



SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO) MEETING

June 14, 2024

9:30 A.M. – 11:30 A.M.

SEDA-COG Office or

Teleconference/Videoconference

(650) 419-1505; Meeting ID: 575373695# or

<https://v.ringcentral.com/join/575373695>

**MEETING AGENDA**

- A. Call to Order ..... S. Herman
- B. Public Forum ..... S. Herman
- C. \*Approval of the April 5, 2024 MPO Meeting Minutes..... S. Herman
- D. \*TIP Administrative Modifications and Amendments ..... PennDOT
- E. CSVT Project and SR 54 Safety Project Status Reports ..... PennDOT
- F. Unified Planning Work Program (UPWP) Update..... S. Herman
- G. \*SEDA-COG MPO Self-Certification Resolution ..... S. Herman
- H. \*2025-2028 Transportation Improvement Program (TIP) Adoption .....K. McLaughlin
- I. \*SEDA-COG MPO Complete Streets Policy Approval.....K. McLaughlin
- J. \*SEDA-COG MPO Strategic Plan Approval .....K. Chase
- K. Electric Vehicle Charging Stations Study Update.....D. Kiel
- L. Active Transportation Committee Update .....B. Buck
- M. Member Forum ..... S. Herman
- N. Adjournment ..... S. Herman

(\*) Action Items

*We will record this meeting and so participation is consent to being recorded.*

# Agenda Item C



**SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO)**  
**MEETING MINUTES**  
**Hybrid Meeting**  
**Friday, April 5, 2024**  
**SEDA-COG, Lewisburg, PA**  
**9:30 A.M.**

**MPO VOTING MEMBERS**

Lisa Dooley, Town of Bloomsburg (via teleconference)  
Steve Herman, SEDA-COG  
Randy Karschner, SEDA-COG Board, At-large Member (via teleconference)  
Lincoln Kaufman, Snyder County (via teleconference)  
Brad Kerstetter, Juniata County  
James Lettiere, Mifflin County  
Shawn McLaughlin, Union County  
Greg Molter, Montour County  
Jonathan Ranck, PennDOT District 3-0 (via teleconference)  
Mark Schultz, PennDOT District 2-0  
Eric Stahley, Columbia County (via teleconference)  
Bob Stoudt, SEDA-COG Board, Multi-modal Interests  
Nathan Walker, PennDOT Central Office

**GUESTS**

Justin Batiuk, PennDOT District 3-0  
John Breneman, Office of State Senator Judy Ward (via teleconference)  
Michelle Brummer, Gannett Fleming (via teleconference)  
Christopher Chapman, DCED (via teleconference)  
Brian Funkhouser, Michael Baker International (via teleconference)  
Frank Hampton, PennDOT Central Office (via teleconference)  
Rachael Hobbs, DCED (via teleconference)  
Jeff Iseman, PA SILC/PA Transportation Alliance (via teleconference)  
Nicki Jacobs, Greenman-Peterman LLC (via teleconference)  
Gini Feigles-Kaar, Dewberry Engineers (via teleconference)  
Chris King, PennDOT District 3-0 (via teleconference)  
Rob Manzella, Lackawanna-Luzerne MPO (via teleconference)  
Dan Merk, STEP (via teleconference)  
Anne Messner, Centre County MPO (via teleconference)  
Eric Murnyack, PennDOT District 2-0  
Gene Porochniak, FHWA (via teleconference)  
Beth Nidam, rabbittransit (via teleconference)  
Vince Valovage, Erdman Anthony (via teleconference)  
Robert Watts, McCormick Taylor (via teleconference)  
Matt Wise, Office of State Senator Gene Yaw (via teleconference)

**STAFF**

Bryce Buck, Program Analyst  
Don Kiel, Senior Principal Program Analyst  
Kristin McLaughlin, Principal Program Analyst  
Geralee Zeigler, Flood Resiliency (via teleconference)

### **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 recognized Justin Batiuk as the SEDA-COG MPO's new PennDOT Program Center liaison. Virtual participants followed by introducing themselves.

Mr. Herman also acknowledged new SEDA-COG staff contributors for the MPO planning processes: Tina Heintzelman (Program Assistant), Geralee Zeigler (Flood Resiliency Program Manager), Frankie Hockenbrocht (Community Capacity Coordinator), and Nancy Osborn (Communications & Marketing Coordinator).

Mr. Iseman mentioned that Gov. Shapiro's proposed budget includes more than \$282 million for public transportation service and additional money for AMTRAK.

### **Approval of the January 26, 2024, Meeting Minutes of the SEDA-COG MPO**

***Mr. Molter made a motion to approve the minutes from the January 26, 2024, MPO meeting; Mr. McLaughlin seconded the motion; motion carried.***

### **TIP Administrative Modifications and Amendments**

Mr. Schultz summarized the TIP amendment for PennDOT District 2-0 for the safety projects on page 9 of the packet.

***Mr. Kerstetter made a motion for the MPO to approve the amendment as presented for PennDOT District 2-0; Mr. Walker seconded the motion; motion carried.***

Mr. Schultz summarized the TIP amendment for PennDOT District 2-0 for the safety project on page 11 of the packet.

***Mr. Lettiere made a motion for the MPO to approve the amendment as presented for PennDOT District 2-0; Mr. Kerstetter seconded the motion; motion carried.***

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

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

Mr. King summarized the TIP amendment for PennDOT District 3-0 for the streetscape project on page 19 of the packet.

***Mr. McLaughlin made a motion for the MPO to approve the TIP amendment as presented for PennDOT District 3-0; Mr. Schultz seconded the motion; motion carried.***

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

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

### **CSVT Project and SR 54 Safety Project Status Reports**

Mr. King provided status reports on the CSVT and SR 54 projects.

#### **CSVT Southern Section**

**Earthwork Contract:** The work is 70% complete overall. Excavation, hauling, and embankment construction are ongoing. The earthwork operations are anticipated to be completed this summer. Fisher Road is currently closed and being realigned to its new intersection with Park Road. The new Fisher Road is anticipated to be completed and open to traffic this spring. The two roundabouts at Mill, App and Airport roads are partially open to traffic. Construction of the connector between the roundabouts was delayed by unforeseen soil conditions under a nearby new stream culvert that affected earthmoving operations. The paving of the connector is now underway and anticipated to be completed and open to traffic in late April.

**Structures Contract:** Construction of the piers and abutments for the bridge carrying CSVT over Grangers Road is ongoing. Foundation construction is underway for the bridge carrying the Cortland Drive Connector over the Route 61 Connector and for the bridge carrying the Route 61 Connector over ramps connecting to Routes 11/15. Foundation construction is anticipated to begin this spring for the bridge carrying CSVT over 11<sup>th</sup> Avenue. 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. The right-of-way acquisition plan is anticipated to be completed this spring for the interchange areas. Coordination is underway with local utility companies related to their facilities in the interchange areas. Initial preparation of permit applications is underway for the proposed work in the interchange areas. Construction bids for the contract are expected to be opened in late 2025 or early 2026. The mainline CSVT Southern Section is expected to be opened to traffic in 2027. The Route 61 Connector is anticipated to be fully completed and opened to traffic in 2028.

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

The NPDES permit was approved by PA DEP in March. The E&S plan was approved by Montour County Conservation District. Some modifications to the stormwater management design were needed which impacted the right-of-way plan. A meeting with the Community Advisory Committee, held Sept. 21, 2023, included an update on the progress of the final design and a review of the general construction sequence. It's expected that the construction contractor will schedule a future meeting of the Community Advisory Committee to review their planned construction sequence. The right-of-way process is ongoing with two farm properties that are in negotiations. If an amicable solution is not reached, then an ALCAB hearing will be held to obtain approval from the board for the condemnation of the required land for the project. The project is currently scheduled to be let in August 2024.

#### **Unified Planning Work Program (UPWP) Update**

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

Other handouts provided in the meeting packet included:

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

### **Draft 2025-2028 Transportation Improvement Program (TIP)**

Ms. McLaughlin referred to the Draft 2025-2028 SEDA-COG MPO TIP Highway/Bridge Element Summary and At-a-Glance charts and the Draft TIP project listing handouts included in the meeting packet. The Draft 2025-2028 TIP comment period will run from April 19 to May 20. The public meeting is planned for 6 p.m. on May 6 as a hybrid meeting that will accommodate in-person and 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 14 SEDA-COG MPO meeting. The 2025 TIP will take effect on Oct. 1, 2024; the next comprehensive TIP update will occur in 2026.

***Mr. McLaughlin made a motion for the MPO to approve advertising of the Draft 2025 TIP for public comment; Mr. Lettiere seconded the motion; motion carried.***

### **Draft SEDA-COG MPO Complete Streets Policy**

Ms. Brummer provided an update on the draft MPO Complete Streets Policy and related complete streets planning items that Gannett Fleming is developing on behalf of the MPO and that were included in the packet. MPO members were asked to provide any comments about the policy ahead of the June 14 MPO meeting, during which the policy is planned for adoption. A model Complete Streets policy for municipalities is in development and will be further refined after the MPO policy is finalized.

### **SEDA-COG MPO Strategic Plan Update**

Ms. Brummer mentioned that a full draft of the plan will be distributed in May for review and comment. The new Strategic Plan should be adopted at the June 14 MPO meeting.

### **Electric Vehicle Charging Stations Study Update**

Mr. Kiel mentioned that the study should be finished by the end of June. The Feb. 22 EV event at Penn College was well attended and interactive. MPO staff and the consultant team are in the process of contacting people interested in locating new EV charging stations in their jurisdiction. Michael Baker is looking at service gaps. Site visits will take place in May and the next steering committee meeting is set for May 7. He noted that there were 45% more EVs registered in PA this year than last.

Brian Funkhouser said that Michael Baker consultants will be working with key area destinations on potential EV charging stations, with Geisinger, Evangelical Hospital, Bucknell University, the Town of Bloomsburg, and others on the current list. The siting evaluations will be done in relation to prioritization criteria and equity analysis.

### **Active Transportation Committee Update**

Mr. Buck provided an update on the Active Transportation Committee. He mentioned that the bike/ped count program article and poster by Dr. Michelle Beiler of Bucknell University will be shared once available. He also invited members to notify him if there are any trails on which they would like counters placed. The Active Transportation Committee's ArcGIS Hub site will hopefully be completed by summer. The next Committee meeting will be from 2 to 4 p.m. on May 15.

### **Member Forum**

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

- Items of Potential Interest to MPO Members as of April 2024
- Support letters for City of Lock Haven Active Transportation Plan and SR 45 West Market Street Improvement Project
- PennDOT Connects Municipal Resources Steering Committee Meeting Presentation from March 6, 2024

### **Adjournment**

With there being no further comments, Mr. Herman adjourned the meeting at 11:06 a.m. with a motion from Mr. Molter; Mr. McLaughlin seconded the motion; motion carried. The next regular meeting of the MPO is scheduled for June 14, 2024.

# Agenda Item D



FISCAL CONSTRAINT CHART  
 SEDACOG MPO  
**FFY 2023-2026 TIP Highway/Bridge**

Amendment (MA ID: )				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Reserve Betterment/Safety Line Item /000 Clinton	68128	CON	Before	BOF	185				521,676	188,315		2,106,526	112,008		2,484,937			Reserve Line Item
			Adjust	BOF	185				(521,676)	0		0	521,674		0			
			After	BOF	185						188,315		2,106,526	633,682		2,484,937		
Mahantango Creek Bridge 2019/A02 Juniata	4096	FD	Before	BOF	185								347,782					Advance Phase. Funding will be returned to the line item in FFY2025.
			Adjust	BOF	185				347,782				(347,782)					
			After	BOF	185				347,782									
Mahantango Creek Bridge 2019/A02 Juniata	4096	UTL	Before	BOF	185								86,946					Advance Phase. Funding will be returned to the line item in FFY2025.
			Adjust	BOF	185				86,947				(86,946)					
			After	BOF	185				86,947									
Mahantango Creek Bridge 2019/A02 Juniata	4096	ROW	Before	BOF	185								86,946					Advance Phase. Funding will be returned to the line item in FFY2025.
			Adjust	BOF	185				86,947				(86,946)					
			After	BOF	185				86,947									
<b>Before Totals</b>						\$0	\$0	\$0	\$521,676	\$188,315	\$0	\$2,106,526	\$633,682	\$0	\$2,484,937	\$0	\$0	Actions do not affect air quality conformity.
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>After Totals</b>						\$0	\$0	\$0	\$521,676	\$188,315	\$0	\$2,106,526	\$633,682	\$0	\$2,484,937	\$0	\$0	

**NOTES**

FISCAL CONSTRAINT CHART  
**FFY 2023-2026 TIP Highway/Bridge**  
**SEDACOG MPO**

AMENDMENT (MA ID: )				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Reserve Betterment/Safety Line Item /000 Clinton	68128	CON	Before	BOF					521,676			2,106,526			1,527,801			Reserve Line Item	
			Adjust	BOF						(200,000)			(245,578)						
			After	BOF						321,676			1,860,948			1,527,801			
SR 2007 over Doe Run 2007/A02 Juniata	85188	PE	Before	BOF														AMEND to ADD New Project. Phase is funded on the Draft TIP	
			Adjust	BOF						200,000			245,578						
			After	BOF						200,000			245,578						
<b>Before Totals</b>						\$0	\$0	\$0	\$521,676	\$0	\$0	\$2,106,526	\$0	\$0	\$1,527,801	\$0	\$0	Actions do not affect air quality conformity.	
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$0	\$0	\$0	\$521,676	\$0	\$0	\$2,106,526	\$0	\$0	\$1,527,801	\$0	\$0		

**NOTES**

FISCAL CONSTRAINT CHART  
 SEDA-COG MPO  
**FFY 2023-2026 TIP Highway/Bridge**

<b>Amendment</b> (MA ID: 134973 )				<b>Fund Type</b>		<b>FFY 2023</b>			<b>FFY 2024</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>Remarks</b>	
<b>Project Title</b>	<b>MPMS</b>	<b>Phase</b>	<b>Amts</b>	<b>Fed</b>	<b>State</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>	<b>Federal</b>	<b>State</b>	<b>Loc/Oth</b>		
Reserve Betterment/Safety Line Item /000 Clinton	68128	CON	Before		581					2,480,548			2,465,510			1,387,549		Reserve Line Item	
			Adjust		581				(2,480,548)										
			After		581										2,465,510				1,387,549
US 22 Concrete Restoration (ST92) 22/ST9 Juniata	121382	CON	Before		581		802,847											New Highway Restoration Project	
			Adjust		581				2,480,548										
			After		581		802,847			2,480,548									
<b>Before Totals</b>						\$0	\$802,847	\$0	\$0	\$2,480,548	\$0	\$0	\$2,465,510	\$0	\$0	\$1,387,549	\$0	Actions do not affect air quality conformity.	
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
<b>After Totals</b>						\$0	\$802,847	\$0	\$0	\$2,480,548	\$0	\$0	\$2,465,510	\$0	\$0	\$1,387,549	\$0		

**NOTES**

For SEDA-COG

Overall Change Amount: \$809,670

Action ID	Commit Date	Action Type	Change Amount
134422	04/02/2024	Administrative Action	\$0

**Narrative:**

Administrative action to the 2023-26 SEDA-COG TIP to increase the CON phase of the MPMS 114048 Kish Pike RR Device Install project to meet the current estimated amount. Statewide RRX Reserve line item used as source of funds to maintain fiscal constraint.

98255 CON RRX Decreased by -410,000 in FFY 2024  
114048 CON RRX Increased by 410,000 in FFY 2024

**From: STWD Items/District 99-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
98255	Central Office			RRX Reserve	CON	\$-410,000

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
114048	Mifflin	2007	R21	Kish Pike RR Device Install	CON	\$410,000

Action ID	Commit Date	Action Type	Change Amount
134497	04/10/2024	Administrative Action	\$0

**Narrative:**

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

MPMS 114010 CON-Reduce for Low Bid Cost Savings  
MPMS 118529 CON-Reduce for completed project

From:  
114010 CON NHPP Decreased by -100,000 in FFY 2024  
118529 CON NHPP Decreased by -100,000 in FFY 2024  
To:  
68128 CON NHPP Increased by 200,000 in FFY 2024

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
114010	Mifflin	522	723	SR 522 Betterment	CON	\$-100,000
118529	Mifflin	322	HFS	SR 322 Twin Bridges HFST	CON	\$-100,000

**To: SEDA-COG/District 2-0**

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

Action ID	Commit Date	Action Type	Change Amount
134498	04/10/2024	Administrative Action	\$0

**Narrative:**

SEDA-COG MPO. Federal and State Funds (NHPP, 581)

MPMS 4190 CON-Increased for Updated Estimate  
MPMS 119232 CON-Increased for Updated Estimate

From:  
68128 CON NHPP Decreased by -439,000 in FFY 2025  
68128 CON NHPP Decreased by -720,352 in FFY 2024  
68128 CON 581 Decreased by -196,088 in FFY 2025  
To:  
4190 CON NHPP Increased by 375,000 in FFY 2024  
119232 CON NHPP Increased by 439,000 in FFY 2025  
119232 CON NHPP Increased by 345,352 in FFY 2024  
119232 CON 581 Increased by 196,088 in FFY 2025

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-1,355,440

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
4190	Juniata	75	A03	Bridge over NS Railroad	CON	\$375,000
119232	Clinton	220	327	SEDACOG Concrete Preservation	CON	\$980,440

Action ID	Commit Date	Action Type	Change Amount
134581	04/16/2024	Administrative Action	\$0

**Narrative:**

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

MPMS 121382 PE-Add to the TIP to start design

68128 CON 581 Decreased by -100,000 in FFY 2024  
 121382 PE 581 Add 100,000 in FFY 2024

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-100,000

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
121382	Juniata	22	ST9	US 22 Concrete Restoration (ST92)	PE	\$100,000

Action ID	Commit Date	Action Type	Change Amount
134582	04/16/2024	Administrative Action	\$0

**Narrative:**

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

MPMS 121382 CON-Add to the TIP

From:  
 68128 CON 581 Decreased by -802,847 in FFY 2023  
 To:  
 121382 CON 581 Add 802,847 in FFY 2023

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-802,847

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
121382	Juniata	22	ST9	US 22 Concrete Restoration (ST92)	CON	\$802,847

Action ID	Commit Date	Action Type	Change Amount
134628	04/19/2024	Administrative Action	\$0

**Narrative:**

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

MPMS 85206 CON-Funds needed to finalize project and material cost balancing.

From:  
 68128 CON BOF Decreased by -26,300 in FFY 2024  
 To:  
 85206 CON BOF Increased by 26,300 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	\$-26,300

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
85206	Juniata	3023	A03	SR 3023 over Tuscarora Cr	CON	\$26,300

Action ID	Commit Date	Action Type	Change Amount
134631	04/19/2024	Administrative Action	\$0

**Narrative:**

SEDA-COG MPO. 100% Federal Funds (NHPP, STP, and BRIP)

MPMS 4582 CON-Swap NHPP for STP  
 MPMS 116886 CON-Swap NHPP for BRIP

4582 CON NHPP Decreased by -349,648 in FFY 2025  
 4582 CON STP Increased by 349,648 in FFY 2026  
 116886 CON BRIP Increased by 706,000 in FFY 2025  
 116886 CON NHPP Decreased by -706,000 in FFY 2025  
 68128 CON BRIP Decreased by -706,000 in FFY 2025  
 68128 CON NHPP Increased by 1,055,648 in FFY 2025  
 68128 CON STP Decreased by -349,648 in FFY 2026

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
4582	Mifflin	22	C05	Lewistown Narrows Rehab	CON	\$0
116886	Juniata	22	P54	2025 SEDA-COG Bridge Preservation	CON	\$0

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
134672	04/23/2024	Administrative Action	\$809,670

**Narrative:**

SEDA-COG MPO. Federal Funds (BOF, HSIP, and NHPP)

Influx of deobligations

68128 CON BOF Increased by 769,316 in FFY 2024  
 68128 CON HSIP Increased by 26,946 in FFY 2024  
 68128 CON NHPP Increased by 13,408 in FFY 2024  
 4616 CON Bridge Off Decreased by -468,213 in FFY 2023 - DEOB  
 4616 PE Bridge Off Decreased by -115,974 in FFY 2023 - DEOB  
 101897 PE NHPP Decreased by -13,408 in FFY 2023 - DEOB  
 102502 PE Bridge Off Decreased by -164,689 in FFY 2023 - DEOB  
 102502 CON Bridge Off Decreased by -20,440 in FFY 2023 - DEOB  
 109872 CON Safety Decreased by -26,946 in FFY 2023 - DEOB

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$809,670

Action ID	Commit Date	Action Type	Change Amount
134745	04/29/2024	Administrative Action	\$0

**Narrative:**

Action 1 of 2

MPMS 69512 FD, ROW, UTL-Reduce to meet the updated estimate  
 MPMS 105922 CON-Cashflow between fiscal years  
 MPMS 118529 CON-Increase to finalize the project

From

69512 FD STP Decreased by -17,359 in FFY 2025  
 69512 ROW STP Decreased by -41,977 in FFY 2025  
 69512 UTL STP Decreased by -20,759 in FFY 2025  
 105922 CON STP Decreased by -80,095 in FFY 2024  
 105922 CON STP Increased by 80,095 in FFY 2025

To

118529 CON STP Increased by 80,095 in FFY 2024

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
69512	Juniata	850	A08	SR 0850 Little Laurel Run	FD	\$-17,359
69512	Juniata	850	A08	SR 0850 Little Laurel Run	UTL	\$-20,759
69512	Juniata	850	A08	SR 0850 Little Laurel Run	ROW	\$-41,977
105922	Mifflin	22	A18	SR 22 ov Branch Long Hollow Run	CON	\$0

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
118529	Mifflin	322	HFS	SR 322 Twin Bridges HFST	CON	\$80,095

Action ID	Commit Date	Action Type	Change Amount
134747	04/29/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% State Funds (185)

Action 2 of 2

MPMS 69512 FD-Reduce to meet the updated estimate

From:

69512 FD 185 Decreased by -112,008 in FFY 2025

To:

68128 CON 185 Increased by 112,008 in FFY 2025

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
69512	Juniata	850	A08	SR 0850 Little Laurel Run	FD	\$-112,008

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$112,008

Action ID	Commit Date	Action Type	Change Amount
134817	05/03/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. Federal/State Funds (NHPP, 581)

MPMS 119232-Increase for Updated Estimate following PS&E submission and review.

