benefits from CC&C action:**

- Collaboration of PRCC & EP-ACT
- More than 20 School Districts and deployed approximately 1,000 Propane School Buses
- Reduced 5,000 tons of Carbon Dioxide per Year

# Basics: Propane in Vehicles

Applications	Storage	Energy Content
Light-, medium-, and heavy-duty vehicles	Stored as a gas in onboard tanks at 150 pounds per square inch	73% of the energy content of gasoline



# Basics: Benefits and Considerations

## Benefits

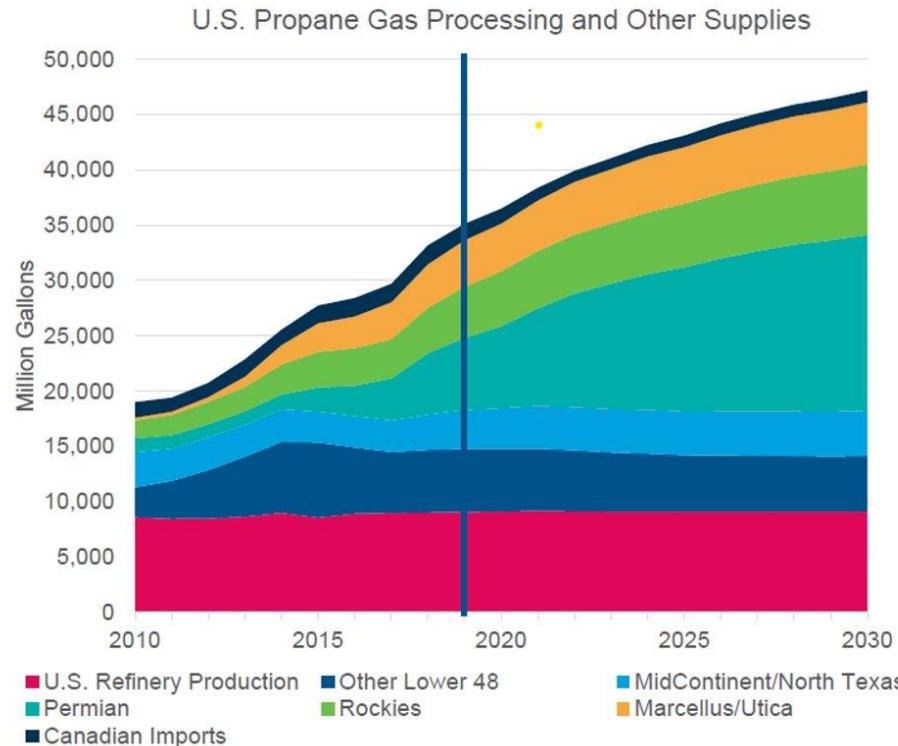
- Energy security
- Vehicle technology/fueling widely available
- High energy density
- Low flammability
- Safe, puncture-resistant tanks
- Cost savings
- Reduced emissions

## Considerations

- Lower fuel economy
- Incremental vehicle cost
- Vehicle conversion cost



# Basics: Supply



# Vehicles: Applications



## Light-Duty

- Passenger cars and light-duty trucks in private and government fleets
- Personal vehicles



## Medium-Duty

- Vans and shuttles
- Airports and taxi fleets
- Cargo trucks



## Heavy-Duty

- School buses
- Transit buses
- Snowplows
- Short-haul delivery trucks



# Electrify Allegheny Program Supports Municipal Climate Action Plans

**Community:** Allegheny County, Pennsylvania

**Benefits from CC&C action:**

- Collaboration of PRCC, CONNECT and Duquesne Light Company
- 18 Municipalities exploring electric fleet and public charging transitions
- Conducted free site assessment to determine feasibility of EV charging and completed fleet analysis
- Provided support for PA-DEP AFIG applications

# Basics: Electric-Drive Vehicles

## Electric Vehicles (EVs):

- All-Electric Vehicles
  - Powered by an electric motor
  - Uses charging infrastructure to charge the battery
- Plug-In Hybrid Electric Vehicle (PHEV)
  - Powered by an electric motor and engine
  - Uses charging infrastructure to charge the battery