From

68128 CON NHPP Decreased by -13,408 in FFY 2024  
 68128 CON NHPP Decreased by -688,896 in FFY 2025  
 68128 CON 581 Decreased by -175,576 in FFY 2025

To

119232 CON NHPP Increased by 13,408 in FFY 2024  
 119232 CON NHPP Increased by 688,896 in FFY 2025  
 119232 CON 581 Increased by 175,576 in FFY 2025

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-877,880

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
119232	Clinton	220	327	SEDACOG Concrete Preservation	CON	\$877,880

Action ID	Commit Date	Action Type	Change Amount
134824	05/06/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% Federal (BOF)

MPMS 114302-Increase to meet the updated estimate

From

68128 CON BOF Decreased by -769,748 in FFY 2024

To

114302 CON BOF Increased by 769,748 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	\$-769,748

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
114302	Juniata	2006	P44	2024 SEDA-COG Bridge Preservation	CON	\$769,748

Action ID	Commit Date	Action Type	Change Amount
134825	05/06/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% Federal Funds (BOF)

MPMS 116889 PE-Advance and Increase the phase

From

68128 CON BOF Decreased by -458,294 in FFY 2024

68128 CON BOF Increased by 405,746 in FFY 2026

To

116889 PE BOF Increased by 458,294 in FFY 2024

116889 PE BOF Decreased by -405,746 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	\$-52,548

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
116889	Mifflin	4013	P56	2027 SEDA-COG Bridge Preservation	PE	\$52,548

Action ID	Commit Date	Action Type	Change Amount
134827	05/06/2024	Administrative Action	\$0

**Narrative:**



MPMS 3840 ROW-Advance and increase  
 MPMS 3840 UTL-Advance and increase  
 MPMS 3840 FD-Advance and increase

From

3840 ROW BOF Increased by 56,228 in FFY 2025  
 3840 ROW 185 Decreased by -60,493 in FFY 2027  
 3840 ROW 185 Decreased by -61,493 in FFY 2028  
 3840 UTL BOF Increased by 56,228 in FFY 2025  
 3840 UTL 185 Decreased by -61,493 in FFY 2027  
 68128 CON BOF Decreased by -536,816 in FFY 2025  
 68128 CON 185 Increased by 61,493 in FFY 2028  
 68128 CON 185 Increased by 398,707 in FFY 2027

To

3840 FD BOF Increased by 424,360 in FFY 2025  
 3840 FD 185 Decreased by -276,721 in FFY 2027

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
3840	Clinton	2010	A01	Raughtown Bridge	ROW	\$-65,758
3840	Clinton	2010	A01	Raughtown Bridge	UTL	\$-5,265
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-76,616

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
3840	Clinton	2010	A01	Raughtown Bridge	FD	\$147,639

Action ID	Commit Date	Action Type	Change Amount
134832	05/06/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. Federal/State (BOF, 185)

MPMS 3840-Advance and decrease the project. This is funded on the draft 2025 SEDACOG MPO TIP.

From

3840 CON BOF Decreased by -532,043 in FFY 2028  
 3840 CON BOF Decreased by -381,875 in FFY 2029  
 3840 CON BOF Increased by 957,136 in FFY 2026  
 3840 CON 185 Decreased by -133,011 in FFY 2028  
 3840 CON 185 Decreased by -95,469 in FFY 2029

To

68128 CON BOF Decreased by -957,136 in FFY 2026  
 68128 CON BOF Increased by 381,875 in FFY 2029  
 68128 CON BOF Increased by 532,043 in FFY 2028  
 68128 CON 185 Increased by 133,011 in FFY 2028  
 68128 CON 185 Increased by 95,469 in FFY 2029

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
3840	Clinton	2010	A01	Raughtown Bridge	CON	\$-185,262

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$185,262

Action ID	Commit Date	Action Type	Change Amount
134867	05/08/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. Federal/State (STP, 185)

MPMS 69387 CON-Increase to meet the updated estimate  
 MPMS 119140 CON-Cashflow

From

68128 CON STP Decreased by -96,400 in FFY 2026  
 68128 CON 185 Decreased by -24,100 in FFY 2024  
 119410 CON STP Increased by 96,400 in FFY 2026  
 119410 CON STP Decreased by -96,400 in FFY 2025

To

69387 CON STP Increased by 96,400 in FFY 2025  
 69387 CON 185 Increased by 24,100 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	\$-120,500
119410	Juniata	22	P63	SR 22 Thompsontown Bridges	CON	\$0

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
69387	Mifflin	22	A15	Long Hollow Run Bridge	CON	\$120,500

Action ID	Commit Date	Action Type	Change Amount
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134928 05/14/2024 Administrative Action \$0

**Narrative:**

SEDACOG MPO. Federal, State Funds (BRIP, STP, 185)

MPMS 110355 CON-Increase to meet the updated estimate  
 MPMS 101535 CON-Switch fund flavor (STP for BRIP)

From

68128 CON STP Decreased by -480,000 in FFY 2026  
 68128 CON 185 Decreased by -120,000 in FFY 2024

To

101535 CON BRIP Decreased by -480,000 in FFY 2025  
 101535 CON STP Increased by 480,000 in FFY 2026  
 110355 CON BRIP Increased by 480,000 in FFY 2025  
 110355 CON 185 Increased by 120,000 in FFY 2024

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-600,000

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
101535	Clinton	477	A08	Bridge over Long Run	CON	\$0
110355	Clinton	150	P37	2022 Bridge Preservation	CON	\$600,000

Action ID	Commit Date	Action Type	Change Amount
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134973 05/20/2024 Administrative Action \$0

**Narrative:**

SEDACOG MPO. 100% State funds.

PMC Approval 5/20/2024

MPMS 121382 CON-Increase to meet the updated estimate

From

68128 CON 581 Decreased by -2,480,548 in FFY 2024

To

121382 CON 581 Increased by 2,480,548 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	\$-2,480,548

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
121382	Juniata	22	ST9	US 22 Concrete Restoration (ST92)	CON	\$2,480,548

Action ID	Commit Date	Action Type	Change Amount
135032	05/23/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% State Funds (185)

MPMS 113146 PE-Updated Estimate, Advance to initiate Phase  
 MPMS 120767 PE-Add Phase to start design

From

68128 CON 185 Decreased by -44,215 in FFY 2024  
 68128 CON 185 Decreased by -60,620 in FFY 2025  
 113146 PE 185 Increased by 22,215 in FFY 2024  
 113146 PE 185 Decreased by -157,380 in FFY 2025

To

120767 PE 185 Add 22,000 in FFY 2024  
 120767 PE 185 Add 218,000 in FFY 2025

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-104,835
113146	Juniata	3019	A01	SR 3019 over Doyle Run BOX	PE	\$-135,165

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
120767	Mifflin	2008	A03	SR 2008 over Brower Run BOX	PE	\$240,000

Action ID	Commit Date	Action Type	Change Amount
135064	05/28/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% Federal funds (NHPP)

MPMS 4190 CON- Increase due to Updated Estimate for Construction Consultation

From

68128 CON NHPP Decreased by -56,100 in FFY 2025

To

4190 CON NHPP Increased by 56,100 in FFY 2025

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-56,100

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
4190	Juniata	75	A03	Bridge over NS Railroad	CON	\$56,100

Action ID	Commit Date	Action Type	Change Amount
135105	05/31/2024	Administrative Action	\$0

**Narrative:**

MPMS 114302 CON-Updated Estimate from preliminary Constructability Review

From

68128 CON BOF Decreased by -521,676 in FFY 2024

68128 CON BOF Decreased by -300,000 in FFY 2025

To

114302 CON BOF Increased by 521,676 in FFY 2024

114302 CON BOF Increased by 300,000 in FFY 2025

**From: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-821,676

**To: SEDA-COG/District 2-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
114302	Juniata	2006	P44	2024 SEDA-COG Bridge Preservation	CON	\$821,676

**SEDA-COG (MPO)  
District 3-0**

**SUBJECT: SR 54 and 642 Intersection Improvement**

COUNTY .....	Montour	FED-AID SYSTEM .....	Yes
SR/SEC.....	54/090	PROGRAM STATUS .....	Programmed
ADT.....	21655	CAPITAL BUDGET .....	Yes
TRUCK ADT.....	2166(10%)	DOI.....	No
MPMS NUMBER.....	103853	EST LET DATE .....	9/12/2024
LENGTH.....	1.95 miles	EST OPEN TO TRAFFIC.....	10/1/2028

**DESCRIPTION/LOCATION:**

Realignment, signalization, and other improvements to the State Route 54 and State Route 642 intersections in Valley and Mahoning Townships, Montour County.

Bridge Data Table:

BR Key	Route	Intersecting Feature	Bridge Length	Deck Area	Bridge Cond.	Suff. Rating	ADT	ADTT
28331	54	Mahoning Creek	51	2591	Fair	99.0	10469	1092
28372	642	Mausers Creek	89	4272	Fair	85.8	5247	225
28373	642	Mahoning cCeek	79	2757	Good	77.8	2057	119

**REQUEST:**

Approve a \$14,150,853 construction cost increase.

**TOTAL ESTIMATED COST:**

Funding	PE	FD	UTL	ROW	CON	Total
Federal	\$2,500,000	\$1,950,000	\$883,190	\$3,000,000	\$24,473,853	\$32,807,043
State	\$0	\$0	\$0	\$0	\$11,078,180	\$11,078,180
Local	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$2,500,000</b>	<b>\$1,950,000</b>	<b>\$883,190</b>	<b>\$3,000,000</b>	<b>\$35,552,033</b>	<b>\$43,885,223</b>

**CON PHASE REQUESTED COST:**

Funding	Previously Committed	Programmed	Estimate	Request
Federal (CRP)	\$0	\$284,000	\$284,000	\$0
Federal (HSIP)	\$0	\$5,389,000	\$5,389,000	\$0
Federal (NHPP)	\$0	\$579,000	\$10,001,060	\$9,422,060
Federal (STP)	\$0	\$4,071,000	\$8,799,793	\$4,728,793
State (581)	\$0	\$11,078,180	\$11,078,180	\$0
<b>Total</b>	<b>\$0</b>	<b>\$21,401,180</b>	<b>\$35,552,033</b>	<b>\$14,150,853</b>

## DISCUSSION:

1. Specific improvements include the realignment of the southern SR 642 (Jerseytown Road) intersection to align with the northern SR 642 (Liberty Valley Road) intersection with SR 54. The proposed displaced left turn intersection will be signalized, and roadway lighting will be added to improve safety.
2. The existing intersection is a “T” intersection with no traffic signal and no through traffic movements on SR 642. The proposed intersection will include a relocation of SR 642 to continue through traffic movements and requires geometric improvements to meet the design speed. As a result, the SR 642 bridge over Mauses Creek, although in fair condition, does not meet design criteria for current posted speed limit of 40 mph, and will need to be replaced to improve the geometry at the intersection with SR 54 to accommodate the signalized displaced left turn intersection.
3. The SR 54 WB bridge over Mahoning Creek will be widened to accommodate the displaced left turn intersection.
4. The Construction phase cost estimate has increased from \$21,401,180 to \$35,552,033. The \$14,150,853 increase is due to the following:
  - Increase in unit cost and quantities: **(\$6,291,128)**
    - Class 1 Excavation, Superpave Asphalt, and Plain Cement items
  - Unit cost increase only: **(\$5,806,794)**
    - Asphalt, Drainage, Lighting, Signage, and other miscellaneous items.
  - Items added:
    - Six new pavement and base course items for pavement base repairs.
    - Two new traffic control items.
    - Eleven new lighting items.
    - Nine new pavement marking items.
    - Three new items for Electronic Ticketing.
    - One new item for semi-formal facilitation.
    - Two new items for paved drives and selected material surfacing based on comments.
    - One new item for special concrete curb.
    - One new item for protective coating for concrete surfaces.
  - Some items were generically lumped together for the previous cost estimate, but subsequently broken into individual items. For example, certain drainage pipes were only noted by one item number, then split into each individual/specific item number by pipe size/type for the current estimate. These cost increases could not be directly determined by one line item, so we noted them as such: **(\$702,833)**
    - Eight new excavation items for specific classifications that were refined. These were previously shown as only Class 1 or Class 2 excavation items.
    - Eighteen drainage items (pipes, inlets, manholes).
    - Twenty-two barrier, guide rail, and fencing items.
    - Twenty-six new E&S items.
    - Three new temporary traffic signal items.
  - There were eleven items that had no unit or quantity cost increases but were increased to their predicted construction year cost: **\$63,657**
  - Additional CE cost due to cost increase at 10%: **\$1,286,441**

**FUNDING SOURCE:**

1. Funding is available from the current 2023 SEDA-COG TIP/TYP, by deferring the construction phases of MPMS 99241 and 110231, the PE phase for MPMS 99329, and utilizing the 3-0 SEDA-COG line item. This option will delay 16 miles of resurfacing, and 1 mile of reconstruction on the current 2023 SEDA-COG TIP.
2. While this project is eligible for the Highway Safety Improvement Program (HSIP) and certain elements are eligible for the Carbon Reduction Program (CRP), additional funding would not result in additional safety benefits or carbon reduction emissions, thus necessitating the use of other funding categories.
3. See attached fiscal constraint chart.

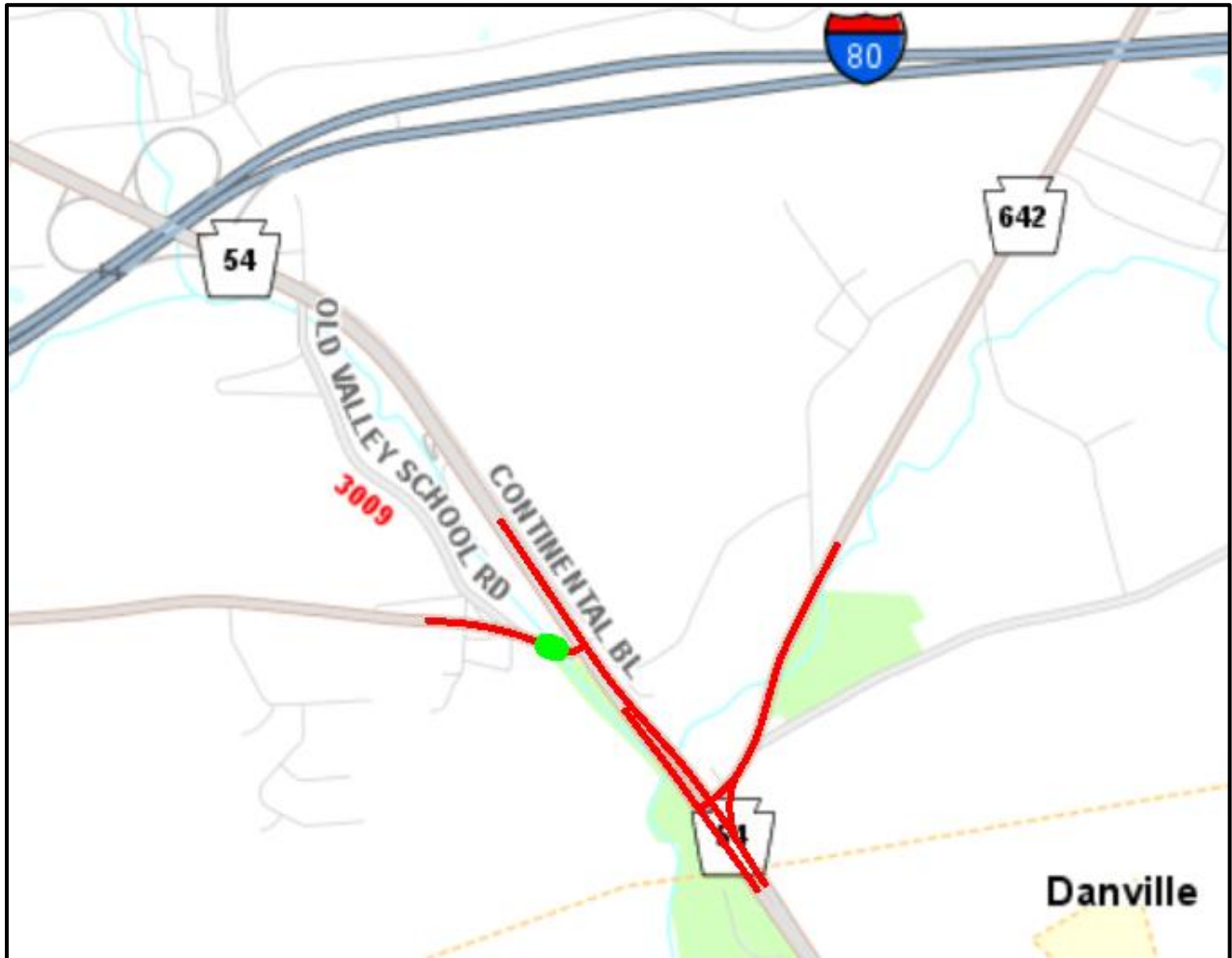
**OPTIONS:**

1. Approve to increase the project’s construction phase by \$14,150,853 utilizing the SEDA-COG 2023 TIP/TYP.
2. Disapprove request and delay the project.

**RECOMMENDATION:**

Option 1.

**SR 54 and 642 Intersection Improvement – PROJECT LOCATION MAP**





For SEDA-COG

Overall Change Amount: \$684,276

Action ID	Commit Date	Action Type	Change Amount
134412	04/02/2024	Administrative Action	\$0

**Narrative:**

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

MPMS 98885 Final Design-Remove project phase funding as it is being designed under SR-SEC# 11-150.  
 MPMS 98887 Final Design-Remove project phase funding as it is being designed under SR-SEC# 11-150.  
 MPMS 116005 Final Design-Remove project phase funding as it is being designed under SR-SEC# 61-133.  
 MPMS 116307 Final Design-Remove project phase. project has been Let and phase was not needed.  
 MPMS 118583 Final Design-Remove project phase funding as it is being designed under SR-SEC# 11-154.  
 MPMS 118583 Right of Way-Remove phase program funding as NEPA will not be cleared until FFY 2025.  
 MPMS 68016 Line Item-return funds to the line item

**From:**

98885 FD 581 Remove -15,000 in FFY 2024  
 98887 FD 581 Remove -15,000 in FFY 2024  
 116005 FD 581 Remove -10,000 in FFY 2024  
 116307 FD 581 Remove -10,000 in FFY 2024  
 118583 FD 581 Remove -5,000 in FFY 2024  
 118583 ROW 581 Remove -25,000 in FFY 2024

**To:**

68016 CON 581 Increased by 80,000 in FFY 2024

**From: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
98885	Snyder	1014	014	SR 204 to SR 11	FD	-\$15,000
98887	Snyder	1019	015	SR 1023 to SR 1017	FD	-\$15,000
116005	Northumberland	2026	006	SR 61 to Ash St	FD	-\$10,000
116307	Montour	11	163	Northumberland Co to Bald Top Rd	FD	-\$10,000
118583	Montour	2005	028	Bloom Rd Intersection	FD	-\$5,000
118583	Montour	2005	028	Bloom Rd Intersection	ROW	-\$25,000

**To: SEDA-COG/District 3-0**

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

Action ID	Commit Date	Action Type	Change Amount
134421	04/02/2024	Administrative Action	\$0

**Narrative:**

- MPMS 99391 PE-  Reduce phase program amount as the project will now be designed under 61-133.
- MPMS 99391 FD-  Reduce phase program amount as the project will now be designed under 61-133.
- MPMS 104616 FD-  Reduce phase program amount due to final FD cost savings.
- MPMS 106278 CON-  Reduce phase program amount due to final CON cost savings.
- MPMS 106279 CON-  Reduce phase program amount due to final CON cost savings.
- MPMS 110224 PE-  Reduce phase program amount to updated estimate.
- MPMS 116538 CON-  Reduce phase program amount due to final CON cost savings.
- MPMS 116833 CON-  Reduce phase program amount due to final CON cost savings.
- MPMS 68016 Line Item-Add released funds to line item.

From:

- 99391 FD 581 Decreased by -35,000 in FFY 2024
- 99391 PE 581 Decreased by -10,000 in FFY 2024
- 104616 FD 581 Decreased by -13,000 in FFY 2024
- 106278 CON 185 Decreased by -80,000 in FFY 2024
- 106278 CON 581 Decreased by -80,000 in FFY 2024
- 106279 CON 185 Decreased by -62,000 in FFY 2024
- 106279 CON 581 Decreased by -63,000 in FFY 2024
- 110224 PE 581 Decreased by -50,000 in FFY 2024
- 116538 CON 581 Decreased by -76,000 in FFY 2024
- 116833 CON 581 Decreased by -80,000 in FFY 2024

To:

- 68016 CON 185 Increased by 142,000 in FFY 2024
- 68016 CON 581 Increased by 407,000 in FFY 2024

**From: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
99391	Northumberland	61	124	Kulpmont to Lancaster Switch	PE	\$-10,000
99391	Northumberland	61	124	Kulpmont to Lancaster Switch	FD	\$-35,000
104616	Snyder	522	084	SR 522 from Willow Ave to Swinehart Dr	FD	\$-13,000
106278	Snyder	11	129	SR 11 North Bound from Penns Creek to SR	CON	\$-160,000
106279	Snyder	11	130	Penns Creek to SR 522 SB	CON	\$-125,000
110224	Northumberland	61	131	SR 61 from 5th St to Dark Run	PE	\$-50,000
116538	Snyder	35	016	Front St to Market St	CON	\$-76,000
116833	Northumberland	405	106	Ferry Ln to Walnut St	CON	\$-80,000

**To: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$549,000

Action ID	Commit Date	Action Type	Change Amount
134424	04/03/2024	Administrative Action	\$0

**Narrative:**

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

- MPMS 109833 FD-Increase phase program amount to cover department design costs and environmental consultant costs.
- MPMS 68016 Line Item-Decrease line item amount to cover phase program cost increase.

From:

- 68016 CON 581 Decreased by -340,000 in FFY 2024

To:

- 109833 FD 581 Increased by 340,000 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	\$-340,000

**To: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
109833	Northumberland	405	110	SR 405 (CSVT Gap) from Eighth St to SR 1	FD	\$340,000

Action ID	Commit Date	Action Type	Change Amount
134452	04/05/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% State funds (581)

MPMS 99242 PE-Add phase program funds to cover to determine if the slide failure is in the soil or rock.

From:

68016 CON 581 Decreased by -50,000 in FFY 2024

To:

99242 PE 581 Add 50,000 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	\$-50,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99242	Union	15	158	US15 North Bound Lane Slope Failure Repa	PE	\$50,000

Action ID	Commit Date	Action Type	Change Amount
134506	04/11/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% Federal Funds (HSIP, STP)

MPMS 103853 CON-Adjust and increase phase funding to cover ROW phase cost and to cover updated estimate.

MPMS 103853 ROW-Add and increase phase amount to cover ROW settlement costs.

From:

68016 CON STP Decreased by -1,050,000 in FFY 2025

103853 CON HSIP Decreased by -100,000 in FFY 2024

To:

103853 CON STP Increased by 1,050,000 in FFY 2025

103853 ROW HSIP Add 100,000 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	\$-1,050,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
103853	Montour	54	090	SR 54 Corridor Safety Improvement	CON	\$950,000
103853	Montour	54	090	SR 54 Corridor Safety Improvement	ROW	\$100,000

Action ID	Commit Date	Action Type	Change Amount
134588	04/17/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% State Funds (185)

MPMS 106181 FD-Adjust cash flow due to estimated NEPA clearance date.

From:

106181 FD 185 Increased by 150,000 in FFY 2025

106181 FD 185 Decreased by -150,000 in FFY 2024

To:

68016 CON 185 Decreased by -150,000 in FFY 2025

68016 CON 185 Increased by 150,000 in FFY 2024

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
106181	Columbia	239	024	SR 239 over Fishing Creek	FD	\$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
134589	04/17/2024	Administrative Action	\$0

**Narrative:**

SEDA-COG MPO. 100% State funding (185)

MPMS 88051 FD-Increase phase program amount to cover consultant agreement and department force costs.

From:  
68016 CON 185 Decreased by -331,000 in FFY 2024  
To:  
88051 FD 185 Increased by 331,000 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	\$-331,000

**To: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
88051	Columbia	1020	008	SR 1020 over Fishing Creek	FD	\$331,000

Action ID	Commit Date	Action Type	Change Amount
134665	04/23/2024	Administrative Action	\$0

**Narrative:**

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

MPMS 97720 CON-Reduce phase amount to cover phase funding year adjustment. This phase is fully funded on the 25 TIP/TYP.  
MPMS 115509 CON-Move phase due to project LET date. This project is fully funded on the 25 TIP/TYP.