## Hybrid Electric Vehicle (HEV):

- Powered by an engine and electric motor
- Does not use charging infrastructure to charge the battery



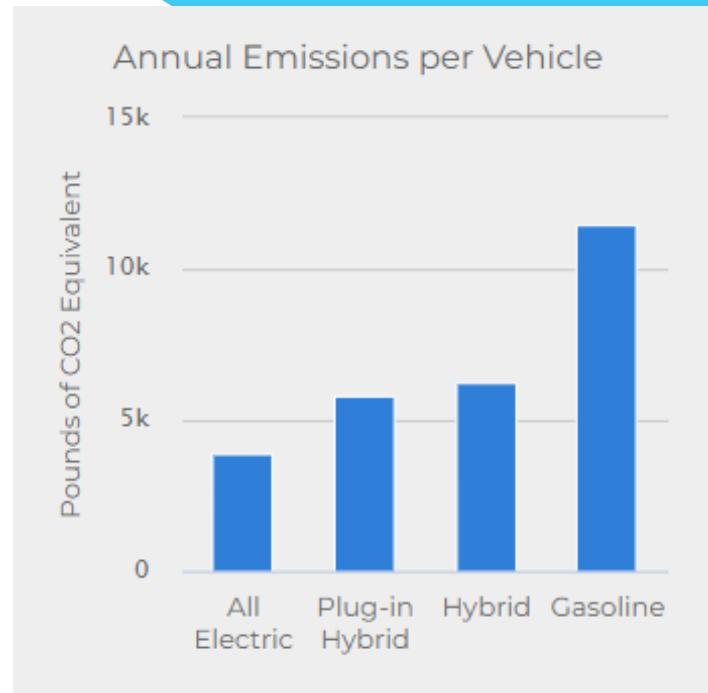
# Basics: Benefits

## Benefits

- Improved fuel economy
- Lower fuel costs
- Reduced emissions
- Increased energy security

## Considerations

- Higher initial vehicle cost
- Infrastructure availability
- Battery life



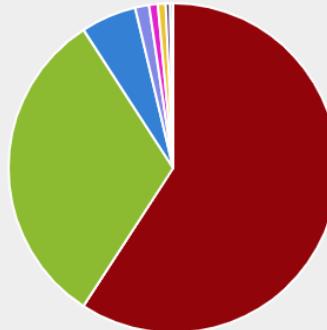
# Basics: Electricity Production and Distribution

- Sources of electricity vary by region
- With planning, EVs are unlikely to strain existing electricity infrastructure

## Helpful Resources

- The Alternative Fuels Data Center (AFDC) **Electricity Sources and Emissions tool**—find state-level electricity sources and how they affect EV well-to-wheels emissions.
- AFDC **EVI-Pro Lite tool**—estimate how increased EV charging may affect your area's electricity load profile.

Electricity Sources



■ Natural Gas:	59.19%
■ Nuclear:	31.66%
■ Coal:	5.44%
■ Wind:	1.37%
■ Solar:	0.86%
■ Hydro:	0.76%
■ Biomass:	0.42%
■ Other Fossil:	0.27%
■ Oil:	0.03%

Highcharts.com

# Charging EVs and PHEVs

Type of Charger	Type of Current	Input Voltage (V)	Typical Charging Time	Primary Use
<b>Level 1</b>	Alternating Current (AC)	120 V	Approximately 5 miles of range per hour of charging	Residential
<b>Level 2</b>	AC	208 V or 240 V	Approximately 25 miles of range per hour of charging	Residential Commercial
<b>DC Fast</b>	Direct Current (DC)	208 V or 480 V	100-200+ miles of range per 30 minutes of charging	Commercial
<b>Wireless</b>	AC	Varies	10-20 miles of range per hour of charging	Commercial