From  
97720 CON 581 Decreased by -30,000 in FFY 2025  
To  
68016 CON 581 Increased by 30,000 in FFY 2024  
115509 CON 581 Increased by 30,000 in FFY 2025  
115509 CON 581 Decreased by -30,000 in FFY 2024

**From: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
97720	Union	45	032	SR 3007 to Buffalo	CON	\$-30,000

**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	\$30,000
115509	Northumberland	44	089	Pine St to Montour Co	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
134668	04/23/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% State funds (581)

MPMS 99391 FD-Reduce phase program amount. project is being designed under 61-131.  
MPMS 110829 FD-Remove phase funding as it will not be utilized.

From  
99391 FD 581 Decreased by -10,000 in FFY 2024  
110829 FD 581 Remove -20,000 in FFY 2024  
To  
68016 CON 581 Increased by 30,000 in FFY 2024

**From: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
99391	Northumberland	61	124	Kulpmont to Lancaster Switch	FD	\$-10,000
110829	Northumberland	61	132	SR 61 - Paxinos Drainage	FD	\$-20,000

**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	\$30,000

Action ID	Commit Date	Action Type	Change Amount
134676	04/23/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% State funds (581)

MPMS 110829 PE-Increase and add PE phase to cover Department costs and Consultant agreement amount. CON is on the draft 2025 TIP

From

68016 CON 581 Decreased by -90,000 in FFY 2024

To

110829 PE 581 Add 90,000 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	\$-90,000

**To: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
110829	Northumberland	61	132	SR 61 - Paxinos Drainage	PE	\$90,000

Action ID	Commit Date	Action Type	Change Amount
134796	05/02/2024	Administrative Action	\$0

**Narrative:**

103853 CON HSIP Decreased by -888,000 in FFY 2028  
 103853 CON HSIP Decreased by -1,550,000 in FFY 2027  
 103853 CON HSIP Decreased by -462,000 in FFY 2026  
 103853 CON NHPP Increased by 579,000 in FFY 2025  
 103853 CON STP Increased by 881,000 in FFY 2025  
 103853 CON STP Increased by 1,440,000 in FFY 2026  
 68016 CON HSIP Increased by 888,000 in FFY 2028  
 68016 CON HSIP Increased by 1,550,000 in FFY 2027  
 68016 CON HSIP Increased by 462,000 in FFY 2026  
 68016 CON NHPP Decreased by -579,000 in FFY 2025  
 68016 CON STP Decreased by -881,000 in FFY 2025  
 68016 CON STP Decreased by -1,440,000 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

**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
134804	05/02/2024	Administrative Action	\$0

**Narrative:**

68016 CON NHPP Decreased by -110,000 in FFY 2024  
 99130 CON NHPP Increased by 110,000 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	\$-110,000

**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	\$110,000

Action ID	Commit Date	Action Type	Change Amount
134814	05/03/2024	Administrative Action	\$684,276

**Narrative:**

SEDACOG MPO. 100% Federal (NHPP, STP)

Influx of deobligations

From

- 94702 CON STP Decreased by -129,504 in FFY 2023 - DEOB
- 97652 CON STP Decreased by -83,506 in FFY 2023 - DEOB
- 98962 CON STP Decreased by -98,227 in FFY 2023 - DEOB
- 115583 PE NHPP Decreased by -145,955 in FFY 2023 - DEOB
- 115583 PE STP Decreased by -20,000 in FFY 2023 - DEOB
- 115584 PE NHPP Decreased by -202,084 in FFY 2023 - DEOB
- 115584 PE STP Decreased by -5,000 in FFY 2023 - DEOB

To

- 68016 CON NHPP Increased by 348,039 in FFY 2024
- 68016 CON STP Increased by 336,237 in FFY 2024

**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	\$684,276

Action ID	Commit Date	Action Type	Change Amount
134821	05/03/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% Federal Funds (STP)

MPMS 110828 CON-Increase CON phase to cover AUC amount.

From

- 68016 CON STP Decreased by -200,000 in FFY 2024

To

- 110828 CON STP Increased by 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
110828	Union	304	018	SR 45 to Orchard Ln	CON	\$200,000

Action ID	Commit Date	Action Type	Change Amount
134858	05/08/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% State (185)

MPMS 98400-Funds are not needed. Moving to MPMS #106181 to address cost increase from PM.

MPMS 106181-Increase the phase

From

- 98400 UTL 185 Remove -30,000 in FFY 2024

To

- 106181 PE 185 Increased by 30,000 in FFY 2024

**From: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
98400	Columbia	1014	013	SR 1014 over Kashinka Hollow	UTL	\$-30,000

**To: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
106181	Columbia	239	024	SR 239 over Fishing Creek	PE	\$30,000

Action ID	Commit Date	Action Type	Change Amount
135018	05/22/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% State (185)

MPMS 106181 FD-Remove phase FFY 2024 program funds, as NEPA clearance will not be obtained in time to utilize FFY 2024 funds.  
 MPMS 106181 PE-Increase phase program amount to cover amendment for work order

From  
 106181 FD 185 Decreased by -30,000 in FFY 2024  
 TO  
 106181 PE 185 Increased by 30,000 in FFY 2024

**From: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
106181	Columbia	239	024	SR 239 over Fishing Creek	FD	\$-30,000

**To: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
106181	Columbia	239	024	SR 239 over Fishing Creek	PE	\$30,000

Action ID	Commit Date	Action Type	Change Amount
135089	05/30/2024	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. 100% State funds (185)

MPMS 6725 FD-Project will not obtain NEPA clearance to be able to utilize all FFY 2024 program amount.  
 MPMS 106181 ROW-Remove phase as NEPA will not be cleared in time to use FFY 2024 programmed funds.

From  
 6725 FD 185 Decreased by -125,000 in FFY 2024  
 106181 ROW 185 Remove -65,000 in FFY 2024  
 To  
 68016 CON 185 Increased by 190,000 in FFY 2024

**From: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
6725	Northumberland	901	025	SR 901 over SEDA-COG Railroad	FD	\$-125,000
106181	Columbia	239	024	SR 239 over Fishing Creek	ROW	\$-65,000

**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	\$190,000

Action ID	Commit Date	Action Type	Change Amount
135112	05/31/2024	Administrative Action	\$0

**Narrative:**

78825 CON BOF Decreased by -345,000 in FFY 2025  
 78825 CON BOF Decreased by -393,170 in FFY 2024  
 78825 CON 185 Decreased by -98,292 in FFY 2024  
 78825 CON 185 Decreased by -86,250 in FFY 2025  
 68016 CON BOF Increased by 345,000 in FFY 2025  
 68016 CON BOF Increased by 393,170 in FFY 2024  
 68016 CON 185 Increased by 98,292 in FFY 2024  
 68016 CON 185 Increased by 86,250 in FFY 2025

**From: SEDA-COG/District 3-0**

<b>Project</b>	<b>County</b>	<b>S.R.</b>	<b>Section</b>	<b>Project Title</b>	<b>Phase</b>	<b>Amount</b>
78825	Columbia	4049	023	SR 4049 over W Branch Fishing Creek	CON	\$-922,712

**To: SEDA-COG/District 3-0**

<b>Project</b>	<b>County</b>	<b>S.R.</b>	<b>Section</b>	<b>Project Title</b>	<b>Phase</b>	<b>Amount</b>
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$922,712

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Summary of Transportation Projects in the SEDA-COG Region

During FFY 2017 to present

Approved for TIP Addition

Pending Available Funding/Actions by Other Parties

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

# Agenda Item F

## SEDA-COG MPO Staff Activity Report June 2024

### Planning Process – Plans and Updates:

Middle Susquehanna  
Regional Bicycle and  
Pedestrian Plan

*Coordinated with members and stakeholders of the Active Transportation Committee. Held full Committee meeting on 5/15/24. Comprehensively revised the Committee’s Policies & Procedures. Coordinated with Committee Work Groups and prepared to overhaul these Work Groups. Worked on Hub site and StoryMap for Bike/Ped Plan. Implemented a trail counting program and maintained a [StoryMap](#) for it. Acquired two additional and more advanced bike/ped counting units. The MPO Bicycle and Pedestrian Plan was adopted on 5/17/19 and is available on the SEDA-COG website [here](#).*

FY 2022-2024 UPWP

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

FY 2024-2025 UPWP

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

FFY 2023-2026 TIP

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

FFY 2025-2028 TIP Update

*The Draft 2025 TIP was submitted to PennDOT Central Office in late December and a review meeting was held on 1/17/24. The draft project listing was updated after the 1/26/24 MPO meeting to include statewide managed funding and Secretary’s discretionary funding. A summary of Draft TIP public involvement activities and related documentation are enclosed. MPO members*

## SEDA-COG MPO Staff Activity Report June 2024

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*are requested to approve the Draft TIP and MPO Self-Certification resolution at the 6/14/24 meeting.*

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Annual Listing of Obligated Projects

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

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Complete Streets Planning

*Executed work order with Gannett Fleming consultant team for complete streets planning activities and held kick-off meeting on 4/5/23. The first priority is developing a Complete Streets Policy for adoption by the MPO. A draft of the policy is enclosed and will be presented for adoption as part of the 6/14/24 MPO meeting; some minor revisions were made since the 4/5/24 MPO meeting to address comments from the PA Downtown Center. The consultant is simultaneously developing a municipal template policy and coordinating with area counties to compile a Complete Streets project listing.*

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Electric Vehicle (EV) Charging Stations Study

*Executed work order with Michael Baker consultant team for an EV Charging Stations Study and Implementation Plan and held kick-off meeting on 8/16/23. Staff supported data collection, analysis, and charging station host site outreach. A 2<sup>nd</sup> Steering Committee meeting was held on 5/7/24. Priority charging station site assessments were conducted in May/June.*

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SEDA-COG MPO Strategic Plan Update

*Executed work order with Gannett Fleming consultant team for an update to the MPO Strategic Plan and held kick-off meeting on 9/18/23. A Strategic Planning Workshop with MPO voting members was held on 11/2/23. The draft core plan elements were presented at the 1/26/24 MPO meeting. The final draft materials will be discussed at the 6/14/24 MPO meeting; MPO members are requested to approve the new Strategic Plan at this meeting.*

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SEDA-COG MPO Coordinated Transit Plan Update

*Executed work order with Gannett Fleming consultant team for an update to the MPO Coordinated Transit Plan (jointly covering the Williamsport MPO) and held a kick-off meeting on 11/14/23. Progress meetings were held with the consultant team on 1/18/24 and 5/6/24. Stakeholder interviews were conducted in February/March. A public survey was conducted in May. The new plan is expected to be approved in summer/fall 2024.*

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Title VI Review

*Staff provided PennDOT's Bureau of Equal Opportunity with documents and checklist responses related to a review of the MPO's Title VI Program. A virtual Title VI Review Visit with PennDOT BEO staff was held on 6/10/24.*

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Greenhouse Gas Performance Measures

*In December 2023, FHWA published a final rule establishing a measure for assessing the performance of the National Highway System (NHS) related to greenhouse gas (GHG) emissions. The final rule became effective on January 8, 2024. On February 20, 2024,*

## SEDA-COG MPO Staff Activity Report

### June 2024

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***PennDOT notified MPOs/RPOs of their obligation to establish declining carbon dioxide emissions targets for the GHG performance measure, and to report on progress towards achieving the target. By July 30, 2024, MPOs were to adopt GHG targets by either adopting the statewide target (e.g. -5% GHG emissions on the NHS from 2022-2025, or develop a unique target for the NHS in the region. Baseline (2002) GHG emissions for the NHS were to be estimated within the region as well. GHG targets and baseline values were to be set for Census urbanized areas covered by multiple MPOs; SEDA-COG was to coordinate with Lackawanna Luzerne Transportation Study (LLTS) MPO to comply with these requirements for the Bloomsburg-Berwick urbanized area. However, on March 27, 2024, a federal court ruled, in a case brought by the State of Texas, that FHWA is not authorized to regulate GHG or GHG emissions via the December 2023 rulemaking. More info on the federal court case and decision can be found [here](#). Consistent with the court's decision, States and MPOs are not currently required to submit initial targets and reports. USDOT will provide more information after examining next steps.***

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Public Participation Panel      ***Established a SEDA-COG MPO Public Participation Panel that met for the first time on 9/20/23. The 2<sup>nd</sup> meeting was held on 4/16/24 for public input on the 2025 TIP.***

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

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

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

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## SEDA-COG MPO Staff Activity Report June 2024

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 <a href="#">here</a> for more.</i>
PennDOT Pathways Initiative	<i>Monitored updates related to the PennDOT Pathways Planning &amp; Environmental Linkages Study. The PennDOT website on transportation funding options can be found <a href="#">here</a>.</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 <a href="#">here</a> for the NEVI Plan. PennDOT has also prepared an <a href="#">EV Mobility Plan</a> 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's final CRS was certified by FHWA in February 2024 and can be found <a href="#">here</a>; it will guide implementing the CRP in Pennsylvania. The SEDA-COG MPO is estimated to receive \$6.4 million in CRP funds through FFY 2026.</i>
<b>Planning Process – Project Development:</b>	
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 <a href="#">Infrastructure Investment and Jobs Act</a>, which reauthorizes surface transportation programs through Fiscal Year 2026. The U.S. Department of Transportation has prepared a resource <a href="#">website</a> on the law and compiled a <a href="#">fact sheet</a> about what the act means for Pennsylvania. The Biden Administration has prepared a <a href="#">summary</a> of how the BIL is impacting Pennsylvania, a <a href="#">fact sheet</a> on Competitive Infrastructure Funding Opportunities for Local Governments, a <a href="#">Technical Assistance Guide</a>, a <a href="#">DOT Grant Navigator</a> resource, <a href="#">Key Notices of Funding Opportunity</a>, and a <a href="#">FY 2023 Discretionary Grant Prep Checklist</a>. PennDOT has developed a <a href="#">BIL funding grant alerts</a> website. The National League of Cities has developed a <a href="#">Local Infrastructure Hub</a> to help cities and towns access the federal funding opportunities.</i>
ARLE Program	<i>The 2024 PennDOT Automated Red Light Enforcement (ARLE) Funding Program grant round opened on June 1 and closes on June 30, 2024. A pre-application scoping form was due by 4/30/24. More ARLE details can be found <a href="#">here</a>.</i>
Green Light-Go Program	<i>PennDOT announced the application period for FY 23-24 Green Light-Go Program funding on 10/20/23. The round was open through 2/29/24. It is anticipated awards from this round will be</i>

## SEDA-COG MPO Staff Activity Report June 2024

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*announced in summer 2024 and the projects must be completed by spring 2027. More details can be found [here](#).*

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PennDOT Multimodal Fund Applications

*The FY 2024-25 round opened on 9/25/23 and closed on 11/13/23. There were eight applications from the MPO region; staff reviewed the applications and submitted comments to PennDOT for consideration on May 14, 2024. More information can be found [here](#).*

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CFA Multimodal Fund Applications

*Applications for the 2024 CFA Multimodal Transportation Fund round will be accepted until 7/31/24. On March 26, 2024, CFA announced the 2023 awards; over \$3.5 million was awarded within the SEDA-COG MPO region. More information can be found [here](#).*

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Transportation Alternatives Set-Aside Applications

*PennDOT opened the 2023 Transportation Alternatives Set-Aside Program funding round on 5/30/23. Full applications were due on 9/15/23, and seven final applications were submitted from the MPO region. Presentations from area applicants occurred during the TA Set-Aside Review Committee meeting on 10/27/23. MPO comments on applications from the region were submitted to PennDOT after the MPO meeting on 11/17/23. [Funding awards](#) were announced on 4/25/24. The City of Sunbury and Lewisburg Borough were approved for funding from the MPO region. More details can be found [here](#).*

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CSVT

*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](#).*

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Kick-off, Design Field View and/or Engineering & Environmental Scoping Field View Meetings

**Attended meetings on the following projects:**

- Design Field View for Concrete Patching at several locations in Clinton, Juniata, and Mifflin counties (4/12)
- Design Field View for Group Bridge Rehabilitation Project: SR 2006 over Delaware Creek in Delaware Township, Juniata County, SR 2003 over Doe Run in Walker Township, Juniata County, SR 4001 over Kettle Creek in Leidy Township, Clinton County, and SR 103 over Juniata River in Lewistown Borough, Mifflin County (5/16)

Contact Staff for meeting notes, if desired.

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PennDOT Connects

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

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## SEDA-COG MPO Staff Activity Report

### June 2024

*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](#).*

*Promoted and attended Connects Municipal Outreach & Peer Exchange Workshops on 3/25/24 and 5/29/24.*

#### 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.)*
- *Allensville Streetscape and Crossing Improvements*
- *SR 45 Streetscape Improvements (East Buffalo Twp.)*
- *Milton Area Trail Proposals*
- *Kulpmont Borough Streetscape Project*
- *City of Lock Haven WalkWorks Active Transportation Plan*
- *Snyder, Mifflin, and Union County Hazard Mitigation Plan Updates*

Contact staff with questions or for further information

#### Planning Process – Collaboration:

CSVT Special Impacts Study (led by Williamsport MPO)

***The report is available [here](#) and it was presented to and accepted by the MPO at its 11/19/21 meeting. Collaborated with Williamsport MPO about implementing the study through supplemental PennDOT Connects funding and participated in Implementation Task Force meetings and US Route 15 Corridor Study meetings. Monitored updates for the US 15 Study and participated in the 2<sup>nd</sup> public meeting held on 5/21/24.***

#### Other Meetings

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

- *SEDA-COG Board of Directors (4/24)*
- *Greater Susquehanna Valley Chamber of Commerce Transportation Committee (4/12, 5/10, 6/14)*
- *rabbitransit Transportation Advisory Group (4/17, 5/15)*
- *County Activity Report Meetings: Clinton (4/22), Northumberland (6/4), Union (6/4)*
- *Williamsport MPO Coordinating Committee (5/13)*
- *Williamsport MPO Transit Advisory Committee (5/16)*



## SEDA-COG MPO Staff Activity Report June 2024

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>
AMPO Membership	<i>Became a member of the national Association of Metropolitan Planning Organizations (AMPO) and participated in an introductory meeting with AMPO staff on 5/22/24. We will share periodic AMPO updates with members.</i>
<b>Tools, Data Collection and Analysis:</b>	
Highway Performance Monitoring System (HPMS) Samples	<i>Completed validation work for 179 sample sections using HPMS Mobile Application ahead of 12/1/23 deadline.</i>
Trail Demand StoryMap Report	<i>Staff prepared an Esri StoryMap for presenting data collected using TRAFx units for the SEDA-COG MPO Bicycle &amp; 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 <a href="#">here</a>. Coordinated with Dr. Michelle Beiler on a TRB article and an ITE poster session about our count program. Acquired two more sophisticated people counters from Eco-Counter.</i>
GIS Intern	<i>We hired an intern from Bucknell University that started on 10/23/23 and is expected to work for us through June 2025. Bryce Buck spoke at a Bucknell GIS Careers Panel on 4/11/24.</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 <a href="#">here</a>.</i>
SEDA-COG MPO Newsletter	<i>Issued <a href="#">spring edition</a> of electronic MPO newsletter (called "Pathways") using Constant Contact on 5/3/24 and that was opened by 40% of recipients. The next issue will likely go out in July.</i>
Major Employer and Critical Facility Inventory	<i>Staff compiled and organized these datasets for use in regional planning processes.</i>

## SEDA-COG MPO Staff Activity Report

### June 2024

2020 Census Urban Areas	<p><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 <a href="#">urban area data and final criteria</a> 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 <a href="#">here</a> or <a href="#">here</a> for good comparisons of the urban area changes since 2010.</i></p>
UrbanSim and EcoInteractive	<p><i>Researched and held extensive conversations with vendors and MPOs regarding these cloud-based transportation planning software services. <a href="#">UrbanSim</a> would have particular relevance to the LRTP Update for scenario planning purposes and the <a href="#">EcoInteractive</a> suite would streamline TIP/LRTP project management tasks.</i></p>
<b>LTAP:</b>	
LTAP Classes and Other Municipal Training	<p><i>Coordinated with PennDOT/PSATS/municipalities about classes. Promoted available virtual classes. Scheduled and promoted in-person classes. Future class schedule can be found <a href="#">here</a>.</i></p>
LTAP Spring e-newsletter	<p><i>The spring 2024 LTAP e-newsletter was distributed on 3/6/24. It was opened by 35% of recipients. It can be found <a href="#">here</a>. The next newsletter will likely be issued in September 2024.</i></p>
Interactive Online Maps	<p><i>Staff and our GIS intern have been working to prepare interactive online maps of LTAP training and technical assistance performance data for area municipalities.</i></p>
Penn College Training	<p><i>Coordinated with Penn College to arrange special workshops on Equipment Operator Training (6/7/24) and Chainsaw Safety (8/6/24).</i></p>
Road Crew Survey	<p><i>Issued a Road Crew Survey to all area municipalities on 3/4/24. The survey was designed to update baseline data and gather information about road crew operations, staffing, concerns, and interest in receiving LTAP classes and Technical Assists. Over 50 responses were submitted.</i></p>
West Branch COG Equipment Show	<p><i>Promoted LTAP services to municipalities while serving as an exhibitor during the 5/15/24 Equipment Show and Training Day.</i></p>
Spring LTAP Advisory Committee Meeting	<p><i>Participated in this statewide advisory committee meeting on 5/9/24. Contact staff if you would like any presentations.</i></p>
New LTAP Courses	<p><i>Staff participated on the development teams for designing new LTAP courses on GIS and Drones.</i></p>

**SEDA-COG MPO Staff Activity Report**  
**June 2024**

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LTAP Virtual Drop-in  
Sessions and Webinars

*Staff helped promote the next round of LTAP virtual drop-in sessions and webinars. More details can be found [here](#) under "Bulletin Board."*

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June 2024 Update  
As of 6/3/2024

Transportation Alternatives Set-Aside Projects Status Update  
2018 Funding Round

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

<b>Funds Obligated?</b>	<b>Project Advertised?</b>	<b>Project Let?</b>	<b>Notice to Proceed?</b>	<b>CON begun?</b>
No. 12/4/25 est.	No. 12/4/25 est.	No. 1/29/26 est.	No. 3/5/26 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 2026. Due to a revision to the flood mapping in the project area, a portion of the project as originally designed is in the newly delineated floodway. The Borough’s Engineer recently submitted a new concept for that portion of the project that is being reviewed by PennDOT.

Transportation Alternatives Set-Aside Projects Status Update  
2021 Funding Round

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

<b>Funds Obligated?</b>	<b>Project Advertised?</b>	<b>Project Let?</b>	<b>Notice to Proceed?</b>	<b>CON begun?</b>
No. 5/22/24	No. 5/22/24 est.	No. 6/13/24 est.	No. 9/9/24 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**

<b>Funds Obligated?</b>	<b>Project Advertised?</b>	<b>Project Let?</b>	<b>Notice to Proceed?</b>	<b>CON begun?</b>
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 13<sup>th</sup> Street and Chestnut/10<sup>th</sup> 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.

Transportation Alternatives Set-Aside Projects Status Update  
2023 Funding Round

**MPMS Number not yet assigned – Multimodal Safety Enhancements for Enhancements for Pedestrians and Bikes on Market Street – Borough of Lewisburg**

<b>Funds Obligated?</b>	<b>Project Advertised?</b>	<b>Project Let?</b>	<b>Notice to Proceed?</b>	<b>CON begun?</b>
No.	No.	No.	No.	No.

Project involves pedestrian and bike safety enhancements along Market Street, including bumpouts, curb extensions between the Buffalo Valley Rail Trail green stormwater infrastructure. Project was approved for TA funding by PennDOT in April 2024.

**MPMS Number not yet assigned – Front Street Trail Race Street to Reagan Street – City of Sunbury**

<b>Funds Obligated?</b>	<b>Project Advertised?</b>	<b>Project Let?</b>	<b>Notice to Proceed?</b>	<b>CON begun?</b>
No.	No.	No.	No.	No.

Project involves installing new sidewalks from Race Street to Packer Street as well as new curbing and crosswalks from Race Street to Packer Street. New pedestrian lighting and trees from Race Street to Reagan Street are also included. Project was approved for TA funding by PennDOT in April 2024.

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
Grugan Township Supervisor's	334683	Clinton	120	710-710	Permit Issued	3/21/2024	3/28/2024	3/28/2024	HOP	02030359	Driveway	Minimum Use	3/28/2025	2	Mid-Penn Engineering Corp	Kolden D Kosmer	2/19/2024
JLM Real Estate Investments LLC	338995	Montour	11	160-160	Permit Issued	5/13/2024	5/23/2024	5/23/2024	HOP	03039732	Driveway	Low Volume	5/23/2025	3	Brinkash & Associates Inc	Mike Brinkash	4/1/2024
John S. Beiler and Malinda Beiler	339444	Montour	1004	14 - 14	Permit Issued	4/4/2024	4/8/2024	4/8/2024	HOP	3039594	Driveway	Minimum Use	4/8/2025	3	Woodland Design Associates Inc	John Young	4/4/2024
John S. Beiler and Malinda Beiler	339437	Montour	1004	14 - 14	Permit Issued	4/4/2024	4/8/2024	4/8/2024	HOP	3039593	Driveway	Minimum Use	4/8/2025	3	Woodland Design Associates Inc	John Young	4/4/2024
MR Milton LLC	333115	Northumberland	405	220-230	Permit Issued	4/17/2024	5/7/2024	5/7/2024	HOP	03039680	Driveway	Low Volume	5/7/2025	03	Mid-Penn Engineering Corp	Kolden D Kosmer	02/02/2024
160 Colonial, LLC	337261	Northumberland	54	500-500	Permit Issued	5/6/2024	5/15/2024	5/15/2024	HOP	03039688	Driveway	Minimum Use	5/15/2025	03	ARM Group Inc.	Kyle Mostik	03/13/2024
160 Colonial, LLC	337327	Northumberland	54	500-500	Permit Issued	4/18/2024	5/15/2024	5/15/2024	HOP	03039675	Driveway	Minimum Use	5/15/2025	03	ARM Group Inc.	Kyle Mostik	03/14/2024
Mark E. Ritchie and Debra E. Ritchie	330870	Northumberland	4020	100 - 100	Permit Issued	4/16/2024	4/18/2024	4/18/2024	HOP	3039639	Driveway	Minimum Use	4/18/2025	3	Woodland Design Associates Inc	John Young	1/12/2024
Diana D. Geedey & Paula Young Wolfe	335913	Northumberland	4024	10 - 10	Permit Issued	4/12/2024	4/15/2024	4/15/2024	HOP	3039622	Driveway	Minimum Use	4/15/2025	3	Krupa, Charlotte	John Young	2/29/2024
Green Land Holding (was Emporium Equity Group LLC)	324027	Snyder	522	60 - 70	Permit Issued	4/9/2024	4/29/2024	4/29/2024	HOP	3030634	Driveway	Minimum Use	4/29/2025	3	Colliers Engineering & Design, INC	Matthew Nowelski	10/20/2023
Tall Tree Management, LLC	323726	Snyder	35	160-160	Permit Issued	4/17/2024	5/7/2024	5/7/2024	HOP	3039662	Driveway	Low Volume	5/7/2025	3	Stahl Sheaffer Engineering	Lauren Golden	10/17/2023
Firstlink, LLC	330037	Snyder	522	210 - 210	Permit Issued	4/2/2024	4/26/2024	4/26/2024	HOP	03039544	Driveway	Low Volume	4/26/2025	3	Triad Engineering, Inc.	Ray Burns	1/3/2024
D. Allen Hornberger	340077	Snyder	35	60 - 60	Permit Issued	4/12/2024	4/15/2024	4/15/2024	HOP	3039611	Driveway	Minimum Use	4/15/2025	3		Jeffrey L Noble	4/12/2024
Union County West End Fire Co.	339201	Union	3004	80 - 80	Permit Issued	4/2/2024	4/3/2024	4/3/2024	HOP	3039588	Driveway	Minimum Use	4/3/2025	3		Brady Gehr	4/2/2024
John Martin	331511	Union	304	110-110	Permit Issued	3/28/2024	4/8/2024	4/8/2024	HOP	03039603	Driveway	Low Volume	4/8/2025	03	Axtman Engineering, LLC	Charles Axtman	01/21/2024
Provco Pinegood Mill Hall, LLC	334235	Clinton	150	140-140	Under Review	5/24/2024			HOP		Driveway	High Volume		2	Traffic Planning and Design, Inc.	Connor Mondock	2/14/2024
Kish Bank	343275	Juniata	3002	120-120	Under Review	5/24/2024			HOP		Driveway	Low Volume		2	Herbert, Rowland &	Chad Miller	5/15/2024
Curtis Hoover	323719	Mifflin	22	170 - 170	Under Review	5/30/2024			HOP		Driveway	Low Volume		2	The EADS Group, Inc.	Susan M Daugherty	10/17/2023
M & G Realty, Inc.	328676	Clinton	1005	10 - 10	Returned For Revisions	3/12/2024	4/8/2024		HOP		Driveway	Medium Volume		2	LIVIC Civil, LLC	Scott Seneca	12/13/2023
Foust Holdings, LLC	320931	Columbia	42	540 - 540	Returned For Revisions	4/29/2024	5/14/2024		HOP		Driveway	Low Volume		3	Dynamic Traffic, LLC	Dynamic Traffic	9/13/2023
Randall Sunderland	330462	Mifflin	655	280 - 280	Returned For Revisions	1/8/2024	1/26/2024		HOP		Driveway	Local Road		2	The EADS Group, Inc.	David Neill	1/8/2024
On Point Property, LLC	341190	Mifflin	3001	30 - 30	Returned For Revisions	4/25/2024	5/7/2024		HOP		Driveway	Low Volume		2	CES Engineering, LLC	Lee S Zeger III	4/24/2024

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
Allensville Mennonite Church	342766	Mifflin	655	50 - 50	Returned For Revisions	5/9/2024	5/15/2024		HOP		Driveway	Low Volume		2	The EADS Group, Inc.	David Neill	5/9/2024
McVeytown Volunteer Fire Company	342761	Mifflin	22	250-250	Returned for Revisions	5/15/2024	5/23/2024		HOP		Driveway	Low Volume		2	The EADS Group, Inc.	David Neill	5/9/2024
Commonwealth of PA, DMVA	339373	Montour	642	170 - 170	Returned For Revisions	4/24/2024	5/6/2024		HOP		Driveway	Low Volume		3	Greenman-Pedersen Inc	Duane Atkinson	4/4/2024
Danville Development LLC	317556	Montour	11	90 - 90	Returned For Revisions	5/2/2024	5/29/2024		HOP		Driveway	High Volume		3	Grove Miller Engineering, Inc.	Gregory E Creasy P.E.	8/8/2023
Montandon Development Group, LLC	278032	Northumberland	45	70-70	Returned For Revisions	1/29/2024	2/14/2024		HOP		Driveway	High Volume		3	LIVIC Civil, LLC	Brent Littlejohn	6/9/2022
MDM Surveyors & Engineers, LLC.	338072	Northumberland	4004	50-50	Returned For Revisions	5/29/2024	6/4/2024		HOP		Driveway	Low Volume		03		Carmen A DiDiano	03/22/2024
Blue Creek Investment, LLC	313272	Northumberland	2038	12 - 12	Returned For Revisions	5/6/2024	6/3/2024		HOP		Driveway	Medium Volume		3	Ruppert, Zakary	Zakary Ruppert	6/22/2023
Blue Creek Investment, LLC	313280	Northumberland	54	582 - 582	Returned For Revisions	5/28/2024	6/4/2024		HOP		Driveway	High Volume		3	Ruppert, Zakary	Zakary Ruppert	6/22/2023
Firstlink, LLC	329890	Snyder	522	160 - 170	Returned For Revisions	2/8/2024	3/4/2024		HOP		Driveway	Low Volume		3	Triad Engineering, Inc.	Ray Burns	1/2/2024
Susquehanna Trail LLC	280063	Snyder	11	391-391	Returned for Revisions	4/29/2024	5/20/2024		HOP		Driveway	Medium Volume		3	Livic Civil LLC	Brent Littlejohn	6/30/2022
Royal Farms /Susquehanna Trail LLC	280063	Snyder	11	391-391	Returned For Revisions	4/29/2024	5/20/2024		HOP		Driveway	Medium Volume		3	LIVIC Civil, LLC	Brent Littlejohn	6/30/2022
Central PA Associates, LLC	339260	Snyder	1015	10 - 10	Returned For Revisions	4/29/2024	5/7/2024		HOP		Driveway	Minimum Use		3	ARM Group LLC	Rory Farester Hohl	4/3/2024
PNK P2, LLC	326524	Union	15	470 - 470	Returned For Revisions	11/29/2023	12/15/2023		HOP		Driveway	Local Road		3	LIVIC Civil, LLC	Scott Seneca	11/16/2023
Morningstar Mennonite Church	328421	Union	304	120 - 130	Returned For Revisions	5/7/2024	5/17/2024		HOP		Driveway	Low Volume		3	Axtman Engineering, LLC	Charles Axtman	12/11/2023
Paxinos Solar 1, LLC	344325	Northumberland	2010	40-40	Submitted	6/3/2024			HOP		Driveway	Minimum Use		3	Civil & Environmental Consultants,	Christopher Zera	5/29/2024
Dean & Tina Edwards	338568	Clinton		-	Draft				HOP		Driveway	Local Road		2	Brian Hoy	Brian Hoy	3/27/2024
Cedar Springs Mennonite Church	329216	Juniata			Draft				HOP		Driveway	Local Road		2	LIVIC Civil, LLC	Scott Seneca	12/20/2023
Red Hubs Re LLC	321442	Mifflin	3002	20 - 20	Draft				HOP		Driveway	Low Volume		2	Traffic Planning and Design, Inc.	Dillon Wolfe	9/20/2023



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
John M. Hickey	331174	Mifflin			Draft				HOP		Driveway	Low Volume		2	Traffic Planning and Design, Inc.	Dillon Wolfe	1/17/2024
Montour County Institute	340223	Montour		-	Draft				HOP		Driveway	Minimum Use		3	ARM Group LLC	Rory Farester	4/15/2024
Reading Anthracite Company	338512	Northumberland		-	Draft				HOP		Driveway	Minimum Use		3	Jefferson Byler	Jefferson Byler	3/27/2024
Old Dominion Freight Line Inc	336223	Union			Draft				HOP		Driveway	Low Volume		03	Crosby, Jerrod C.	Zackery J Hayes	03/04/2024
Freedom Towing LLC	344890	Union			Draft				HOP		Driveway	Low Volume		3	Mid-Penn Engineering Corp	Kolden D Kosmer	6/4/2024
John B. Nolt	341526	Union		-	Draft				HOP		Driveway	Low Volume		3	Axtman Engineering , LLC	Charles Axtman	4/29/2024
Calvin L. & Sadie Mae King	330461	Clinton	2008	50 - 50	Withdrawn				HOP		Driveway	Low Volume		2	Kerry A. Uhler and Associates	Dean Fishel	1/8/2024
Bryan D. Cotner and Andrea M. Cotner	292062	Northumberland	2002	10 - 10	Withdrawn				HOP		Driveway	Low Volume		3	Brinkash & Associates., Inc.	Mike Brinkash	11/9/2022
Masser's Catering, Inc.	320378	Northumberland	61	231 - 231	Withdrawn				HOP		Driveway	Low Volume		3	Brinkash & Associates., Inc.	Mike Brinkash	9/7/2023
Turbotville Business Plaza, Inc.	320392	Northumberland		-	Withdrawn				HOP		Driveway	Low Volume		3	Axtman Engineering , LLC	Charles Axtman	9/7/2023
Caitlyn Persing	323788	Northumberland		-	Withdrawn				HOP		Driveway	Minimum Use		3		Caitlyn Persing	10/17/2023

As of 6/5/24

## Recently Accessed Traffic Impact Study Scoping Applications

Development Name	Application Number	County	SR	District	Status	Created
ODFL Williamposrt	S0320240023	Union		3	Draft	5/6/2024
Mahoning Twp Solar Rproject	S0320240016	Montour	11	3	Draft	4/3/2024
Fike Bros Carpet One	S0320240015	Snyder	522	3	Completed	4/2/2024
Freedom Towing Services	S0320240014	Union	45	3	Completed	3/26/2024
South Main Street Carwash	S0220240010	Mifflin	3001	2	Completed	3/19/2024
Danville Dollar General	S0320240012	Montour	11	3	Completed	3/18/2024
South Main Street Carwash	S0220240009	Mifflin	3001	2	Withdrawn	3/15/2024
Truck Garage for Curtis Hoover	S0220240007	Mifflin	22	2	Completed	3/4/2024
Kish Bank	S0220240006	Juniata	3002	2	Completed	2/28/2024
Lewisburg Office	S0320240007	Union	15	3	Received	2/23/2024
Steve Shannon Warehouse	S0320240002	Columbia	4009	3	Completed	1/17/2024
Dollar General - Beaver Springs	S0320230047	Snyder	522	3	Draft	12/19/2023
Driveway Access to State Road 305	S0220230027	Mifflin	305	2	Draft	11/29/2023
Driveway Access to State Road 305	S0220230026	Mifflin	305	2	Draft	11/29/2023
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
l1 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 6/5/24

# Agenda Item G

**RESOLUTION**  
**SEDA-COG METROPOLITAN PLANNING ORGANIZATION**  
**SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING**  
**AND PROGRAMMING PROCESS**

**RESOLUTION 2024-1**

**RESOLUTION** of the SEDA-COG Metropolitan Planning Organization (MPO) to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP) and the Long-Range Transportation Plan (LRTP).

**WHEREAS**, 23 CFR Part 450.336 specifies that, concurrent with submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

**WHEREAS**, Sections 134 and 135 of Title 23 USC, 49 USC 5303-5304, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a TIP and LRTP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

**WHEREAS**, the TIP continues to be financially constrained as required by 23 CFR Part 450.326 and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

**WHEREAS**, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506(c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

**WHEREAS**, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

**WHEREAS**, the requirements of Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Public Law 114-94) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in USDOT funded projects have been met; and

**WHEREAS**, the provisions of 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

**WHEREAS**, the requirements of Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations) and Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency) have been met; and

**WHEREAS**, the provision of 49 CFR Part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

**WHEREAS**, 23 USC 150, 23 CFR Part 450, and 49 CFR Part 613 require MPOs to establish and use a performance-based approach to transportation decision making, SEDA-COG MPO continues to work with its partners to plan for the integration of performance measures and targets into the development of the TIP, Long-Range Plan, and other appropriate regional planning documents in accordance with federal and state statutes and guidance; and

**NOW, THEREFORE, BE IT RESOLVED** that the SEDA-COG MPO certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's transportation plans and programs, including the FFY 2025-2028 TIP and SEDA-COG MPO LRTP (see Exhibit 1).

I, Steve Herman, **HEREBY CERTIFY** that I am Chairman of the SEDA-COG MPO and that the foregoing resolution was adopted, in accordance with the Bylaws, by the Members of said MPO at a meeting duly called and held on the 14<sup>th</sup> day of June 2024, and that said resolution is now in full force and effect.

**IN TESTIMONY WHEREOF** I hereto subscribe my name as Chairman.

---

Steve Herman, AICP  
SEDA-COG MPO Chairman

## **Exhibit 1**

### **SEDA-COG MPO Self-Certification Documentation**

#### **Title VI / Environmental Justice Requirements**

It is the policy of the SEDA-COG MPO to assure full compliance with Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on Environmental Justice. The SEDA-COG MPO adopted its most recent Title VI Program and component Public Participation Plan (PPP) on June 10, 2022. The PPP identifies public participation principles, outreach techniques, and procedures to use when communicating with underserved populations (e.g., low income, minority, or elderly; persons with disabilities; and persons with limited English proficiency) for various SEDA-COG MPO activities. The PPP includes demographic information to identify underserved populations and specifies outreach techniques to involve the public and enhance participation in SEDA-COG MPO programs and activities.

The PPP is evaluated regularly. Achievements since the 2022 PPP was adopted include: expanding a database of interested parties; developing ADA notices/complaint procedures and designating an ADA Coordinator; updating MPO demographics to include more current American Community Survey datasets; completing Environmental Justice Benefits & Burdens analysis; making use of SurveyMonkey for online public surveys; extending the reach of MPO notifications through social media; distributing quarterly SEDA-COG MPO e-newsletters; deploying more virtual public meetings; and establishing a Public Participation Panel.

Specific outreach activities for the development of the 2025-2028 SEDA-COG Transportation Improvement Program (TIP) are described in the Public Comment Period Summary for the TIP. This document is included in the package of information submitted to PennDOT following the MPO's adoption of the 2025-2028 TIP.

#### **Disadvantaged Business Enterprises (DBE) Requirements**

The administration of the SEDA-COG MPO's Unified Planning Work Program (UPWP) occurs through a legal agreement and periodic work orders executed by PennDOT and SEDA-COG. Staff services to the MPO are provided by employees of SEDA-Council of Governments through this agreement.

Contracts awarded to outside vendors for planning studies are subject to a minimum participation requirement for DBEs. SEDA-COG coordinates with PennDOT's Bureau of Equal Opportunity in establishing DBE participation percentages for contracts awarded through the SEDA-COG UPWP. SEDA-COG awarded two (2) contracts to outside vendors in 2020 for maintenance, update and support of various required plans for the region. These consultant service contracts are expected to cover a period to end June 30, 2025. One consultant agreement for planning services was executed with Michael Baker International, Inc. The Michael Baker consultant team

included a certified DBE firm, and the scope of work included a goal of approximately 6.99% participation by the DBE firm for overall contract work. A second consultant agreement for planning services was executed with Gannett Fleming, Inc. The Gannett Fleming consultant team included a certified DBE firm, and the scope of work included a goal of approximately 6.99% participation by the DBE firm for overall contract work.

### **Americans with Disabilities Act (ADA) Requirements**

The offices of the agencies that provide staff services or assistance to the SEDA-COG MPO are all ADA-compliant. All committee, subcommittee, and additional public meetings are held in ADA-compliant buildings. When possible, meetings are held in locations convenient to alternative transportation modes. All meeting advertisements include a request that special needs users contact SEDA-COG staff if special accommodations or arrangements need to be made. An example of a newspaper advertisement is included as Attachment A.

### **Transportation Improvement Program (TIP) Financial Constraint and Capacity Requirements**

The SEDA-COG MPO's 2023-2026 TIP was adopted in June 2022 and modified several times since the original adoption. The MPO and PennDOT utilize approved Procedures for TIP Revisions, which specify the revisions that must be formally approved by the SEDA-COG MPO, and revisions that can be completed by administrative modifications. For each amendment that required formal action by the MPO, and for administrative modifications made by the project sponsors, a fiscal constraint chart was prepared illustrating the transfer of funds and verifying that annual funding was financially constrained. An example of a fiscal constraint chart for a TIP amendment is included as Attachment B. Similar processes and procedures were approved and will be utilized to administer the 2025-2028 TIP.

## Attachment A

### Example of Newspaper Advertisement

#### **PUBLIC MEETING NOTICE**

#### **SEDA-COG MPO Meeting**

The next SEDA-COG Metropolitan Planning Organization (MPO) meeting will be held Friday, June 14, 2024, beginning at 9:30 a.m. at the SEDA-COG office building, 201 Furnace Road, Lewisburg, PA 17837. The meeting will also be held by tele- and web-conference. The public is invited to participate in the meeting in-person or using:

Call in #: +1 (650) 419-1505; Meeting ID: 575373695#

Web-conference link: <https://v.ringcentral.com/join/575373695>

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the SEDA-COG MPO should contact Kristin McLaughlin at 570-524-4491, TTY 711, or [kmclaughlin@seda-cog.org](mailto:kmclaughlin@seda-cog.org), as soon as possible but no later than 48 hours before the scheduled event.

Consistent with the MPO's complaint procedures, complaints that a program, service, or activity of the SEDA-COG MPO is not accessible to persons with disabilities, or if you believe that you have been denied participation opportunities or otherwise discriminated based on disability, Title VI, or another covered nondiscriminatory basis, you may file a complaint using the procedures provided in our complaint process document or by contacting Kristin McLaughlin, SEDA-COG MPO ADA/Title VI Coordinator, 201 Furnace Rd, Lewisburg, PA 17837, (570) 524-4491, TTY 711, [kmclaughlin@seda-cog.org](mailto:kmclaughlin@seda-cog.org).



## Attachment B

### Example of Fiscal Constraint Chart for TIP Amendment

FISCAL CONSTRAINT CHART  
FFY 2023-2026 TIP Highway/Bridge

AMENDMENT (NA ID: 132212)		Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
		Project Title	MPMS	Phase	Amis	Fed	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State		Loc/Oth
Lewistown Narrows Rehab	4582	CON	Before	NHPP				1,832,893										Updated Estimate, 2025 Let Date
			Adjust	NHPP				(1,703,893)										
			After	NHPP					129,000									
SR 35 Stop 35 to Street Area	105566	CON	Before	STP	581	1,334,722	3,110,564		1,088,437	865,674								Updated Estimate, Project Advertised
			Adjust	STP	581		(800,000)											
			After	STP	581	1,334,722	2,310,564		1,088,437	865,674								
SEDACOG Concrete Preservation	119232	CON	Before	NHPP				1,000,000										Updated Estimate with State Funds
			Adjust	NHPP			800,000		2,200,000									
			After	NHPP			800,000		2,200,000									
SR 522 Betterment	114010	CON	Before	NHPP				3,120,960										Updated Estimate
			Adjust	NHPP					(496,107)									
			After	NHPP					3,120,960									
<b>Before Totals</b>							\$5,455,682	\$3,110,564	\$0	\$5,419,436	\$665,674	\$0	\$0	\$3,871,000	\$0	\$0	\$0	Actions do not affect air quality conformity.
<b>Adjustment Totals</b>							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>After Totals</b>							\$5,455,682	\$3,110,564	\$0	\$5,419,436	\$665,674	\$0	\$0	\$3,871,000	\$0	\$0	\$0	

# Agenda Item H

**SEDA-COG MPO Public Involvement Activities and Milestones**  
**Draft 2025-2028 Transportation Improvement Program**  
**Public Comment Period Summary**

- 4/19/24 Posted Draft 2025 TIP documents and public meeting event date to SEDA-COG website. The website included the option of completing an online comment form.
- 4/19/24 Ran Draft 2025 TIP public comment period advertisement in *The Daily Item* newspaper. The ad included the dates for the start and closing of the comment period; locations at which the TIP was available for review; the date, time and location of the public meeting; and the date and location of the meeting at which the MPO would consider adopting the 2025-2028 TIP.
- 4/19/24 Sent website for Draft 2025 TIP documents to MPO voting members and MPO transit agencies for posting on their websites or linking to SEDA-COG's website for public review.
- 4/19/24 Officially opened Draft 2025 TIP public comment period.  
Sent email about comment period to over 300 interested parties (email included the official public comment period ad and the link for downloading Draft TIP documents). Native American Tribes and Nations whose ancestors had at one time lived in MPO counties were sent individual e-mails and letters; those requesting paper documents were provided a letter and public display items via the mail.
- 4/19/24 Issued a press release about the Draft 2025 TIP comment period. The press release was also posted to SEDA-COG's website and SEDA-COG's LinkedIn, Twitter, Facebook, and Instagram pages on 4/24/24.
- 5/2/24 Posted to social media feeds about the Draft 2025 TIP public meeting and comment period. Subsequent reminders and a Facebook event about the public meeting were added to social media sites.
- 5/3/24 Included a notice about the Draft 2025 TIP public comment period in SEDA-COG MPO's electronic newsletter sent to over 300 contacts. The newsletter was also posted to SEDA-COG's website.
- 5/6/24 Held a hybrid in-person/virtual public meeting, from 6:00 p.m. to 7:30 p.m., to solicit comments on the Draft 2025 SEDA-COG TIP. Staff members from SEDA-COG presented information and provided an opportunity for audience questions. There were eight participants in the meeting.
- 5/20/24 Posted a recording of the May 6<sup>th</sup> virtual public meeting to the SEDA-COG website for access by members of the public. The recording was added to SEDA-COG's YouTube channel.