# First EV Automotive Technician Apprenticeship Program in the U.S. Launches

**Community:** Allegheny County, Pittsburgh, PA

## Benefits from CC&C action:

- Modeled after German Handwerkskammer Apprenticeship Program
- New EV Automotive Technician's Training Laboratory equipped with Lucas-Nulle training systems opened
- 185 hours, 15-credit certificate program with paid, on-the-job training at dealerships

[www.pgh-cleancities.org](http://www.pgh-cleancities.org)



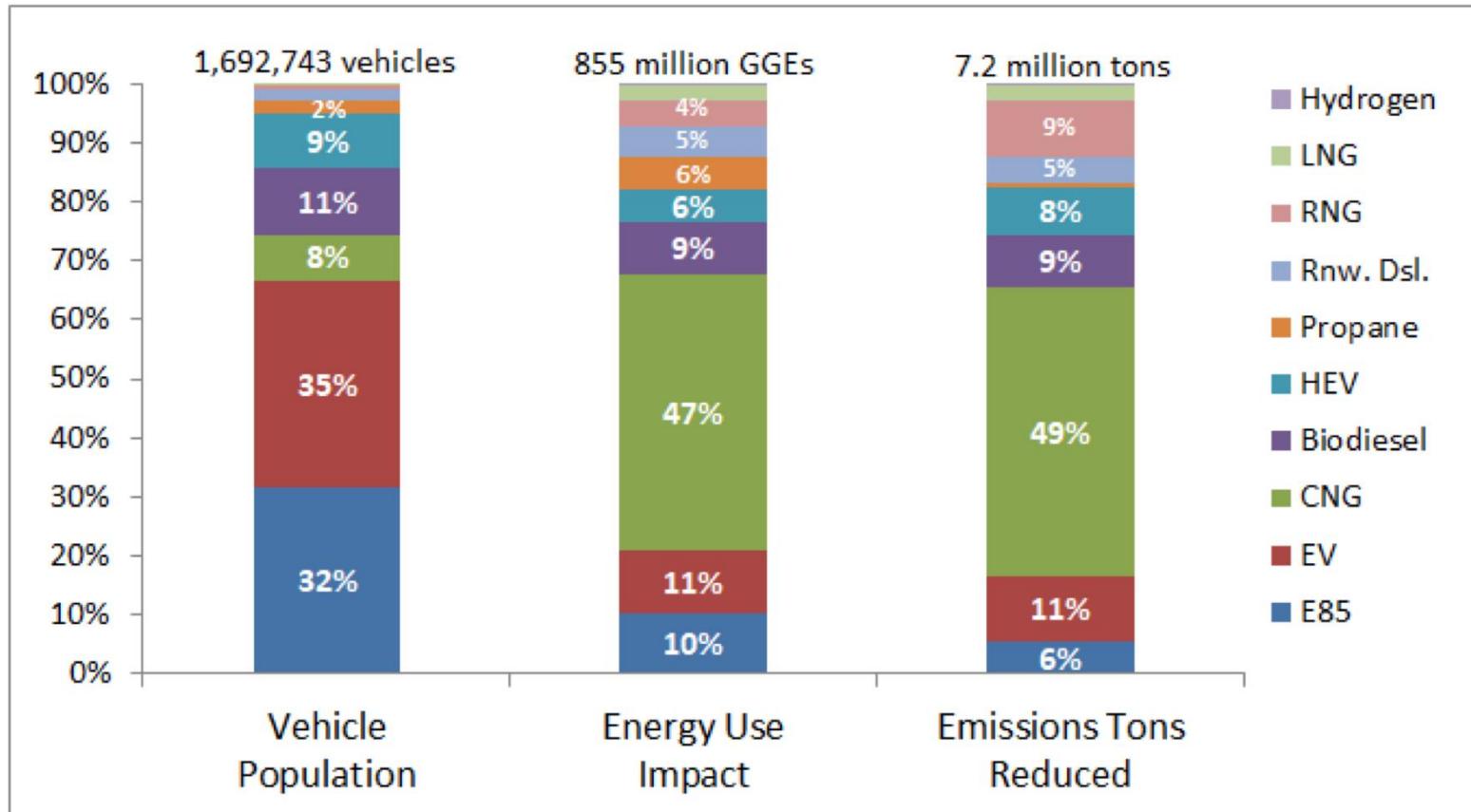
# Electric Construction Equipment Demonstration & Deployment