- 5/20/24 Closed public comment period for the Draft 2025 SEDA-COG TIP at 4:00 p.m. One comment was received.
- 6/14/24 Held SEDA-COG MPO meeting to formally adopt the 2025 SEDA-COG TIP. Provided 2025 TIP adoption cover letter, completed TIP checklist, and other necessary items to PennDOT Program Center.

**Draft 2025 TIP Public Comment Period: April 19, 2024 – May 20, 2024**

On April 19, 2024, the Draft 2025 SEDA-COG Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) was opened to the public for review and comment. A classified advertisement was placed in *The Daily Item* newspaper. The Draft TIP was posted on the SEDA-COG website, and over 300 stakeholders and interested members of the public (MPO members, county commissioners, municipalities, state and federal agencies, legislators, transit operators, human service agencies, economic development agencies, environmental groups, interested citizens, adjacent county planning agencies, etc.) were notified via e-mail. A press release about the Draft TIP was issued to area news media and legislators on April 19, 2024. The press release was also posted to SEDA-COG’s website and comment period notices were posted to SEDA-COG’s social media sites. A Draft 2025 TIP public meeting event was also posted to SEDA-COG’s social media sites.

SEDA-COG held a hybrid public meeting on May 6, 2024. SEDA-COG staff presented information about the Draft TIP and solicited comments at this meeting. There were eight participants in the public meeting. The Draft TIP documents, public meeting PowerPoint, public meeting recording, and other resources were posted to SEDA-COG’s website during the comment period.

Below are TIP comments received during the public comment period from April 19, 2024 – May 20, 2024:

	<b>Category</b>	<b>Agency/Individual</b>	<b>Comment</b>	<b>Response</b>
1	Miscellaneous	Sze Wing Yu, US Fish & Wildlife Service	Suggested coordination with the Fish & Wildlife Service as projects are developed to ensure threatened and endangered species are considered early in the planning process. A number of species to consider were identified as being located within the SEDA-COG MPO region.	SEDA-COG acknowledged the comment. PennDOT has a robust process that incorporates environmental concerns in project planning and design; this process includes NEPA approval in most instances. No additional steps should be necessary.



**SEDA-COG METROPOLITAN PLANNING ORGANIZATION**  
**Draft 2025-2028 Transportation Improvement Program (TIP) Public Meeting Summary**

**May 6, 2024**

**MEETING DATE:** Monday, May 6, 2024  
**TIME:** 6:00 p.m. – 7:30 p.m.

**LOCATION:** Union County Government Center  
155 North 15<sup>th</sup> Street, Lewisburg, PA 17837  
(650) 419-1505; Meeting ID: 068674643  
<https://v.ringcentral.com/join/068674643>

**Public Attendees:**

Name	Organization
No public attendees	

**PennDOT/Project Team Attendees:**

Name	Organization
Dean Roberts	PennDOT Center for Program Development and Management
Gerald Wertz	PennDOT Engineering District 3-0
Jonathan Ranck	PennDOT Engineering District 3-0
Steve Herman	SEDA-COG
Kristin McLaughlin	SEDA-COG
Bryce Buck	SEDA-COG
Christine Heintzelman	SEDA-COG
Nancy Osborn	SEDA-COG

**PURPOSE & FORMAT:**

The purpose of the public meeting was to provide interested individuals with information and the opportunity to review and submit comments on the Draft 2025-2028 SEDA-COG Transportation Improvement Program (TIP). The meeting included a presentation, question-and-answer period, and time for attendees to review documents/mapping and interact with representatives of SEDA-COG MPO in an open house format.

Attendees received an agenda, comment form, meeting evaluation form, and a handout about staying involved with TIP planning process. The comment form could be completed and submitted at the meeting or at a later date within the comment period (up until May 20, 2024). Copies of the handouts provided at the public meeting, the PowerPoint presentations, and the public meeting recording were posted on SEDA-COG’s website.

**KEY DISCUSSION ITEMS:**

1. Kristin McLaughlin opened the meeting by thanking attendees and leading a round of introductions. The meeting format, agenda, and related handouts/displays were outlined. She explained the purpose of the meeting was to inform attendees about regional transportation planning activities, share details on the Draft 2025-2028 SEDA-COG TIP, and solicit public input on these documents for

the eight-county SEDA-COG MPO region.

2. Ms. McLaughlin continued by providing background information on transportation planning in Pennsylvania, SEDA-COG's role as an MPO, the membership of the SEDA-COG MPO, and transportation statistics for the SEDA-COG MPO region. She explained that the primary objectives of transportation planning are to manage existing transportation assets to improve safety, facilitate efficient movement of people and goods, and enhance the region's quality of life and economic vitality. However, capacity-adding projects (additional lanes, wider bridges, new sidewalks and trails, etc.) are regularly added to the transportation system to achieve primary objectives.
3. Ms. McLaughlin gave an overview of the three chief transportation plans at the state and regional levels: Transportation Improvement Program (TIP), Twelve Year Program (TYP), and Long-Range Transportation Plan (LRTP). The state and regional LRTPs help direct transportation and land use decisions over a minimum 20-year horizon. The regional TIP and statewide TIP or STIP translate recommendations from the LRTPs into a short-term, four-year program of regionally significant improvements that will be completed using state and federal funding. The TIPs not only list the specific projects but also document the anticipated schedule and cost for each project phase (preliminary engineering, final design, utilities, right-of-way, and construction). Complex projects, or those that merely begin preliminary design in the final years of the current TIP/STIP, extend out onto the TYP.

The TIP follows the federal fiscal year (FFY) — namely October 1 to September 30. The Draft 2025 TIP will commence on October 1, 2024 (the beginning of FFY 2025) and will continue through September 30, 2028 (the end of FFY 2028).

The TIP is more than a wish list, since it is constrained to the amount of funds expected to be available during the 4-year period. It is a fluid document, as it is frequently modified to reflect cost savings, cost increases, contingencies, and new funding awards, all of which may enable the MPO to program additional projects from the LRTP. Every two years, SEDA-COG works with PennDOT and other partners to comprehensively update the TIP and release a new draft for public comment.

4. Ms. McLaughlin provided a snapshot of the Draft 2025-2028 SEDA-COG TIP funding and project composition. The Draft 2025 TIP includes \$521 million for 260 different projects. By project type, there are 146 bridge projects, 94 roadway paving projects, and 18 safety projects. There are 85 new projects, the rest carry over from the 2023-2026 TIP or represent regional line items for specific funds or project types. In terms of funding sources for the Draft 2025-2028 TIP, 45% comes from federal funding, 55% is state funding, and less than 1% comes from local funding.

The Central Susquehanna Valley Transportation (CSVT) project represents 29% of the Draft 2025-2028 TIP funding. The impact of the CSVT project is seen in the Draft TIP allocations by county, since Snyder County is receiving the biggest proportion at 32%, followed by Northumberland County at 16%.

5. The projects on the TIP were drawn from the SEDA-COG MPO's LRTP and were originally identified by a variety of sources, including: PennDOT, county/local governments, SEDA-COG staff, transit providers, businesses, and residents. Ms. McLaughlin explained how the SEDA-COG MPO staff collaborate with PennDOT and county governments to evaluate priorities before the Draft TIP is developed. She described how PennDOT's roadway/bridge management systems and crash records provide much of the data used for keeping transportation assets or system components (roads, bridges, signs, transit vehicles, etc.) in cycle for long-term use and for evaluating safety

improvements. Local facility data, bridge inspections, land use, economic development, and public input are also used for making decisions. Comprehensive plans, corridor studies, and the like can unite aspects of community and economic development with transportation planning to identify projects that will lead to better communities and better transportation systems.

PennDOT and SEDA-COG have placed a renewed emphasis on planning collaboration under the PennDOT Connects policy, which was initiated in late 2016. The objective of this collaboration is to identify the needs of communities and related contextual issues early in project planning. A local government collaboration meeting is conducted prior to a project being added to the TIP, and this helps to shed light on topics such as safety concerns, bike/pedestrian accommodations, stormwater practices, utility issues, emergency services accommodations, detour constraints, community events in the project area, etc.

6. Ms. McLaughlin provided additional details about the Draft TIP, including an overview of the types of project categories typically listed on the TIP. She described the project development timelines and the balanced approach to preserving, rehabilitating, reconstructing, and replacing the region's roads and bridges. The major projects on the Draft 2025-2028 TIP were highlighted for their significant costs, location on major routes, and importance to MPO members. Ms. McLaughlin provided a status update on the CSVT project. The entire CSVT project, which is estimated to cost approximately \$900 million, is planned to be completed in 2027, and the Route 61 connector will be constructed thereafter.
7. Ms. McLaughlin also gave an overview of the region's Draft 2025-2028 Transit TIP. Three public transportation providers currently have projects listed on the Draft TIP to address vehicle and equipment needs. Transit TIP funding is tied to grant applications, rather than formula funding allocations to transit agencies. Typical projects include replacing vans/buses, upgrading computers, purchasing new office equipment, acquiring radios and dispatching aids, and enhancing access to transit buildings.
8. Ms. McLaughlin provided an overview of maps available to visualize TIP locations, including their locations in relation to minority and low-income populations. This process is outlined in the Environmental Justice Analysis. These maps are linked on the SEDA-COG MPO's TIP website.
9. Ms. McLaughlin concluded her presentation with an explanation of how public comments are to be submitted until 4:00 p.m. on May 20<sup>th</sup> and what happens to comments on the Draft TIP, as well as the remaining TIP review and approval milestones. It is anticipated that the MPO will finalize and adopt the Draft 2025-2028 TIP on June 14<sup>th</sup>. She also mentioned some elements of the Bipartisan Infrastructure Law and its impacts on Pennsylvania and the MPO region.
10. Ms. McLaughlin gave an overview of the SEDA-COG TIP website, which includes all the draft TIP documents, maps, and public meeting items.
11. The floor was opened to questions. Dean Roberts asked how many Native American tribes received paper copies of the Draft TIP documents. Ms. McLaughlin stated that six received paper copies. No other questions were posed.
12. With no additional questions or comments, the meeting was concluded at 6:45 p.m.



**2025-2028 TIP Submission  
Required Documentation**

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

# 2025-2028 Transportation Program Submission Checklist

Planning Partner: SEDA-COG MPO

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area:  Yes  No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
Information Items <small>Green highlighted items require documentation be submitted.</small>		Response	CPDM	FHWA	FTA
<b>1. Cover Letter:</b>	Cover Letter which documents organization and date of TIP adoption	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Date TIP adopted by Planning Partner:	06/14/24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>2. TIP Development:</b>	TIP Development/Project Selection Process Documentation	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MPO/RPO Specific TIP Development Timeline	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>3. Performance Based Planning and Programming:</b>	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	HSIP SharePoint Application Submission Confirmation	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Transit Performance Measures Documentation	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>4. Highway-Bridge Program Projects:</b>	Highway and Bridge Listing with public narrative	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>5. Public Transportation Program:</b>	Public Transportation Listing with public narrative	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>6. Interstate &amp; Statewide Program Projects:</b>	Regional Portion of Interstate TIP Listing with public narrative	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, other)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>7. Financial Constraint:</b>	<a href="#">Complete the tables in the Financial Constraint tab.</a>	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the TIP financially constrained, by year and by allocations?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

# 2025-2028 Transportation Program Submission Checklist

Planning Partner: SEDA-COG MPO

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area:  Yes  No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

# 2025-2028 Transportation Program Submission Checklist

Planning Partner: SEDA-COG MPO

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area:  Yes  No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items	Response	CPDM	FHWA	FTA
	Green highlighted items require documentation be submitted.				
<b>8. Public Transportation:</b>	<b>Public Transportation Financial Capacity Analysis (MPO Only)</b>	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Transit Asset Management (TAM) Plan	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>9. Environmental Justice Evaluation of Benefits and Burdens:</b>	<b>EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)</b>	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Was EJ analysis incorporated into your TIP development process?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>10. Air Quality:</b>	<b>Air Quality Conformity Determination Report</b>	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Air Quality Resolution</b>	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the area in an AQ non-attainment or maintenance area?	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Have all projects been screened through an interagency consultation process?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Most recent air quality conformity determination date:	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do projects contain sufficient detail for air quality analysis?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>11. Public Participation Documentation:</b>	<b>Public Comment Period Advertisement</b>	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public comment period:	4/19/24-5/20/24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting(s)-Date/Time/Location:	5/6/24, 6:00 PM Union County Government Center & virtual	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting notices contain contact information about ADA Accommodations?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were LEP taglines included with TIP public comment documents?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Has Tribal Consultation/Outreach occurred?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were any public comments (written or verbal) received?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Documentation of Public Comments received</b>	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Were public comments addressed?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

# 2025-2028 Transportation Program Submission Checklist

Planning Partner: SEDA-COG MPO

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area:  Yes  No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
Information Items <small>Green highlighted items require documentation be submitted.</small>		Response	CPDM	FHWA	FTA
<b>12. Title VI:</b>	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

# 2025-2028 Transportation Program Submission Checklist

Planning Partner: SEDA-COG MPO

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area:  Yes  No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
<b>13. TIP Revision Procedures (MOU):</b>	MPO/RPO TIP Modification Procedures (MOU)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>14. MPO Self-Certification Resolution:</b>	Self-Certification Resolution	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>15. Other Requirements:</b>	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain amounts of state & local revenue sources beyond financial guidance?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>16. PennDOT Connects:</b>	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>17. Long Range Transportation Plan:</b>	Is the TIP consistent with the LRTP?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP air quality conformity determination date:	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP end year:	2045	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	Jun-26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>18. Completed/Reviewed by:</b>	MPO/RPO: SEDA-COG MPO (Steve Herman)		Date: June 14, 2024		
	PennDOT CPDM:		Date:		
	FHWA:		Date:		
	FTA:		Date:		
<b>19. Comments:</b>	<p><i>Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:</i></p> <p>PennDOT Connects PIF forms and municipal outreach have been initiated, but not yet completed for all projects on the first four years of the 2025 TIP. Regarding Tribal consultation, it is recommended that all tribes receive a letter directing them to the website where all items are posted, and offer hard copies if requested.</p>				

## 2025 - 2028 Transportation Program Development Checklist

### Financial Constraint Tables

*Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.*

Fund Type	FFY 2025		FFY 2026		FFY 2027		FFY 2028		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$17,536,000	\$17,536,000	\$16,564,000	\$16,564,000	\$14,665,000	\$14,665,000	\$13,250,000	\$13,250,000	
STP	\$10,985,000	\$10,985,000	\$11,306,000	\$11,306,000	\$11,303,000	\$11,303,000	\$11,300,000	\$11,300,000	
State Highway (581)	\$15,596,000	\$15,596,000	\$17,472,000	\$17,472,000	\$19,699,000	\$19,699,000	\$21,573,000	\$21,573,000	
State Bridge (185/183)	\$15,478,000	\$15,478,000	\$15,476,000	\$15,476,000	\$15,221,000	\$15,221,000	\$15,219,000	\$15,219,000	
BOF	\$10,865,000	\$10,865,000	\$10,865,000	\$10,865,000	\$10,865,000	\$10,865,000	\$10,865,000	\$10,865,000	
HSIP	\$2,257,000	\$2,257,000	\$2,328,000	\$2,328,000	\$2,328,000	\$2,328,000	\$2,328,000	\$2,328,000	
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TAU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
BRIP	\$14,098,000	\$14,098,000	\$14,098,000	\$14,098,000	\$14,098,000	\$14,098,000	\$14,098,000	\$14,098,000	
CRP	\$1,543,000	\$1,543,000	\$1,583,000	\$1,583,000	\$1,583,000	\$1,583,000	\$1,583,000	\$1,583,000	
<b>Total</b>	<b>\$88,358,000</b>	<b>\$88,358,000</b>	<b>\$89,692,000</b>	<b>\$89,692,000</b>	<b>\$89,762,000</b>	<b>\$89,762,000</b>	<b>\$90,216,000</b>	<b>\$90,216,000</b>	

*Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, Local, Other, etc.) by year:*

Additional Funding Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Comments
sSTP	\$2,000,000	\$0	\$0	\$0	
s581	\$18,600,000	\$52,075,000	\$43,603,297	\$36,409,810	
sHSIP	\$1,943,150	\$0	\$0	\$0	
sCRP	\$1,075,200	\$0	\$0	\$0	
RRX	\$2,080,000	\$1,475,000	\$800,000	\$0	
TAP	\$1,420,629	\$0	\$0	\$0	
<b>Total</b>	<b>\$27,118,979</b>	<b>\$53,550,000</b>	<b>\$44,403,297</b>	<b>\$36,409,810</b>	

Project	Project Title	Phase	2025				2026				2027				2028									
			Fed.	Federal	St.	State	Local	Fed.	Federal	St.	State	Local	Fed.	Federal	St.	State	Local	Fed.	Federal	St.	State	Local		
3763	T-537 over Fishing Creek Bridge	P			s581	\$ 120,000.00																		
3763	T-537 over Fishing Creek Bridge	U							s581	\$ 5,000.00														
3763	T-537 over Fishing Creek Bridge	R							s581	\$ 20,000.00														
3763	T-537 over Fishing Creek Bridge	C																		s581	\$ 316,000.00			
112318	I-80 ICM (Exit 173 to 185)	P	sCRP	\$ 115,200.00																				
112318	I-80 ICM (Exit 173 to 185)	C	sCRP	\$ 960,000.00																				
120112	SR 235 HFST	P	sHSIP	\$ 20,000.00																				
120112	SR 235 HFST	C	sHSIP	\$ 150,000.00																				
95971	T-439 ov Kishacoquillas	+C	sSTP	\$2,000,000.00																				
110175	T-420 over Kish Creek	P			s581	\$ 155,000.00																		
114048	Kish Pike RR Device Install	+C	RRX	\$ 144,000.00																				
117782	Walnut St RR Device Install	+C	RRX	\$ 175,000.00																				
119464	Delaware Ave RR Warning Device	+C	RRX	\$ 286,000.00																				
103841	T-308 over Beaver Run Bridge Removal	U			s581	\$ 5,000.00																		
103841	T-308 over Beaver Run Bridge Removal	C			s581	\$ 200,000.00																		
106671	T-392 over Mud Run Bridge Removal	C			s581	\$ 130,000.00																		
111599	Danville North Branch Canal Trail Levee Trail	+C	TAP	\$ 620,629.00																				
102810	CSV T to SR 11	P			s581	\$ 750,000.00																		
102810	CSV T to SR 11	F			s581	\$ 3,000,000.00																		
102810	CSV T to SR 11	U							s581	\$ 1,250,000.00														
102810	CSV T to SR 11	R							s581	\$ 1,000,000.00														
102810	CSV T to SR 11	C							s581	\$ 12,000,000.00				s581	\$ 5,000,000.00									
111352	SVRR RR Northumberland County	C	RRX	\$ 675,000.00				RRX	\$675,000.00															
118341	Front St to 13th St	+C	TAP	\$ 800,000.00																				
120602	I-180 & SR 147 HTCMB Northumberland County	C	sHSIP	\$1,173,150.00																				
7588	Cent. Susq. Val. Sty	U			s581	\$ 2,000,000.00				s581	\$ 3,500,000.00													
7588	Cent. Susq. Val. Sty	R								s581	\$ 3,000,000.00													
7588	Cent. Susq. Val. Sty	C								s581	\$ 2,300,000.00													
76402	CSV T Structures South Sec	C			s581	\$ 12,000,000.00				s581	\$ 10,000,000.00			s581	\$ 10,000,000.00				s581	\$ 8,100,000.00				
76403	CSV T Paving South Sec	C								s581	\$ 11,000,000.00			s581	\$ 23,400,000.00				s581	\$ 27,993,810.00				
102811	CSV T ITS	C								s581	\$ 8,000,000.00			s581	\$ 5,203,297.00									
119246	Snyder County RRX Improvements	C	RRX	\$ 800,000.00				RRX	\$800,000.00				RRX	\$800,000.00										
110337	T-357 ov N Branch of Buffalo Creek Bridge Removal	U			s581	\$ 5,000.00																		
110337	T-357 ov N Branch of Buffalo Creek Bridge Removal	C			s581	\$ 235,000.00																		

Type	Total
s581	150,688,107
sSTP	2,000,000
sHSIP	1,943,150
sCRP	1,075,200
RRX	4,355,000
TAP	1,420,629



# MEMORANDUM OF UNDERSTANDING

## SEDA-COG Metropolitan Planning Organization (MPO)

### 2025-2028 SEDA-COG Transportation Improvement Program

#### Procedures for Transportation Improvement Program Revisions

#### **Background**

This Memorandum of Understanding (MOU) establishes the procedures to be used for processing revisions to the 2025-2028 SEDA-COG Transportation Improvement Program (TIP). MPOs use a TIP to identify transportation projects and strategies they will pursue over the next four years. A TIP is a region's means of allocating its transportation resources among the various capital, maintenance, and operating investment needs of the area. The TIP is based on a clear set of short-term transportation priorities prepared through a performance-driven process. All projects receiving FHWA and/or FTA funding or requiring a Federal Action must be included in the TIP. The Statewide Transportation Improvement Program (STIP) is the aggregation of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) TIPs.

The STIP is the official transportation improvement program document mandated by federal statute [23 CFR 450.218](#) and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by federal statute. The STIP includes regional TIPs developed by the MPOs and RPOs, the PennDOT developed Interstate Management (IM) Program and other Statewide Programs. Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, the National Electric Vehicle Infrastructure (NEVI) Formula Program, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's 12-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

For more information on the development of the STIP/TIP, see *Pennsylvania's 2025 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2025 Transportation Program Financial Guidance*. These documents were both released on April 19, 2023 and can be at <https://www.talkpatransportation.com/how-it-works/stip> on the STC Website under 2025 Guidance Documents.

#### **STIP/TIP Administration**

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If an MPO/RPO, transit agency, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in [23 CFR 450](#) govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, [23 CFR 450.328](#) permits the use of

alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs, RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

STIP/TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the associated MPO's/RPO's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, MPOs/RPOs, and transit agencies at the county and regional levels. This approach will be applied to continue the implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic objectives and enhances the overall performance of the Commonwealth's transportation system.

STIP/TIP revisions must correspond to the adopted provisions of the MPO's/RPO's Public Participation Plans (PPPs). A PPP is a documented broad-based public involvement process that describes how the MPO/RPO will involve and engage the public and interested parties in the transportation planning process to ensure that their comments, concerns, or issues are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

All projects within a nonattainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and region's TIP shall also be developed and approved by the MPO/RPO. The modified conformity determination should be based on the amended TIP conformity analysis and follow public involvement procedures consistent with the MPO/RPO region's PPP. Upon adoption of the revised conformity determination, air quality resolution and amended TIP, the MPO/RPO will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

The federal planning regulations, 23 CFR 450.324(a) & (c) and 23 CFR 450.330(c), define update cycles for MPO/RPO LRTPs. Per 23 CFR 450.330(c), "Until the MPO approves (in attainment areas) or the FHWA and the FTA issue a conformity determination on (in nonattainment and maintenance areas) the updated metropolitan transportation plan, the MPO may not amend the TIP." MPOs/RPOs in air quality nonattainment and maintenance areas are required to update their LRTP every 4 years, and their LRTP clock is reset with the joint FHWA/FTA air quality conformity action on their adopted plan. If the LRTP in a nonattainment or maintenance area has expired due to lack of a conformity approval, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP. This includes any projects on the IM TIP or Statewide TIP occurring within the MPO/RPO area. Accordingly, MPOs/RPOs in nonattainment or maintenance areas should allow at least 60-90 days between Board adoption and their LRTP conformity expiration date to allow for the necessary federal coordination and joint approval processes to be completed.

MPOs/RPOs in orphan maintenance or attainment areas are required to update their LRTP every 5 years, and their LRTP clock is reset with Board adoption of their plan. If an orphan maintenance or attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire. During an LRTP expiration, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP.

### **TIP Revisions – Amendments and Administrative Modifications**

In accordance with the federal transportation planning regulations [23 CFR 450](#), revisions to the STIP/TIP will be handled as an *Amendment* or an *Administrative Modification* based on agreed upon procedures detailed below.

An *Amendment* is a revision to the STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source.**
- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
  - \$2 million for the SEDA-COG MPO. Any changes above this threshold would constitute an amendment by the SEDA-COG MPO procedures.
  - \$10 million for the Interstate Management (IM) Program.
  - \$1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
  - Result in an air quality conformity reevaluation.
  - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO.
  - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by the MPO/RPO is required for *Amendments*. The MPO/RPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the MPO/RPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the eSTIP process, the Planning Partner/District/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, the MPO/RPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on respective MPO/RPO TIPs will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An ***Administrative Modification*** is a minor revision to a STIP/TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding.
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes.
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure.
- Draws down or returns funding from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the MPO/RPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project.
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds.
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding.
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.

***Administrative Modifications*** do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and the MPO/RPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

***Administrative Modifications do not require federal approval.*** PennDOT and the MPO/RPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

### **Transit – Funds Related to Prior-Year Unobligated Funds**

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with 23 CFR 450.326(g). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and

programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

### **Fiscal Constraint**

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through MPMS. All revisions must maintain year-to-year fiscal constraint, per [23 CFR 450.218\(l\)&\(m\)](#) and [23 CFR 450.326\(g\)\(j\)&\(k\)](#), for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

### **STIP/TIP Financial Reporting**

PennDOT will provide reports to each MPO/RPO and FHWA no later than 30 days after the end of each quarter and each FFY. At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. These reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement in [23 CFR 450.334](#). Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

### **STIP/TIP Transportation Performance Management**

In accordance with [23 CFR 450.326\(c\)](#), PennDOT and the MPOs/RPOs will ensure that STIP/TIP revisions promote progress toward achievement of performance targets.

### **Statewide or Multi- UZA Transit Projects**

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

### **MPO/RPO TIP Revision Procedures**

As each MPO's/RPO's TIP is adopted, their respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how the MPO/RPO will address all TIP revisions. **In all cases, individual MPO/RPO revision procedures will be developed under the guidance umbrella of this document.** If a MPO/RPO elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures, but the MPO/RPO established provisions cannot be less stringent than the statewide MOU.

This document will serve as the basis for PennDOT when addressing federally funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2024, and remain in effect until September 30, 2026, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned, hereby agree to the above procedures and principles:

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Mr. Steve Herman  
Chairman  
SEDA-Council of Governments MPO

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Date

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Mr. Mark Tobin  
Director  
Center for Program Development and Management  
Pennsylvania Department of Transportation

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Date

# Agenda Item I

**RESOLUTION  
SEDA-COG METROPOLITAN PLANNING ORGANIZATION  
COMPLETE STREETS POLICY**

**RESOLUTION 2024-2**

**RESOLUTION** of the SEDA-COG Metropolitan Planning Organization (MPO) to adopt a Complete Streets Policy.

**WHEREAS**, the SEDA-COG Metropolitan Planning Organization MPO is the duly designated and constituted body responsible for carrying out the transportation planning and programming process for the eight Pennsylvania counties of Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union; and

**WHEREAS**, the term “Complete Streets” refers to an approach that ensures the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, people with disabilities, motorists, and freight vehicles; and

**WHEREAS**, the SEDA-COG MPO believes that streets should be designed and maintained to safely accommodate all users in the public right-of-way; and

**WHEREAS**, Complete Streets will help to improve public health, economic opportunity, and environmental quality in our region; and

**WHEREAS**, an MPO Complete Streets Policy has been prepared based on national best practices and considered by the SEDA-COG MPO at multiple public meetings; and

**WHEREAS**, the Complete Streets Policy provides direction to the SEDA-COG MPO and its partner agencies to advance Complete Streets concepts and context-sensitive roadway designs throughout the region; and

**WHEREAS**, the SEDA-COG MPO recognizes that when implementing the Complete Streets Policy there must be consideration of the impacts that proposed transportation projects may have on traditionally underserved communities, with assurance that this policy is implemented in a manner that fosters equity across the region; and

**WHEREAS**, The SEDA-COG MPO shall, at a minimum, evaluate the Complete Streets Policy in conjunction with the Long-Range Transportation Plan update cycles; and

**WHEREAS**, the Complete Streets Policy has been reviewed and endorsed by the SEDA-COG MPO staff and posted on the SEDA-COG MPO's website; and

**NOW, THEREFORE, BE IT RESOLVED** that the SEDA-COG Metropolitan Planning Organization adopts the SEDA-COG MPO Complete Streets Policy (attached hereto).



I, Steve Herman, **HEREBY CERTIFY** that I am Chairman of the SEDA-COG Metropolitan Planning Organization (MPO): that the foregoing resolution was adopted, in accordance with the Bylaws, by the Members of said MPO at a meeting duly called and held on the 14<sup>th</sup> day of June 2024, and that said resolution is now in full force and effect.

**IN TESTIMONY WHEREOF** I hereto subscribe my name as Chairman.

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Steve Herman, SEDA-COG MPO Chairman

# COMPLETE STREETS POLICY

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

## VISION

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

## DEFINITION

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

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

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

## GOALS

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

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

## COMPLETE STREETS PRINCIPLES

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

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

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

## APPLICABILITY AND EXCEPTIONS

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

### Community Context

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



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#### Urban and Downtown Areas

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

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

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



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### **Commercial Corridors and Residential Neighborhoods**

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

The SEDA-COG MPO region features many communities with a combination of predominantly commercial corridors and low-density residential development; other uses may also be present. Complete Streets projects for these areas focus on improvements to make walking, biking, rolling, and riding transit more comfortable and convenient, and more competitive with driving—both within each context and between them. On routes frequently used by horse-and-buggy travelers, Complete Streets includes safety accommodations for that mode.

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

### **Rural Areas**

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

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



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## **Applicability**

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

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

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

## Exceptions

Complete Streets improvements may not be practical for all projects.

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

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

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

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

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<sup>1</sup> Accommodating Bicycle and Pedestrian Travel: A Recommended Approach, FHWA, [https://safety.fhwa.dot.gov/saferjourney1/library/pdf/Pb\\_memoDesign%20Guidance.pdf](https://safety.fhwa.dot.gov/saferjourney1/library/pdf/Pb_memoDesign%20Guidance.pdf)

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

## **IMPLEMENTATION**

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

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

### **Complete Streets Checklist**

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

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

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

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

**Evaluation of Checklist:** The SEDA-COG Transportation Program Director (or designee), the MPO Board County Voting Member for the project location, and the applicable PennDOT District Planner shall evaluate the submitted checklist. If the majority concur with the proposed Complete Streets elements, they shall approve the checklist and distribute the approved checklist to the project sponsor and municipality. If the reviewers recommend additional or alternative Complete Streets elements, they shall offer to meet with the project sponsor and municipality to resolve comments or concerns. Upon resolution, an MPO staff member shall distribute the approved checklist to the project sponsor and municipality.

## PERFORMANCE MEASURES

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

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

## EVALUATION

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





# COMPLETE STREETS CHECKLIST DRAFT 6/7/2024

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

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






## INSTRUCTION

**Preparation of the Checklist or Exception Form:** Project sponsors, whether PennDOT, a county, or a municipality shall prepare either a Complete Streets checklist, or an Exception Form, and submit to the SEDA-COG Transportation Program Director at [sherman@seda-cog.org](mailto:sherman@seda-cog.org).

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

**Evaluation of Checklist:** The SEDA-COG Transportation Program Director (or designee), the MPO Board County Voting Member for the project location, and the applicable PennDOT District Planner shall evaluate the submitted checklist. If the majority concur with the proposed Complete Streets elements, they shall approve the checklist and distribute the approved checklist to the project sponsor and municipality. If the reviewers recommend additional or alternative Complete Streets elements, they shall offer to meet with the project sponsor and municipality to resolve comments or concerns. Upon resolution, an MPO staff member shall distribute the approved checklist to the project sponsor and municipality.

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

EXISTING CONDITIONS IN THE PROJECT AREA (within 300 feet of the project)		
 <b>Community Context and Connections</b>		Description/Notes
Are public service destinations present? Schools/colleges/libraries, parks, hospitals/health care, community centers, govt. offices, etc.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are essential retail destinations such as food/pharmacy, shopping centers or major employment sites, such as factories, warehouses, etc., present?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are residential blocks/neighborhoods present?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are any of the above uses planned (i.e., proposed or permitted by zoning)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Does the community have one or more traditionally underserved populations above the regional average as identified in the <a href="#">SEDA-COG MPO Title VI Program Appendix S.3</a> ? If yes, identify the population(s).	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Is the community disadvantaged according to the <a href="#">USDOT Equitable Transportation Community (ETC) Explorer</a> ?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
 <b>Pedestrian Facilities/Features</b>		Description/Notes
Are pedestrian facilities, such as sidewalks, crosswalks, marked shoulders, shared use paths) present?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are pedestrian facilities ADA compliant, as applicable?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are pedestrian facilities or improvements planned?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
<b>Are off-road trails present or proximate (within 1 mile)?</b>		
 <b>Bicycle Facilities/Features</b>		Description/Notes
Are bicycle facilities present?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Is bicycle parking present?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are bicycle facilities or improvements planned?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
 <b>Horse-and-Buggy Use</b>		Description/Notes
Is horse-and-buggy use evident (pavement rutting) or has it been observed?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
 <b>Transit Considerations</b>		Description/Notes

EXISTING CONDITIONS IN THE PROJECT AREA (within 300 feet of the project)		
Is transit service available? If yes, specify fixed-route or flexible service, such as paratransit, microtransit, or other on-demand service, and the transit agency.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Are transit stops marked/signed?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
<b> Roadway Features/Conditions</b>		Description/Notes
Is the roadway shoulder $\geq$ 4 ft?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Is the shoulder pavement condition adequate for walking/biking?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Is on-street parking permitted?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
<b> Streetscape Considerations</b>		Description/Notes
Are shade trees, lighting, wayfinding signage, seating, or similar streetscape elements present?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
<b> Coordination Efforts</b>		Description/Notes
Have local leaders/stakeholders been contacted to discuss needs and potential complete streets elements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Has law enforcement been contacted to discuss needs and potential complete streets elements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Have transit agencies been contacted to discuss needs and potential complete streets elements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
PROJECT-PROPOSED COMPLETE STREETS ELEMENTS		
<b> Community Context and Connections</b>		Description/Notes
Sustain/improve connections with public service destinations	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Sustain/improve connections to retail/employment destinations	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Sustain/improve connections between neighborhoods	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Sustain/improve connections for EJ communities	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Other	<input type="checkbox"/> Yes	
<b> Pedestrian, Bicycle, &amp; Horse-and-Buggy Facilities/Features</b>		Description/Notes
ADA-compliant sidewalks or pedestrian paths, both sides of the street preferred	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

PROJECT-PROPOSED COMPLETE STREETS ELEMENTS		
ADA-compliant ramp, curb ramp and detectable warning surface, including slope and cross slope	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Curb bump-outs and/or pedestrian islands	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
High-visibility crosswalks and/or mid-block crossings	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Pedestrian traffic signals with adequate pedestrian crossing time and accessible push buttons, paired with No Turn on Red signage	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Bicycle/buggy detection at traffic signals	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Traffic signals with adequate bicyclist/buggy crossing time, paired with No Turn on Red signage	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Off-road multiuse path or trail	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Paved shoulders, ≥4 feet in width	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
On-road bike lane	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Other	<input type="checkbox"/> Yes	
<b>Transit Considerations</b>		Description/Notes
Marked/Signed transit stops	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Bus shelters	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Other	<input type="checkbox"/> Yes	
<b>Roadway Features/Conditions</b>		Description/Notes
Increase in roadway shoulder width	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
New roadway shoulder pavement	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Change to/Addition of on-street parking	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Change to /Addition of access management to reduce conflict points	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Bicycle-friendly inlets/grates		
Other	<input type="checkbox"/> Yes	
<b>Streetscape Considerations</b>		Description/Notes
Street trees	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Bicycle/Pedestrian facility lighting (human-scale preferred)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Wayfinding signage	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Seating/rest options	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	



# COMPLETE STREETS CHECKLIST DRAFT 6/7/2024

PROJECT-PROPOSED COMPLETE STREETS ELEMENTS		
Other	<input type="checkbox"/> Yes	
Operations Awareness and Maintenance Commitment		Description/Notes
Municipality(ies) is aware of project design, including complete streets elements; agrees design meets needs for all users/vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Law enforcement and emergency responders are aware of project design, including complete streets elements; design meets needs for all users/vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Transit agency is aware of project design, including complete streets elements; agrees design meets needs for all users/vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Long-term maintenance commitment(s) secured	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Other as applicable; adjacent municipality(ies), trail authority(ies), employer, economic development agency	<input type="checkbox"/> Yes	

NOTES & RECOMMENDATIONS

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

## EXCEPTION RATIONALE

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

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

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**EXCEPTION JUSTIFICATION**

<b>Exception Decision</b>	
<b>Exception Granted:</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Exception Decision by/date:</b>	
SEDA-COG Transportation Program Director (or designee)	
MPO Board County Voting Member for the project location (or designee)	
PennDOT District Planner, as applicable	



# Complete Streets Planning

Increasing  
**Safe and Accessible**  
Transportation Options

**POLICY RESEARCH REPORT**

REVISED DRAFT April 1, 2024



# Complete Streets Planning

Increasing Safe and Accessible Transportation Options

POLICY RESEARCH REPORT

DRAFT Version 4 | March 19, 2024

## Contents

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



# INTRODUCTION

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

## What are Complete Streets?

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

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

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

### Complete Streets...

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



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

<sup>1</sup> SEDA-COG LRTP

## Federal Emphasis on Complete Streets

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

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

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

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

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

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

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

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

## LITERATURE REVIEW AND BEST PRACTICES

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

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

## Complete Streets Resources

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

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

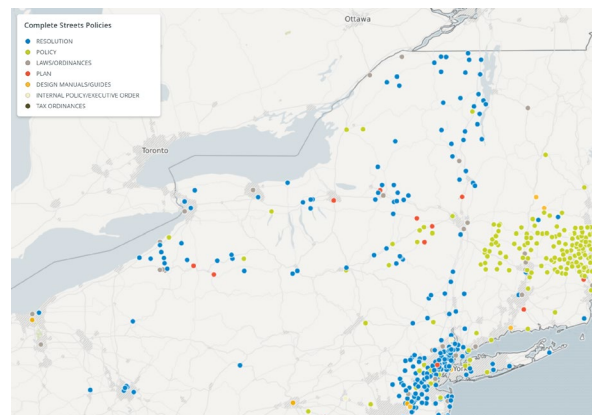


Figure 1. Excerpt from the Complete Streets Policy Atlas interactive map (National Complete Streets Coalition). Available online at: <https://completestreets.carto.com/>

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

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

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

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

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

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

## Sample Complete Streets Policies

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

### ***Borough/Township Complete Streets Resolution and Policy***

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

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

### ***Regional Complete Streets Policy***

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

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

### ***Complete and Green Streets for All***

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

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

### **Complete Streets Policy**

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

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

### **Dutchess County Complete Streets Policy, Dutchess County**

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

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

## **Model Language Synthesis**

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

### **Safety Language**

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

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

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

### Checklists to Encourage Complete Streets Elements

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

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

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



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

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

## Metrics

### Basic Performance Metrics

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

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

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

*Sample Performance Metrics*

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

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

**Table 1 Complete Streets Objectives and Performance Metrics**

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

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

<sup>1</sup> *Middle Susquehanna Regional Bicycle and Pedestrian Plan, 2019*, Available at: [https://seda-cog.org/wp-content/uploads/MidSusq\\_BikePed-6-19-2019-LowRes.pdf](https://seda-cog.org/wp-content/uploads/MidSusq_BikePed-6-19-2019-LowRes.pdf)

*Other Metric Considerations*

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

**Design Considerations**

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





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

**Active Transportation Elements**

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



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

**Active Transportation Elements**

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

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

## RESOURCES

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

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

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

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

In support of equitable transportation investments, specifically those funded under USDOT and Justice 40, two interactive federal tools that identify disadvantaged communities by census tract are available as of the date of this report. Note: Safe Streets for All (SS4A) is currently listed as a Justice 40.

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

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

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

TOWN OF BLOOMSBURG  
COLUMBIA COUNTY, PENNSYLVANIA

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE REPEALING CHAPTER 3, PART 1 OF THE CODE OF ORDINANCES OF THE TOWN OF BLOOMSBURG ENTITLED “BICYCLES” IN ITS ENTIRETY AND ENACTING THE PROVISIONS OF THIS ORDINANCE AS CHAPTER 3, PART 1 OF THE CODE OF ORDINANCES OF THE TOWN OF BLOOMSBURG

**WHEREAS**, by Ordinance No. 858 dated February 24, 2003, the Town of Bloomsburg (the “Town”) enacted Chapter 3, Part 1 of the Code of Ordinances of the Town of Bloomsburg (the “Code”) which regulates Bicycles; and

**WHEREAS**, the Town desires to repeal Chapter 3, Part 1 of the Code in its entirety and replace the same as provided herein.

**NOW THEREFORE BE IT ORDAINED** by the Bloomsburg Town Council as follows:

PART 1

**Pedalcycles**

**§ 3-101. Definitions.**

As used in this ordinance, the following words will be deemed to have the meaning set forth herein:

**ALLEY** — A street or highway intended to provide access to the rear or side of lots or buildings in urban districts and not intended for the purpose of through vehicular traffic.

**BICYCLE** — See pedalcycle.

**BUSINESS DISTRICT**— the territory contiguous to and including the entire width between the boundary lines of every street maintained when any part thereof is open to the use of the public for purposes of vehicular travel when within any 600 feet along the street there are buildings in use for business or industrial purposes, which occupy at least 300 feet of frontage on one side or 300 feet collectively on both sides of the street.

**COMMONWEALTH** — The Commonwealth of Pennsylvania

**DRIVER** — a person who drives or is in actual physical control of a vehicle, which includes a pedalcycle.

**ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE (EPAMD)** — A self-balancing, non-tandem two-wheeled device designed to transport only one person with an electric propulsion system.

**MOTOR VEHICLE** — A vehicle which is self-propelled except an electric personal assistive mobility device or a vehicle which is propelled solely by human power.

**MOTORCYCLE** — A motor vehicle having a seat or saddle for the use of the rider and:

(1) designed to travel on not more than three wheels in contact with the ground; or

(2) designed to travel on two wheels in contact with the ground which is modified by the addition of two stabilizing wheels on the rear of the motor vehicle.

**MOTOR-DRIVEN CYCLE(S)** — A motorcycle, including a motor scooter, with a motor which produces not to exceed five brake horsepower.

**MOTORIZED PEDALCYCLE(S)** — A motor-driven cycle equipped with operable pedals, a motor rated no more than 1.5 brake horsepower, a cylinder capacity not exceeding 50 cubic centimeters, an automatic transmission and a maximum design speed of no more than 25 miles per hour or an electric motor-driven cycle equipped with operable pedals and an automatic transmission powered by an electric battery or battery-pack-powered electric motor with a maximum design speed of no more than 25 miles per hour.

**MOTOR SCOOTER** — A 2-wheeled vehicle powered by an engine or an electric motor and does not have a seat or saddle for the driver.

**PEDALCYCLE(S) (INCLUDES BICYCLE)** — A vehicle propelled solely by human-powered pedals or a pedalcycle with electric assist. The term does not mean a three-wheeled human-powered pedal-driven vehicle with a main driving wheel 20 inches in diameter or under and primarily designed for children six years of age or younger.

**PEDALCYCLE WITH ELECTRIC ASSIST** — A vehicle weighing more than 100 pounds with two or three wheels more than 11 inches in diameter, manufactured or assembled with an electric motor system rate at not more than 750 watts and equipped with operable pedals and capable of a speed not more than 20 miles per hour on a level surface when powered by the motor source only. The term does not include a device specifically designed for use by persons with disabilities.

**PEDALCYCLE LANE** — A portion of street that has been designated by the Town and marked by signs and/or pavement markings for preferential or exclusive use by pedalcycles and/or motorized pedalcycles.

**PEDALCYCLE PATH** — A path or other area that has been designated by the Town and marked by signs for pedalcycle and/or motorized pedalcycle use, with or without shared pedestrian use.

**PEDESTRIAN** — Any of the following:

- (1) An individual afoot.
- (2) An individual with a mobility-related disability on a self-propelled wheelchair or an electrical mobility device operated by and designated for the exclusive use of an individual with a mobility-related disability.
- (3) A personal delivery device.

**REFLECTOR** — Any device which shall be equivalent to at least one inch in diameter, constructed of metal and/or glass, used to reflect light for safety and visibility.

**SIDEWALK** — That portion of a street between curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

**STREET** — Any public road, street, alley or trafficway, but not including grassplots or sidewalks.

**TOWN** — Town of Bloomsburg

**TRAFFICWAY** — The entire width between property lines or other boundary lines of every way or place of which any part is open to the public for purposes of



vehicular travel as a matter of right or custom.