## In 2023 Clean Cities and Communities:

- EUI of over 1 billion GGE
- Averted 9.1 million tons of GHG emissions
- Equivalent of taking 2.5 million ICE cars off the road
- Outreach events increased 18%
- Coalitions included nearly 16,000 stakeholders, 47% of them from the private sector.
- Activity Report:  
[https://afdc.energy.gov/files/u/publication/clean\\_cities\\_and\\_communities\\_partnership\\_2023\\_activity\\_report.pdf](https://afdc.energy.gov/files/u/publication/clean_cities_and_communities_partnership_2023_activity_report.pdf)

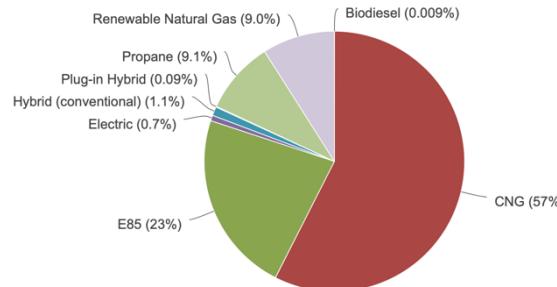


**Figure 1. 2023 percentage of AFVs, EUI, and GHG emissions reductions by fuel type**

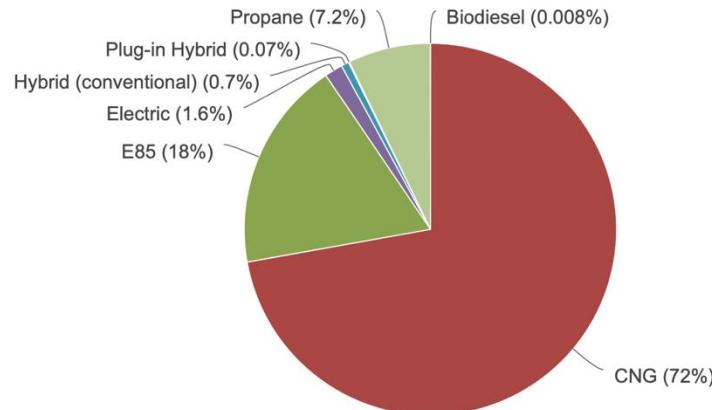
# Assessment & Analysis

## GGE Reduction Performance Analysis

2023 Gallons of Gasoline Equivalent Reduced by Fuel Type for Alternative Fuel Projects  
12,654,478 gallons

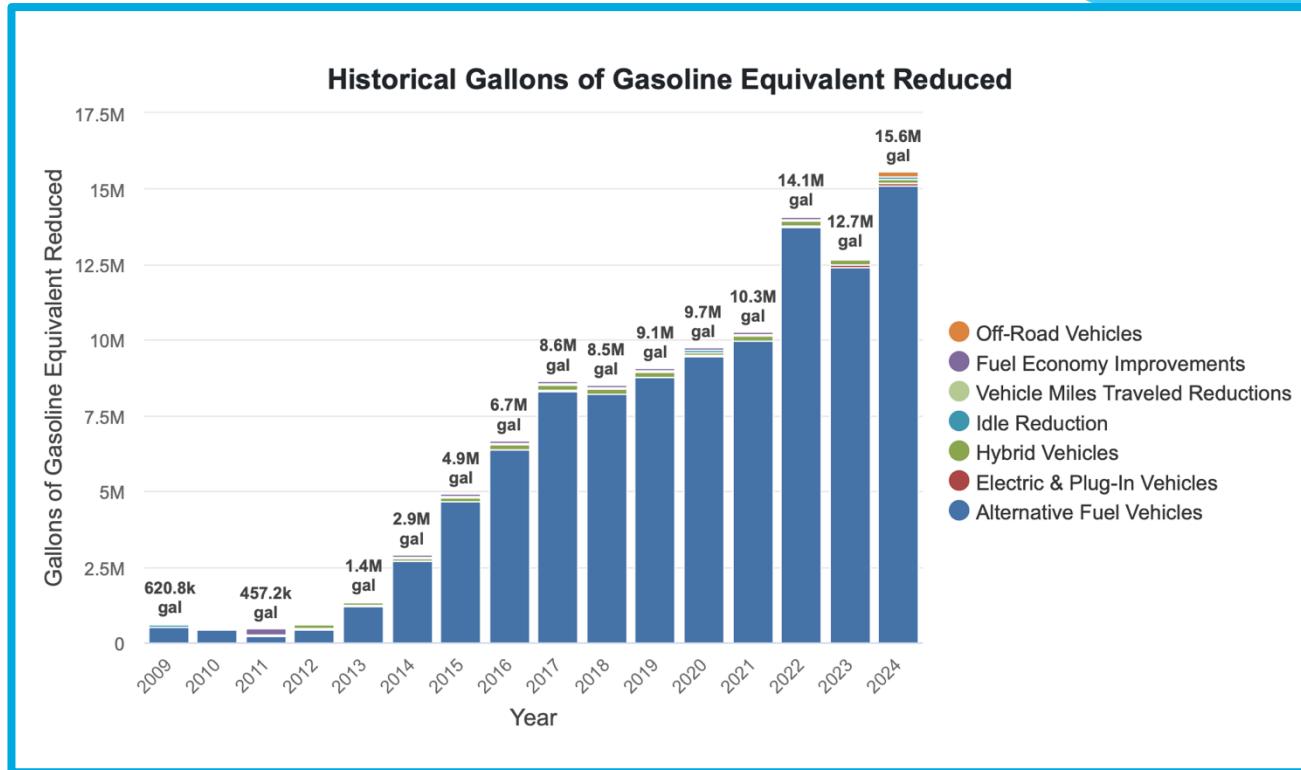


2024 Gallons of Gasoline Equivalent Reduced by Fuel Type for Alternative Fuel Projects  
15,465,982 gallons



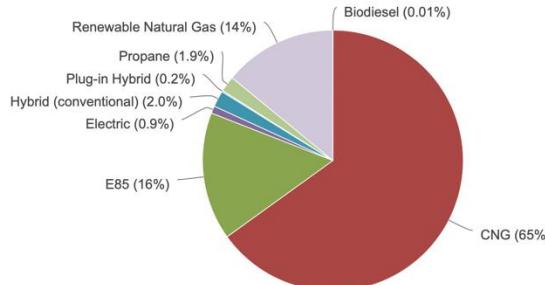
Reduced 15,569,292 Gallons

# Assessment & Analysis: GGE Historical View:



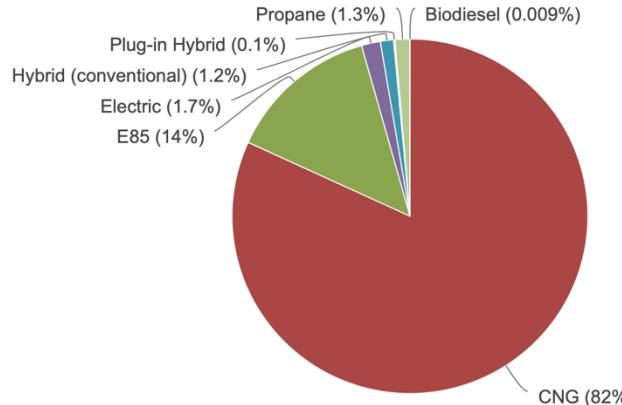
# Assessment & Analysis: GHG Reduction Performance Analysis