**VEHICLE** — Every device in, upon or by which any person or property is or may be transported or drawn upon a street, except devices used exclusively upon rails or tracks. The term does not include a self-propelled wheel chair or an electrical mobility device operated and designed for the exclusive use by a person with a mobility-related disability.

### **§ 3-102. Operation of Pedalcycles.**

Every person operating a pedalcycle upon a street shall be granted all the rights and shall be subject to all of the duties applicable to the operator of a vehicle by the laws of this Commonwealth declaring rules of the road applicable to vehicles or by the ordinances of this Town applicable to the operator of a vehicle, except as to special regulations in this Chapter and except as to those provisions of laws and ordinances which, by their nature, can have no application.

#### **a. Riding on Sidewalks.**

- (1) No pedalcycle shall be ridden upon a sidewalk in a Business District unless permitted by official traffic control devices, nor when a usable pedalcycle lane has been provided adjacent to the sidewalk within the Town unless permitted by official traffic control devices. No motorized pedalcycles or motor-driven cycles shall be operated upon any sidewalk unless specifically designated by the Town.
- (2) No person shall drive any vehicle except a human-powered vehicle upon a sidewalk or sidewalk area except for a vehicle designed for the exclusive use by a person with a mobility-related disability or an EPAMD.

#### **b. Riding on Streets, Pedalcycle Paths and Pedalcycle Lanes.**

- (1) Every person operating a pedalcycle upon a street shall ride as near to the right side of the street as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction, and shall ride in the same direction as traffic, unless directed otherwise by the Town.
- (2) Persons operating pedalcycles or EPAMD upon pedalcycle paths and/or pedalcycle lanes shall ride to the right side unless designated otherwise.
- (3) Any person operating a pedalcycle upon a street which carries traffic in one direction only (one-way streets) and has two or more marked lanes may ride as near to the left-hand curb or edge of the street as practicable, exercising due care when passing a standing vehicle or a vehicle proceeding in the same direction.
- (4) When a pedalcycle and a vehicle enter an intersection from different streets at approximately the same time, the operator of the vehicle or pedalcycle on the left shall yield the right-of-way to the vehicle or pedalcycle on the right.
- (5) No golf carts, motor-driven cycles, mopeds, automobiles, all-terrain vehicles or utility task vehicles may be operated on a pedalcycle path or pedalcycle lane unless specifically designated by the Town.
- (6) Employees of the Town and/or its designated agents shall be permitted to operate a utility terrain vehicle upon a street, pedalcycle path and/or pedalcycle lane solely for the purposes of performing duties within the scope of such person's

employment and for no other purpose.

- c. Limitations of riding abreast. Persons operating pedalcycles upon a street shall not ride more than two (2) abreast except on pedalcycle paths and/or pedalcycle lanes or parts of streets set aside for the exclusive use of pedalcycles by the Town of Bloomsburg Council.
- d. Slower than prevailing speeds. A pedalcycle operated at a slower than a posted prevailing speed shall be driven in the right-hand lane when available for traffic, or as close as practicable to the right-hand curb or edge of the street except when preparing for a left turn at an intersection.
- e. Right-Of-Way to Pedestrians. A person operating a pedalcycle upon a street shall yield the right-of-way to pedestrians and shall give an audible signal, by way of bell, horn or voice before overtaking and passing a pedestrian. A person operating an EPAMD upon a sidewalk and/or street shall yield the right-of-way to pedestrians and shall give an audible signal, by way of bell, horn or voice before overtaking and passing a pedestrian.
- f. Passengers Illegal. A person operating a pedalcycle shall not ride other than upon or astride a permanent and regular seat attached thereto. A pedalcycle shall not be used to carry more persons on it at one time than the number for which it is designed and equipped by the manufacturer of the same, except that an adult rider, age eighteen (18) years and above may transport a child in a pedalcycle child carrier which is securely attached to the pedalcycle or in a trailer which is towed by a pedalcycle. If the passenger is a minor weighing forty (40) pounds or less, the carrier shall have adequate provision for retaining the minor in place and for protecting the minor from the moving parts of the pedalcycle.
- g. Clinging to Vehicles Prohibited. No person operating a pedalcycle shall attach the same or himself to any moving vehicle upon a street for the purpose of being pulled along with the moving vehicle.
- h. Carrying Articles. No driver of a pedalcycle shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handlebars or which obstructs the driver's vision.
- i. Improper Riding, Trick Riding, Racing.
  - (1) No person operating a pedalcycle or EPAMD on a street, sidewalk, pedalcycle lane or pedalcycle path shall participate in any race, speed or endurance contest, unless such race or endurance contest has the written permission of the Town of Bloomsburg and is under the supervision of the Town of Bloomsburg Police.
  - (2) No person riding or operating a pedalcycle shall perform any acrobatic, fancy or stunt riding upon any street, sidewalk or bicycle/pedalcycle path unless it is an organized activity approved by the Town of Bloomsburg and under the supervision of the Town of Bloomsburg Police.
- j. Obedience to Traffic Control Devices.
  - (1) All drivers operating a pedalcycle shall obey the instructions of official traffic-control devices applicable to vehicles, unless otherwise directed by a police officer or any appropriately attired person authorized to direct, control or regulate traffic.

- (2) Whenever authorized signs are erected indicating that no right, left, or "U" turn is permitted, no driver of a pedalcycle shall disobey the direction of any such sign, except where such person dismounts from the pedalcycle to make any such turn, in which event such person shall then obey the regulations applicable to pedestrians.
- (3) Whenever authorized signs are erected, either permanently or temporarily, indicating that a road is closed, all drivers of pedalcycles must dismount and travel through such areas on foot, thereby abiding to all laws and ordinances regulating pedestrian traffic unless the road is closed due to an organized pedalcycle activity approved by the Town of Bloomsburg and under the supervision of the Town of Bloomsburg Police.
- (4) All drivers of pedalcycles who dismount and travel on foot are subject to all provisions of law applicable to pedestrians.

k. Stopping, Turning, Signaling.

- (1) No pedalcycle driver shall suddenly stop, slow down or turn without giving an arm signal required by State law for the operation of motor vehicles. The proper arm signals are as follows:
  - (a) For a left turn, the hand and arm shall be extended horizontally.
  - (b) For a right turn, the hand and arm shall be extended upward or a rider may also signal a right turn by extending the right hand and arm horizontally.
  - (c) To stop or decrease speed, the hand and arm shall be extended downward.
- (2) Every person operating a pedalcycle intending to turn right at an intersection, shall approach the turning point in the line of traffic nearest the right-hand curb of the street.
- (3) Every person operating a pedalcycle intending to turn left at an intersection, shall approach the point of turning in the line of traffic nearest to the center of the street. The pedalcycle driver, in turning left at an intersection, shall pass to the left of the center of the intersection before turning, unless otherwise directed by markers, buttons or signs, except upon one-way streets. At intersections where traffic is moving in opposite directions, if it is not safe for pedalcycles to make turns, as mentioned above, the pedalcycle driver shall stay in the right-hand lane and ride to the opposite corner, then dismount and walk the pedalcycle to the left-hand corner and proceed. Left-hand turns may also be made by riding to the opposite corner and then turning left and riding in normal riding position. Crosswalks shall be used when walking a pedalcycle through an intersection.

l. Parking

- (1) A person may park a pedalcycle on a sidewalk, unless prohibited or restricted by an official traffic control device. A pedalcycle parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic.
- (2) No person shall chain or secure a pedalcycle to any Town stop sign, parking sign or any other official sign, nor any Town trees or parking meters.
- (3) Bicycle/pedalcycle racks are to be used, where available. No person shall chain

or secure a pedalcycle to a bicycle/pedalcycle rack within a street right- of-way in excess of 72 hours. No person shall chain or secure a bicycle to a bicycle/pedalcycle rack in a municipal parking facility in excess of 30 days.

- (4) A pedalcycle may be parked on the street at any angle to the curb or edge of the street at any location where parking is allowed in the Town.
  - (5) A pedalcycle may be parked on the street abreast of another pedalcycle near the side of the street at any location where parking is allowed.
  - (6) A person shall not park a pedalcycle on a street in such a manner as to obstruct the movement of a legally parked motor vehicle.
- m. Owner's Consent to Operate. No person shall intentionally take or ride a pedalcycle without the consent of the owner.
- n. Helmets.
- (1) A person under the age of 12 years of age shall not operate a pedalcycle or ride as a passenger on a pedalcycle unless the person is wearing a pedalcycle helmet meeting the standards of the American National Standards Institute, the American Society for Testing and Materials, The Snell Memorial Foundation's Standards for Protective Headgear for Use in Bicycling, or any other nationally recognized standard for pedalcycle helmet approval. This subsection applies to any person who rides:
    - (a) Upon a pedalcycle while in a restraining seat attached to a pedalcycle; or
    - (b) In a trailer towed by a pedalcycle.
  - (2) Notwithstanding any other provisions of law, any violation of subsection (1), above, is punishable by a fine, including all penalties, assessments and court costs imposed on the convicted person not to exceed \$25.00. The parent or legal guardian having control or custody of a person under 12 years of age whose conduct violates this subsection shall be jointly and severally liable with the person in the amount of the fine imposed.
  - (3) As used in this subsection, the term "wearing a pedalcycle helmet" means having a pedalcycle helmet of good fit fastened securely upon the head with the helmet straps.
- o. Operation of Pedalcycle with Electric Assist. No person under 16 years of age shall operate a pedalcycle with electric assist on any street in the Town.

### **§ 3-103. Safety Equipment Required.**

- a. Every pedalcycle and EPAMD when in use between sunset and sunrise, shall be equipped on the front with a lamp which emits a white light intended to illuminate the pedalcycle and/or EPAMD's operator's path and visible from a distance of at least 500 feet to the front, red reflector facing to the rear, and an amber reflector on each side. Operators of pedalcycles and/or EPAMD's may supplement the required front lamp with a white flashing lamp, light-emitting diode or similar device to enhance their visibility to other traffic and with a lamp emitting a red flashing lamp, light-emitting diode or similar device visible from a distance of 500 feet to the rear.

A lamp, or lamps, may be worn by the operator of a pedalcycle, or EPAMD and shall be deemed to comply with the requirements of this section if the lamp(s) can be seen at the distances specified.

- b. Every pedalcycle shall be equipped with a braking system which will stop the pedalcycle within 15 feet from an initial speed of 15 miles-per-hour on a dry, level and clean pavement.

### **§3-104. Compliance with Pennsylvania Motor Vehicle Code**

Any person operating a pedalcycle, motorized pedalcycle and/or motor-driven cycle in the Town shall do so strictly in accordance with the Pennsylvania Motor Vehicle Code, including, without limitation 75 Pa. C.S. §3501 et. seq. as the same may be changed or amended from time to time.

### **§ 3-105. Penalties and Enforcement.**

Any person shall, upon conviction thereof for violation of this ordinance, be sentenced to pay a fine not to exceed \$50 and costs of prosecution. This Ordinance shall be enforced by the Town of Bloomsburg Police Department.

### **§ 3-106. Impounding and Sale of Pedalcycles.**

Whenever any pedalcycle is impounded for violation of these ordinances or violations under the Pennsylvania Vehicle Code and not reclaimed by the legal owner or custodian, it shall be held by the Town of Bloomsburg Police for a period not less than 90 days before disposal. Similarly, any pedalcycle found or turned into the Town of Bloomsburg Police as abandoned property will be held for a period not less than 90 days before disposal. Any pedalcycle held by the Town of Bloomsburg Police and not reclaimed by the legal owner may be sold at public auction or destroyed after 90 days.

### **§3-107. Pedalcycle Paths and Pedalcycle Lanes.**

The Town shall have the right to designate pedalcycle paths and pedalcycle lanes within the Town.

### **§3-108. Rules and Regulations.**

The Town shall have the right to adopt rules and regulations with respect to the operation of pedalcycles within the Town, including without limitation, on pedalcycle paths and pedalcycle lanes. Any rules and regulations adopted shall be enforceable under this Ordinance.

### **§ 3-107. Repealer.**

This Ordinance shall repeal Chapter 3, Part 1 of the Code of the Town of Bloomsburg in its entirety and be effective five (5) days after its adoption by the Town of Bloomsburg Council.

(SIGNATURE PAGE CONTINUES)

**ORDAINED AND ENACTED** into law by the Bloomsburg Town Council in lawful session assembled this \_\_\_\_ day of \_\_\_\_\_, 2024.

**ATTEST:**

**TOWN OF BLOOMSBURG**

\_\_\_\_\_  
Lisa Dooley, Secretary

\_\_\_\_\_  
Justin Hummel, Mayor

# Agenda Item J

**SEDA-COG  
Metropolitan Planning Organization**

**Strategic Plan  
2024–2028**





## Contents

Purpose and Use ..... 3

Situational Assessment ..... 5

MPO Vision for 2029..... 11

Five Strategic Priorities with Objectives ..... 11

Initiatives..... 14

Implementation Framework & Tools ..... 23

## Purpose and Use

The 2024 SEDA-COG Metropolitan Planning Organization (MPO) Strategic Plan aims to enhance the MPO's capability and capacity to effectively plan for a safe, multimodal transportation system that supports the economy and quality of life across its eight-county service region. The MPO Board affirmed this mission in its Fall 2023 Strategic Plan workshop.

To focus this mission over the next five years, the plan identifies priorities or areas of focus for the MPO's knowledge development and planning practice. Each priority features a range of initiatives that can strengthen the MPO's collective working knowledge of technical subjects and develop new practices or enhance existing ones.

Strategic plans recognize that meaningful progress often requires incremental steps over a period of a time. The MPO expects to select a few initiatives to implement each year. An implementation framework and annual work program template are included.

This plan outlines a direction but is intended to remain flexible. Transportation planning priorities are fluid; new public policies and large-scale incidents can quickly draw attention to specific subjects that may not be addressed in this plan. As such, progress reporting should identify emerging topics and the urgency with which they should be integrated in the MPO's strategic plan.

The overarching intent of a strategic plan is to answer three fundamental questions:  
**Where are we today?**  
**Where do we need to be?**  
**How will we get there?**

## Strategic Plan Structure

### Mission & Vision

- The strategic plan is guided by the MPO mission, or its reason for being. The vision articulates the MPO aspiration for future growth and impact.

### Priorities

- The framework of the strategic plan comprises the five priorities that will be advanced over the five-year plan horizon. The priorities express what the MPO wants to accomplish. Efforts will be evaluated in terms of the progress made and, where possible, changes in the performance of the regional transportation system.

### Objectives

- Each priority includes several objectives that define how the priority will be advanced. At the objective level, leads and champions can be identified.

### Initiatives

- Finally, specific initiatives are defined—and will be periodically reviewed—that indicate the activities associated with carrying out each objective.

### Implementation Framework

- The implementation framework lays out the approach for ensuring that steady progress is made toward the MPO's strategic direction. Primarily this includes periodic progress tracking and reporting.

## Situational Assessment

### Who We (the SEDA-COG MPO) Are in 2024

#### MPO Members

Consistent with its bylaws, the MPO's governing body, commonly known as the Board, consists of 17 voting members, complemented by non-voting members.

#### Voting members

Voting members are listed below. Eight of the 17 members are new to the Board since 2019, indicated by an asterisk (\*).

- Stephen Gibson, P.E., Planning Director/County Engineer, Clinton County\*
- Eric Stahley, Resiliency Officer, Columbia County
- Brad Kerstetter, Planning Director, Juniata County
- James Lettiere, AICP, Planning Director, Mifflin County\*
- Greg Molter, Planning Director, Montour County
- Justin Skavery, Planning Coordinator, Northumberland County\*
- Lincoln Kaufman, Planning Director, Snyder County
- Shawn McLaughlin, AICP, Planning Director, Union County
- Mark Schultz, PennDOT Engineering District 2-0\*
- Jonathan Ranck, PennDOT Engineering District 3-0
- Nathan Walker, PennDOT Central Office\*
- Michele Holman, Site Manager II, rabbittransit
- Bob Stoudt, Director, Montour Area Recreation Commission\*
- Randy Karschner, SEDA-COG Board, Columbia County Commissioner\*
- Steve Herman, SEDA-COG Transportation Program
- Lisa Dooley, Manager, Town of Bloomsburg\*
- Jack Kytte, Public Works, Berwick Borough

#### Non-voting members

Non-voting members receive MPO reports and agendas and may participate in MPO discussions to inform decision-making and coordinate efforts. Non-voting members include, among others: officials representing Lycoming, Centre, and Luzerne counties, as well as the Federal Highway Administration and Federal Transit Administration; SEDA-COG staff; representatives of other state and federal resource agencies, and private citizens with an interest in transportation and economic development throughout the region.

## MPO Strengths & Potential Constraints

In 2022, the SEDA-COG MPO conducted an Organizational Assessment (OA) to provide an objective evaluation of staff capacity and structure as well as organizational functions and practices in comparison to other MPOs in Pennsylvania. Several limitations have since been addressed. The long-standing strengths and remaining constraints are listed below.

### Strengths

- **Effective Convener of Modal Stakeholders.**
  - The MPO is the convener of the Middle Susquehanna Active Transportation Advisory Committee. The MSATC meets quarterly to advance its mission: to enhance quality of life in the Middle Susquehanna Region through (1) the development of a regional network of walkable and bikeable communities, (2) the promotion of a bike-friendly and pedestrian-friendly culture, and (3) the support of active transportation projects of regional significance.
  - The MPO regularly convenes and supports public transportation operators and stakeholders to enhance or expand public transportation service within the region. This collaboration occurs as part of the MPO’s Coordinated Transit Plan development, Transit Transportation Improvement Program development, the rabbittransit’s People with Disabilities Advisory Committee, the Williamsport MPO Transit Advisory Committee, and various planning groups focused on new public transportation proposals.
- **High-Quality Products.** The MPO’s planning liaisons at PennDOT characterize the MPO’s planning products, e.g., long-range transportation plan (LRTP), Unified Planning Work Program (UPWP), as detailed and well-developed.
- **“Transportation Ticker” is a Best Practice.** The report offers highlights of the most recent MPO meeting and provides a recap of the decisions that were made.
- **Detailed Reporting and Transparency.** The MPO’s planning process is clear and transparent.
- **Strong Coordination with Member Counties and Subcommittees.** PennDOT noted that SEDA-COG MPO effectively coordinates with its member counties and its subcommittees, the Active Transportation Committee and the TA Set Aside Project Review Committee, as well as the Central Pennsylvania Transportation Coalition.
- **Public Comment Opportunities.** The MPO excels at providing opportunities for public comment on its transportation plans and programs, regardless of the level of anticipated turnout.

### **Capability & Capacity Concerns**

- **Increasing Workload for an already Overextended Staff.** The MPO’s current staff is at or exceeding 100 percent of the standard workload for a full-time equivalent employee. The MPO workload has increased, particularly with the creation of new funding programs and new planning requirements issued by State and Federal partners. This trend is expected to continue.
- **Measures of Success are Undefined.** The MPO itself does not have a definition of “success” or a measure by which to evaluate success.
- **Planning Efforts within the MPO and to the Broader SEDA-COG Organization are Disconnected.** A 2022 review of the MPO’s strategic plan, SEDA-COG’s agency-wide strategic plan, and the MPO’s 2022-24 UPWP determined that the three plans could be better aligned.
- **Less Emphasis on Transit Planning.** Transit planning receives less emphasis within the SEDA-COG MPO work program than with its counterparts statewide. (Note: Most counterparts in organizational assessment have more urban/transit-served areas.)

### **Partners and Allies in Serving the Region**

In addition to the MPO’s voting and non-voting members, the MPO works cooperatively with the following partners and allies to advance smart investments for the region:

- SEDA-COG, and its community and economic development divisions/departments
- SEDA-COG Joint Rail Authority
- Williamsport Area Transportation Study (WATS)
- The Susquehanna Greenway Partnership
- Colleges and Universities in the region

## Regional Transportation Issues and Trends

### Maintenance

1. State and local highway mileage and associated maintenance costs in the region are increasing.
2. Federal and state asset management requirements shift funding away from the local road and bridge network; planning and reporting mandates continue to expand.
3. The impacts of extreme weather, such as increased flood frequency and severity, threaten mobility and increase emergency maintenance costs.
4. Winter weather is variable, making it difficult to budget for salt orders.

### Means

5. Current formula funding is inadequate to meet needs and is beyond local control.
6. Transportation funding is largely dependent on gas tax revenues, which will continue to decline with the transition to electric vehicles.
7. Discretionary funding is available but is competitive, requiring intensive grant application efforts.
8. Project costs, especially for materials, are rising.
9. MPO planning staff is already stretched thin; MPO requirements, i.e., workload, are increasing.
10. Projected continued population decline will reduce local government revenues.
11. New federal Carbon Reduction Program (CRP) funds are available for investment in clean transportation options.

### Mobility

12. Highway congestion is a concern in several core communities and primary commercial corridors in the region.
13. Transit service needs are growing, in part due to regional trends:
  - A growing senior and disabled population.
  - Daily destinations—residences, employment, service, health care, etc.—are less concentrated.
  - Rising housing and transportation costs (i.e., cost of living).

### Multimodal

14. Communities in the region are actively adding and expanding multi-use trails.
15. Bicycle use on-road and off-road has increased.
16. Scooters and personal mobility devices, including those used by seniors and persons with disabilities, are increasingly observed in use on streets, not sidewalks.

### Markets

17. Employment fluctuates among industries and employers have had difficulty filling jobs; Health Care and Social Assistance, Manufacturing, and Retail Trade remain the strongest sectors.
18. Workers travel long distances to jobs.
19. Freight movement increasingly relies on highways, roadways, bridges, and even local streets as e-commerce delivers to home and office locations.
20. The CSVT corridor may attract distribution/fulfillment centers, increasing freight volumes.

### Measures

21. Safety is an especially significant concern in the following primary corridors:
  - US 15 in Lewisburg,
  - US 11/PA 54 in Danville, and
  - US 11/15 from Mall Drive to Mill Road in Shamokin Dam.
22. There are opportunities for small safety improvements, especially on local roads.
23. Safety for vulnerable road users is receiving increased attention and funding.
24. State and federal transportation agencies view safety in terms of crashes and severity; the MPO's safety priorities encompass emergency response times, emergency management, and evacuation planning, among other topics.
25. MPO planning and implementation efforts for the MPO's strategic plan, SEDA-COG's agency-wide strategic plan, and the MPO's 2022-24 UPWP could be better aligned (as noted in a 2022 review).
26. The MPO has the opportunity to establish measures of organizational success or effectiveness for its staff work and committee operations.



### Multilingual / Multicultural / Equity

27. An increasing percentage of residents are Hispanic or Latino in ethnicity and culture, and may not be native English speakers.
28. Federal policy emphasizes that transportation planning should ensure transportation system investments benefit historically underserved populations and minimize the burdens to disadvantaged communities.
29. ADA accessibility guidelines for pedestrian facilities in the public right-of-way are now mandatory for alterations and additions to existing pedestrian facilities in the public right-of-way as well as newly constructed pedestrian facilities.

### Modernization

30. Travelers increasingly rely on mobile devices for trip planning and navigation.
31. Updated transportation operations technologies are needed to enhance safety and roadway capacity.
32. Electric vehicle sales (including e-bikes) and charging stations are increasing.
33. The connected and autonomous vehicle market, including autonomous delivery vehicles, is developing slowly in the SEDA-COG region; no significant impact is expected in the next five years.

## MPO Vision for 2029

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.