2023 Greenhouse Gas Emissions Reduced by Fuel Type for Alternative Fuel Projects  
82,164 tons

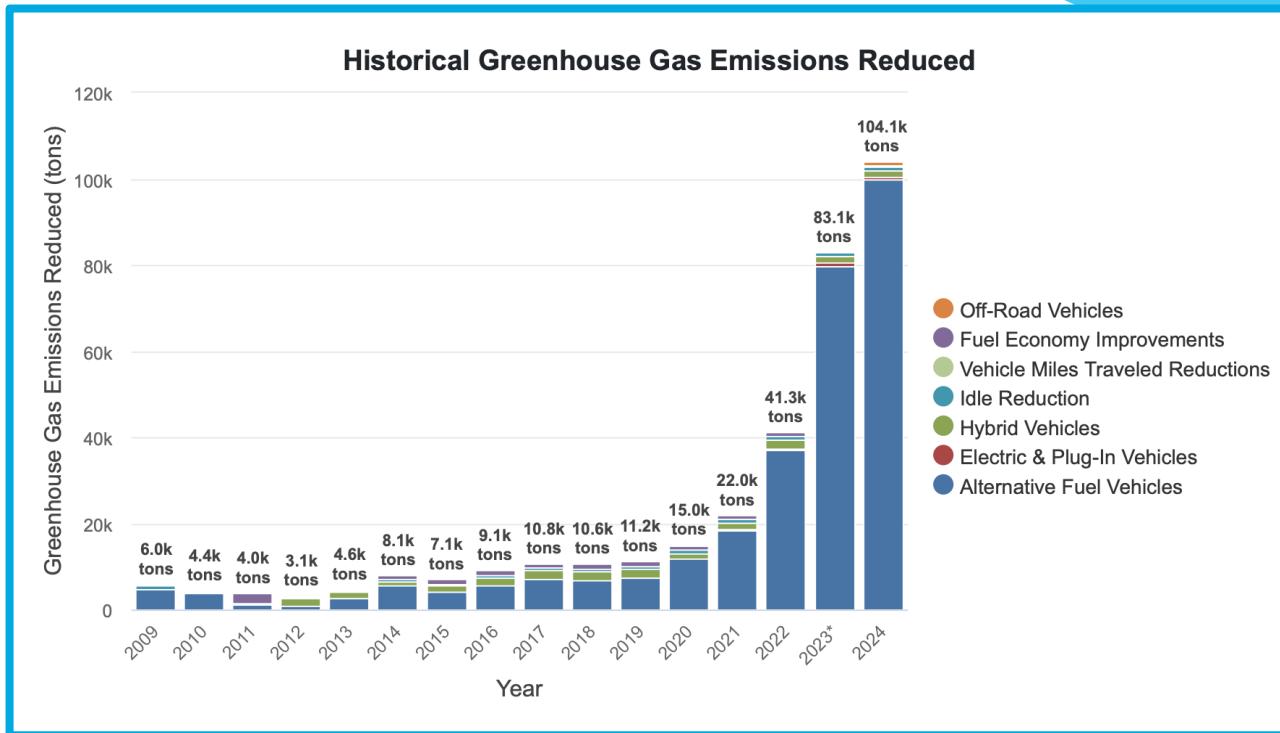


Reduced 104,121 Tons

2024 Greenhouse Gas Emissions Reduced by Fuel Type for Alternative Fuel Projects  
102,902 tons



# Assessment & Analysis: GHG Historical View:



# GHG/GGE Reduction Analysis Goals

YEAR	GGE INCREASE	%	GGE TOTAL	GHG INCREASE	%	GHG TOTAL
2017	-	-	8.6M gallons	-	-	10,800 tons
2018	-.1M gallons	-1%	8.5M gallons	-200 tons	-	10,600 tons
2019	+.6M gallons	7%	9.1M gallons	+600 tons	6%	11,200 tons
2020	+.6M gallons	6.5%	9.7M gallons	+3,800 tons	34%	15,000 tons
2021	+.6M gallons	6.2%	10.3M gallons	+7,000 tons	47%	22,000 tons
2022	+3.8M gallons	37%	14.1M gallons	+19,253 tons	88%	41,253 tons
2023	-1.4M gallons	-9.7%	12.7M gallons	+41,857 tons	101 %	83,110 tons
2024	+2.8M gallons	22%	15.5 M gallons	+21,011 tons	25%	104,121 tons
 2025	+1.5M gallons	10%	17M gallons	+15,618 tons	15%	119,739 tons
 2025	+2.4M gallons	16%	17.9M gallons	+20,824 tons	20%	124,945 tons
 2026	+2.8M gallons	16%	20.7M gallons	+24,989 tons	20%	149,9334 tons
2027	+3.3M gallons	16%	24M gallons	+29,986 tons	20%	179,920 tons
2028	+3.8M gallons	16%	27.8M gallons	+35,984 tons	20%	215,904 tons



**Clean Cities and  
Communities**



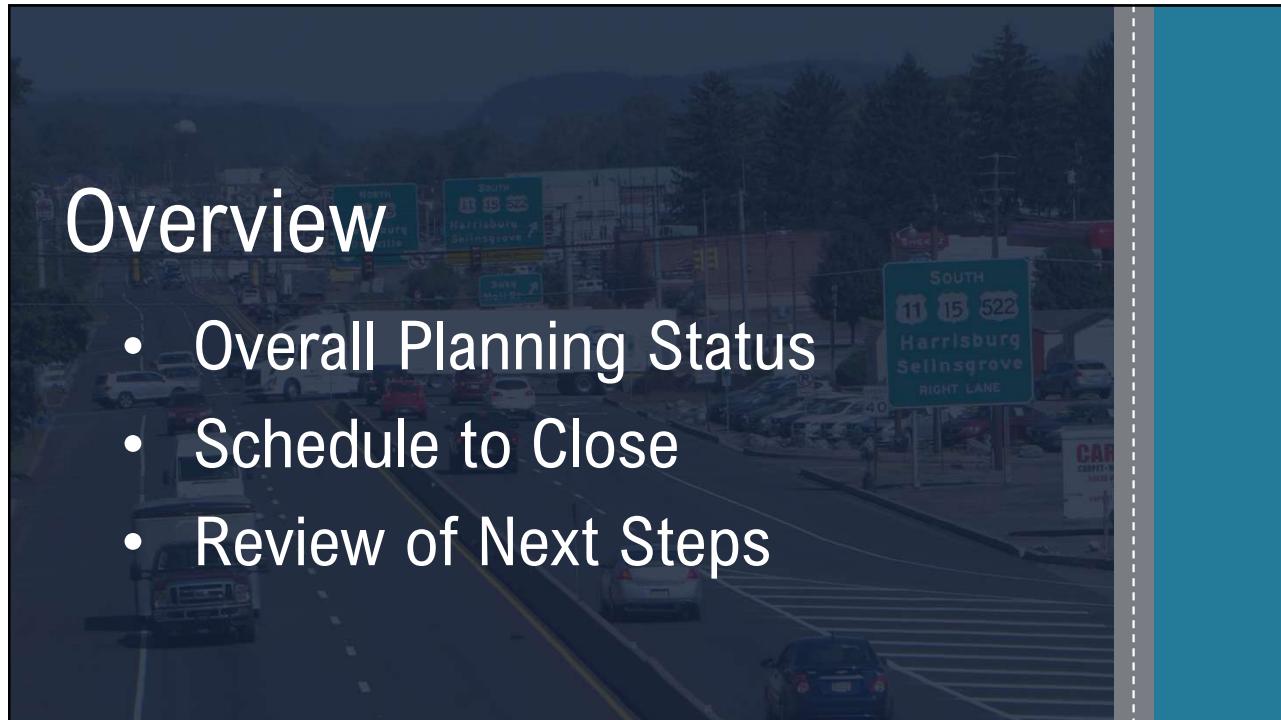
# Thank You!

Kristen Sabol, PRCC Interim Executive Director, [sabolkr@pgh-cleancities.org](mailto:sabolkr@pgh-cleancities.org)

Tony Bandiero, EP-ACT Executive Director, [tfbandiero@ep-act.org](mailto:tfbandiero@ep-act.org)



1



2

## Overall Planning Status



### Plan Draft Gaps

- Background Profile
  - » Mapping
  - » Environmental Resources/Analysis
- Project Scoring
- Complete Functional Classification Update
- Appendices



3

## Schedule to Close

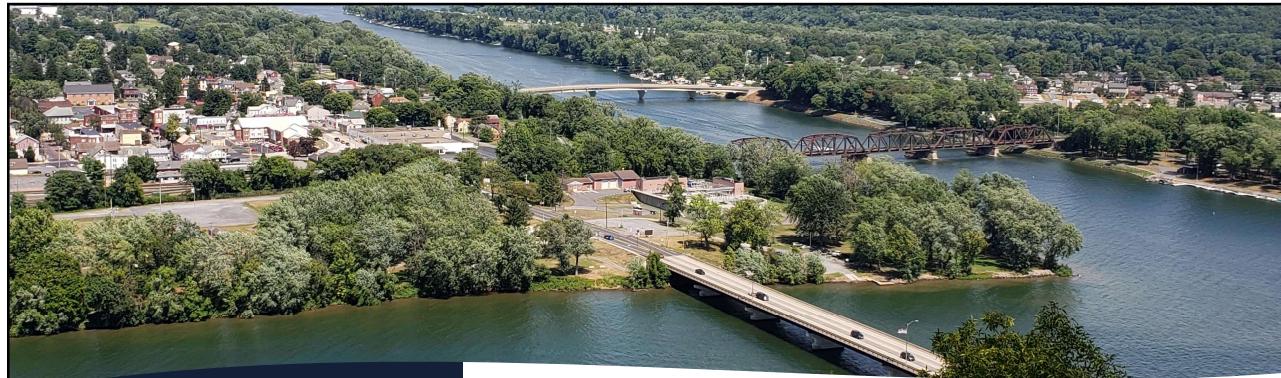
- February 26: Steering Committee Meeting #5
  - » Present draft for approval to go to the MPO
- March 25: ACM
- April 10: MPO Meeting
  - » Approval to go out for public comment
- *April 17 to May 17: 30-day public review and comment period*
  - » *Week of May 4: Public Open House*
- June 12: MPO Meeting (adoption)

4



4

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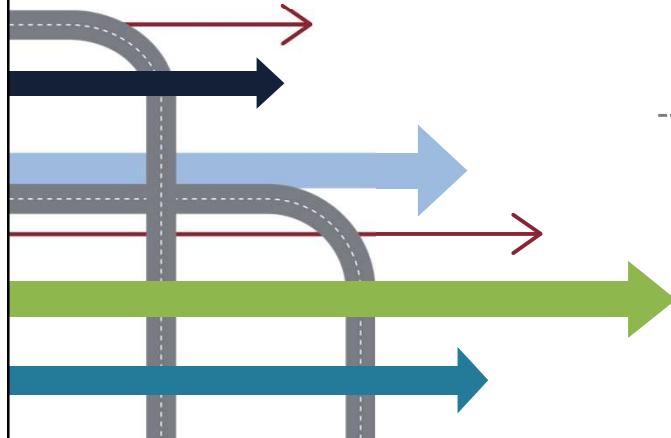


## Next Steps

- Complete Draft Plan
- Complete Project Prioritization
- Submit proposed Functional Classification changes to PennDOT
- Steering Committee #5 (February 26, 10 AM)
- Prepare for ACM

5

# THANK YOU!



**Kristin McLaughlin, AICP**  
Email: [kmclaughlin@seda-cog.org](mailto:kmclaughlin@seda-cog.org)

**Steve Herman, AICP**  
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PREPARED BY:  
**Michael Baker**  
INTERNATIONAL

6