## Five Strategic Priorities with Objectives

Over the next five years (2024-2028), the SEDA-COG MPO will focus attention and resources on the following five priority areas.

### 1. System Condition and Modernization

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. Evaluate **multimodal transportation infrastructure and access**, particularly for low-income, senior, and disabled residents.
- B. Incorporate **resiliency** into project planning and design.
- C. Assess and plan for **transformational transportation technologies** such as electric vehicles, connected and automated vehicles, drones, etc., as applicable to the region.

#### How We Can Measure Progress

- ◇ Increase in number (or percentage or value) of LRTP projects and/or studies that address multimodal needs.
- ◇ Number of projects with records that document resiliency discussion, i.e., PennDOT Connects meetings or PIFs/Project Information Forms.
- ◇ Number of working “factsheets” (in any format) on transformational transportation technologies with implications for the region and the MPO.

## 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 Can Measure Progress

- ◇ Increase in the number and/or diversity/representation of stakeholder and public contacts (e.g., website hits, meeting attendees, survey responses, document review period comments, etc.).
- ◇ Number of external speakers to the MPO Board on any and all topics/content through Board meetings or on-site visits.

## 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. Establish protocol for an **ad hoc subcommittee** to advise on special topics and and/or complex projects, like the Central Susquehanna Valley Thruway (CSVT).

#### How We Can Measure Progress

- ◇ Increase in the number of municipalities accessing technical assistance and services, especially through the Local Technical Assistance Program.

### 4. Funding, Resources, & Capacity

Higher funding levels and/or 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 transportation initiatives.

#### Objectives

- Pursue funding from all relevant public programs** (both transportation sources and non-transportation sources) **and private sources** to meet regional and local system needs.
- Strengthen capacity to pursue and administer state and federal **grant funding** to advance more projects.
- Enhance and expand **staff and Board capabilities**.

#### How We Can Measure Progress

- ◇ Increase in funding levels from relevant sources, public and private.
- ◇ Increase in the number of discretionary grants pursued and awarded.

### 5. Data & Information

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

#### Objectives

- Work with PennDOT to **expand data availability** for MPO planning.
- Expand the **Board's knowledge of the region** as a whole.

#### How We Can Measure Progress

- ◇ Establishment and number of updates to a new SEDA-COG MPO data management tool.
- ◇ Use of regional data and visualization for MPO Board awareness and stakeholder engagement.

## Initiatives

The SEDA-COG MPO aims to advance its objectives through various initiatives that educate and equip the MPO. The MPO expects to select a few initiatives to implement each year. Other initiatives may be added or undertaken as current events dictate.

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 on page 18.

Several national organizations have topical committees or discussion groups that conduct research and foster discussion on transportation generally or on modes, issues, or technologies. Specific committees are listed as applicable to the objectives. These organizations include:

- ◇ **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>

### Priority: System Condition and Modernization

**Objective A: Evaluate multimodal transportation infrastructure and access, particularly for low-income, senior, and disabled residents.**

Initiatives:

1. Apply the MPO's Complete Streets Policy and continue associated technical assistance services.
2. Establish a safety report card; include federally required safety performance measures (PMs), regionally defined PMs, high-crash locations for all modes, etc.; possibly in conjunction with the next LRTP update.
3. 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).
4. Research best practices of peer MPOs/RPOs in multimodal planning and planning for low-income, senior, and disabled residents. Seek examples among the [NADO's Annual Excellence in Regional Transportation Award Recipients](#). Consider adopting or adapting such practices for the region.

5. Participate in topical committees or discussion groups of relevant national organizations 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](#)

Additional Ideas:

6. Assess student/youth and young adult transportation needs.
7. Assess/Document micromobility use and needs (i.e., bike-ped + electric vehicles/assists for individual users) in the region. For examples and explanation, see [Micromobility: A Travel Mode Innovation | FHWA \(dot.gov\)](#)

**Objective B: Incorporate resiliency into project planning and design.**

Initiatives:

1. Explore and expand PennDOT's Vulnerability Data (current version is Map Data 2017-2022); integrate local data where available, including drone video.
2. 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.
3. 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 prepare for updated coordination with Districts on TIPs.
4. Build upon MPO experience and other MPO best practices for slide/slope mitigation projects and local bridge prioritization.
5. Integrate transportation resiliency with community and economic development and broader climate adaptation efforts.
6. Participate in topical committees or discussion groups of relevant national organizations 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](#)

**Objective C: Assess and plan for transformational transportation technologies such as electric vehicles, connected and automated vehicles, drones, etc., as applicable to the region.**

Initiatives:

1. Implement actions and infrastructure identified in the regional charging station study.
2. Monitor applications of transformational transportation technologies in both urban and rural areas similar to the SEDA-COG MPO region. Consider infrastructure, service, and other technologies applicable to travelers traveling within and through the region.
3. Explore funding opportunities for transformational transportation technologies; specifically, review successful grant applications for the variety of projects.
4. Participate in topical committees or discussion groups of relevant national organizations 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](#)

## Priority: Public and Stakeholder Engagement

### Objective A: Improve communication and engagement with stakeholders and the public.

#### Initiatives:

1. Prepare and implement an external communication strategy that include timelines.
  - Evaluate the effectiveness of current MPO communications, e.g., messaging, audience/audience segments and available media options, for public information and public engagement.
  - Explore online polling platforms, e.g., mentimeter and Slido, for use within virtual meetings/presentations or for stand-alone polls and surveys.
2. Leverage the MPO's Public Participation Panel for shaping major plans, including the perspective of disadvantaged populations.
3. Leverage the SEDA-COG news platforms to publish/share national news articles within the region.
4. Engage with civic and community/economic development organizations as guest speakers at local meetings/events.
5. Explore new methods to measure engagement in terms of the extent (quantity), value to the participant, and impact to regional transportation planning.
6. Participate as a community/regional organization in one to three large county or regional events per year. Develop criteria for event participation; examples include:
  - Fit with the event purpose or theme, e.g., economic development, climate/weather, technology, etc.
  - Cross-section of population
  - Expected attendance/participants
  - Alignment with hosting organization
  - Opportunity to engage with stakeholders and/or public
  - Cost and capacity to participate
  - Geographic coverage throughout the region

#### Additional Ideas:

7. Identify and leverage best practices of peer MPOs/RPOs, as applicable.
8. Develop easy-to-use tools for Board, stakeholder, and public engagement. One example is a pocket card on the MPO mission and priorities with contact information



and a QR code to submit input/feedback directly to staff.

9. Explore non-traditional partners as data sources, engagement allies, and project funding partners, etc. Examples include academia, human services, health care, large property management organizations, public libraries, etc.
10. Consider producing a SEDA-COG or SEDA-COG MPO podcast or similar.

**Objective B: Invite new perspectives and experiences to inform MPO planning.**

Initiatives:

1. Program an annual slate of guest speakers on the strategic priority topics. Initial suggestions include:
  - Safety and multimodal topics – Representative(s) from PennDOT, FHWA, and national planning associations; spokespersons or representatives of disadvantaged populations and youth/young adult populations; existing freight shippers and carriers; and county and regional economic development representatives.
  - Resiliency – Representative(s) from PennDOT, FHWA, and national planning associations
  - Emerging Technologies – Representative(s) from PennDOT, FHWA, national planning associations, and industry
  - Funding – Representative(s) from PA DCED, DCNR, DEP, FHWA
2. Attend other MPO meetings to observe planning practices, types of communication and engagement, etc.
3. Optionally conduct an optional annual project site or facility tour in the region. Example sites and facilities may include: freight generators, warehousing and distribution centers, county emergency management agencies, and transportation improvement project sites.

Additional Ideas:

4. Utilize 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 available at <https://www.nationalacademies.org/podcasts/trb>).
5. Encourage MPO Board member participation in TRB.

## Priority: Intergovernmental Coordination

### Objective A: Strengthen the MPO–local government partnership.

#### Initiatives:

1. Publish success stories of transportation needs met or services provided; rely on SEDA-COG communications staff to interview and produce website articles, short videos, or podcasts.
2. In partnership with counties, assess local governments' knowledge of the MPO and services related to local transportation needs. Consider an in-person meeting for municipal representatives or phone interviews.
3. Sponsor at least one transportation workshop/training per year, similar to LTAP topics (but outside the LTAP program), PennDOT Connects, etc. Follow up with participants regarding workshop value and application, and need for intermediate/advanced class or basic class on other topics.
4. 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:
  - o [NARC Working Group - Communications and Governmental Affairs](#)

#### Additional Ideas:

5. Prepare and distribute a toolkit to aid Board members in engaging with municipalities and local leaders (such as the pocket card described on page 17).
6. Coordinate a one-day staff exchange program between MPO staff and municipal roadmasters/public works departments.
7. Conduct an MPO outreach session in each county. Invite 1-2 local officials to discuss local transportation topics, particularly in relation to community and economic development. Consider a manageable session frequency and county rotation.

**Objective B: Expand planning and technical assistance for the local transportation network, with recognition of the unique needs of rural and urban areas.**

Initiatives:

1. Educate municipalities on available technical assistance from PennDOT (PennDOT Connects and LTAP), FHWA, and other state agencies and sources.
2. Leverage PennDOT Connects Municipal Program and LTAP (PSATS); facilitate/tailor delivery to ensure relevant information is provided.
3. Identify/prioritize common local transportation planning needs.
4. Participate in topical committees or discussion groups of relevant national organizations and/or review their recent research. Examples:
  - [NADO's Rural Transportation Technical Assistance Reports](#)
  - [TRB Snap Search: Local Aid](#)

**Objective C: Establish protocol for an ad hoc subcommittee to advise on special topics and and/or complex projects, like the Central Susquehanna Valley Thruway (CSV).**

Initiatives:

1. Develop project criteria for convening a task force.
2. Leverage the forthcoming PennDOT Pre-TIP Risk Screening Tool.

## Priority: Funding, Resources, & Capacity

**Objective A: Pursue funding from all relevant public programs (both transportation sources and non-transportation sources) and private sources to meet regional/local system needs.**

### Initiatives:

1. Leverage complementary funding programs for meeting local/regional transportation needs.
2. Sponsor at least one project funding workshop per year.
3. Consider the feasibility of a regional multimodal transportation fund or other TIP set-aside for local projects.

### Additional Ideas:

4. Explore how other regions have successfully funded regional trail development; consider a PA DCNR Peer Study.
5. Explore how a “circuit rider” could provide capacity for regional trail development across multiple counties/communities.

**Objective B: Strengthen capacity to pursue and administer state and federal grant funding to advance more projects.**

### Initiatives:

1. Partner within SEDA-COG to support a multi-year (e.g., 5-year) Community Capacity Coordinator position.
2. Make use of the [PennDOT Grant Development Guide](#), as updated.
3. Establish a pipeline of planning studies and capital projects for grant funding.
4. Partner with PennDOT on discretionary applications.

**Objective C: Enhance and expand staff and Board capabilities.**

### Initiatives:

1. Strengthen the orientation and continuing education programs for MPO Board members.
2. Identify staff and Board training opportunities relevant to the strategic priorities.

## Priority: Data & Information

### Objective A: Work with PennDOT to expand data availability for MPO planning.

#### Initiatives:

1. Define what data will meaningfully improve the MPO's planning and decision-making.
2. Work with PennDOT to source needed data, e.g., PennDOT Data Repository.
3. Expand data visualization and data sharing through online maps, dashboards, and Hub sites.
4. Participate in topical committees or discussion groups of relevant national organizations.
  - o [AMPO Data Interest Group](#)
  - o <https://onlinepubs.trb.org/onlinepubs/snap/Data-InformationManagementAndKnowledgeManagement.pdf>

### Objective B: Expand the Board's knowledge of the region as a whole.

#### Initiatives:

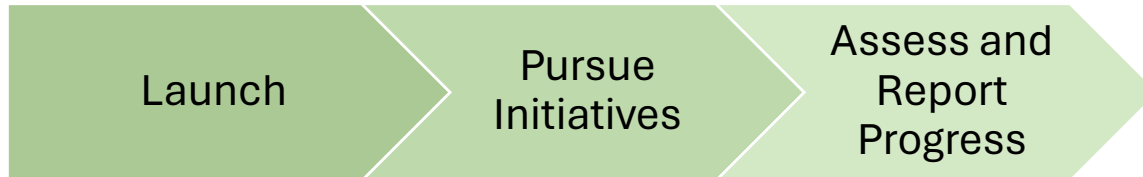
1. Visually represent one or more projects featured on the MPO meeting agenda with Google Street View, photos, and/or drone video.
2. Experience multimodal trips or movements, e.g. transit, freight (JRA), etc., firsthand through ride-alongs, as permitted.

#### Additional Ideas:

3. Brief the MPO Board on the state of development and transportation in each county annually.

## Implementation Framework & Tools

Strategic planning is complete. Efforts now turn to implementation, following three major steps:



The value and effectiveness of the Strategic Plan lies in its steady implementation. Board members and staff should expect to actively participate in the Strategic Plan’s implementation, supported by consultants as needed.

In addition and as stated in the 2022 Organizational Assessment, implementation efforts should “coordinate and align the SEDA-COG Strategic Plan, the MPO Strategic Plan, and UPWP documents, processes, and metrics.” This will entail internal efforts as well as external coordination with the broader SEDA-COG organization.

Internally, the strategic plan should inform the MPO’s LRTP and UPWP. Transportation system condition and modernization should be given attention in the LRTP planning process and document. Enhanced practices for public engagement, municipal/intergovernmental coordination, and data acquisition and use should be implemented within the LRTP planning process and carried out consistently by the MPO and the SEDA-COG organization. The MPO and SEDA-COG as a whole should collaborate on initiatives from their strategic plans to address funding for the transportation system as well as services that support all aspects of living, working, and conducting business in the region. Annual progress reporting by both the MPO and SEDA-COG could be coordinated or combined to demonstrate overall progress.

### Launch

1. **Select one or more initiatives for Year 1** (July 2024 through June 2025). To maintain momentum, selection should proceed promptly after plan adoption. A survey (in-meeting, online, or by paper scorecard) could be used to:
  - o Rank initiatives by importance (or other factor) within each objective and collect Board member interest areas.
  - o Estimate whether resources (time or expense reimbursement) beyond the MPO are necessary to support implementation of any mid-ranked or higher

- initiatives; note implications (e.g., need to defer the initiative until resources can be obtained) in the ranking results.
  - Discuss the results and confirm (or revise) the top-ranked initiatives as the Year 1 initiatives.
  - An annual work program template is shown on page 26.
2. **Publish the Strategic Plan**, in its entirety or only the five strategic priorities with objectives (presented on pages 10-12), along with the selected Year 1 initiatives. Share the Strategic Plan with partner organizations to gauge their interest in collaboration on any of the initiatives which might address shared goals.
  3. **Organize work groups** (or task forces) and develop concise work plans for each Year 1 initiative.
    - Assemble interested Board members and staff to outline a work plan, timeline, lead and support roles, and necessary resources. Recruit others, as needed, aiming for three to six participants in each work group.
    - Invite subject-matter experts or interested individuals from partner organizations, as relevant and available, to participate in initiatives.

## Pursue Initiatives

1. **Execute the work plan for each Year 1 initiative.** For example:
  - Conduct research as individual participants or as a group. Discuss findings from research to reach consensus on actions or practices to be recommended to the full MPO.
  - Pilot a new practice (or template), request feedback, and revise practice (or template) until practical and beneficial.
2. **Report key work plan activity or tasks/milestones** completed to the staff person responsible for the Strategic Plan progress report for MPO Meeting Packet preparation.
3. **Present findings and/or recommendations** to the MPO for action or as information; include future steps, as applicable. After the MPO accepts the results, report the initiative as complete and disband the work group.
4. **Steadily proceed with initiatives in priority order.** As one initiative is completed, organize a work group and work plan for the next-ranked initiative.

## Assess and Report Strategic Plan Progress

1. **Report on Strategic Plan implementation status annually.**
  - Summarize progress and completion of the active initiatives in a one-page

report suitable for public distribution and convenient online posting. Acknowledge participant efforts and significant outcomes. An annual progress report template shown on page 27.

- As the plan's horizon (2028) approaches, expand the progress report to convey progress and achievements over the full 2024-2028 period.
2. **Review the Strategic Plan for currency** on an annual basis. If conditions or circumstances have changed in such a way as to warrant additional priorities or objectives, update the Strategic Plan accordingly.
- Planning staff should make an initial assessment of the plan's continued relevance and report its recommendations for updates, if any, to the Board.
  - If recommended and the Board concurs, an update could be prepared in a focused (two-hour) workshop or assigned to a Board representative and staff member.
  - As the plan's horizon (2028) approaches, the assessment should shift to capturing input and direction for the next strategic plan.








**Annual Work Program and Progress Report**, primarily for internal reporting

SEDA-COG MPO Strategic Plan (2024-2028)					
Annual Work Program for the Period:		July 1, 2024 to June 30, 2025	Progress Report as of:	September 30, 2024	as of 5/21/2024
Objective	Initiative	Target Outcome	Leadership	Status	Notes
<b>PRIORITY: SYSTEM CONDITION AND MODERNIZATION</b>					
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
<b>PRIORITY: PUBLIC AND STAKEHOLDER ENGAGEMENT</b>					
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
<b>PRIORITY: INTERGOVERNMENTAL COORDINATION</b>					
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
<b>PRIORITY: FUNDING, RESOURCES, AND CAPACITY</b>					
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
<b>PRIORITY: DATA AND INFORMATION</b>					
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	
Select an objective	Select a corresponding initiative	Type a brief desired outcome	Unassigned	Not started	

**Annual Implementation Progress Report**, primarily for external reporting

SEDA-COG MPO Strategic Plan  
**2024-2028**

**Annual Implementation Progress Report**

Priority Goal Area	Baseline	(Year) Efforts	Achievement & Impact	
<b>System Condition and Modernization</b>				
	Planned projects and/or studies that address bicycle, pedestrian, transit, and freight needs	(#) in (Year)	(#)	(Type a highlight here)
	Planned projects and/or studies that address resiliency	(#) in (Year)	(#)	(Type a highlight here)
	Learning sessions attended on transformational transportation technologies	(#) in (Year)	(#)	(Type a highlight here)
<b>Public and Stakeholder Engagement</b>				
	Participant response or comments made	(#) in (Year)	(#)	(Type a highlight here)
	Diversity in participant response/comments	(#) in (Year)	(#)	(Type a highlight here)
	External speakers to the MPO Board.	(#) in (Year)	(#)	(Type a highlight here)
<b>Intergovernmental Coordination</b>				
	Municipalities that accessed technical assistance and services.	(#) in (Year)	(#)	(Type a highlight here)
<b>Funding, Resources, &amp; Capacity</b>				
	Non-traditional funding sources in planned projects.	(#) in (Year)	(#)	(Type a highlight here)
	Discretionary grants pursued; awarded.	(#;#) in (Year)	(#)	(Type a highlight here)
<b>Data &amp; Information</b>				
	Count of data needs.	(#) in (Year)	(#)	(Type a highlight here)
	Visualizations for MPO Board meetings.	(#) in (Year)	(#)	(Type a highlight here)

View the SEDA-COG MPO Strategic Plan at <https://seda-cog.org/departments/transportation/seda-cog-metropolitan-planning-organization/>.



# Agenda Item M

## Items of Potential Interest to MPO Members As of June 2024

### Opportunities to Provide Review and Comment:

rabbittransit Stop Hopper  
Microtransit Service

***New microtransit service (Stop Hopper) was initiated by rabbittransit from Selinsgrove-Sunbury in December 2021. The service expanded to include Danville-Bloomsburg and Lewisburg-Milton zones on 3/21/22. Staff promoted this service and coordinated with rabbittransit to further analyze and market the pilot. Staff is assisting rabbittransit with discussions on continuing the service beyond the pilot stage. Meetings to discuss local match options have been held regularly since January 2024. Staff supported rabbittransit's successful application to the Degenstein Foundation for local match funding and has been working to build local government support. 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](http://www.stepcorp.org/dsp) for more information.***

Transportation Advisory  
Committee Statewide  
Study of E-commerce

***The Pennsylvania State Transportation Advisory Committee (TAC) recently decided to carry out a statewide study of e-commerce and its implications for transportation and land use. MPOs and RPOs were asked to complete a survey related to this study. Staff submitted responses ahead of the 6/7/24 deadline. We will keep members posted on study updates. Let us know if you have comments or questions.***

Addressing Municipal  
Challenges to  
Participating in  
Competitive  
Transportation Grant  
Program

***PennDOT's study, Addressing Municipal Challenges to Participating in Competitive Transportation Grant Programs, released on December 13, 2023, explored the obstacles faced by Pennsylvania's municipalities in accessing discretionary federal and state funding. The study identified various impediments, such as limited capacity and financial resources at the municipal level, complex application processes, and insufficient technical expertise. The study aimed to facilitate greater participation in and strengthen the competitive position of Commonwealth communities as they work to secure grant funding for vital transportation investments. More information can be found [here](#). Recent [comprehensive analysis](#) by the Urban Institute found that local governments with more staff and bigger budgets are more likely to win federal infrastructure grants.***

Accessibility Guidelines  
for Pedestrian Facilities

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

## Items of Potential Interest to MPO Members As of June 2024

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

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FHWA Transportation  
Planning Capacity Building

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

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FHWA Transportation  
Planning Process Briefing  
Book

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

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FHWA Community  
Connections Innovations  
Handbook

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

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### Funding Opportunities:

USDOT Bipartisan  
Infrastructure Law (BIL)  
Discretionary Grants  
Resources

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

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Safe Streets and Roads for  
All Program

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

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## Items of Potential Interest to MPO Members As of June 2024

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

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Active Transportation  
Infrastructure Investment  
Program (ATIIP)

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

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National Electric Vehicle  
Infrastructure (NEVI)  
Formula Program

*PennDOT opened the NEVI Round 1A funding opportunity for online submissions in December 2023. Proposals were due by January 26, 2024. Grant awards were announced on April 4, 2024. More information can be found [here](#).*

*On April 22, 2024, PennDOT announced program details for NEVI Round 1B. The proposal period will be open May 13, 2024 through July 10, 2024. Round 1B will focus on closing the last remaining gaps along the State's Alternative Fuel Corridors. A map of priority locations eligible for Round 1B funding can be found [here](#). Additional information about Round 1B can be found [here](#).*

*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.*

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Charging and Fueling  
Infrastructure (CFI)  
Discretionary Grant  
Program

*On May 30, 2024, FHWA announced the second funding opportunity for EV charging and alternative-fueling infrastructure in communities and along designated highways, interstates, and major roadways through the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program.. Eligible entities include local governments. Up to \$800 million in funding is available for new*

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## Items of Potential Interest to MPO Members As of June 2024

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*applications, and an additional \$521 million for previously received applications. New Round 2 applications are due by August 28, 2024. Entities requesting reconsideration of past applications must submit the request by July 1, 2024. More information can be found [here](#).*

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WalkWorks 2024 Active Transportation Planning Grants

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

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Bridge Investment Program

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

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Green Light-Go Program

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

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ROUTES Initiative Applicant Toolkit

*The U.S. Department of Transportation has released an [Applicant Toolkit](#) (Toolkit) for the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative. The Toolkit provides user-friendly information and resources to enhance rural applicants' familiarity with USDOT's discretionary grant programs and the funding process.*

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ARC Local Access Road Program

*Interested parties should contact SEDA-COG's Betsy Lockwood regarding candidate local access road projects. Applications are accepted on a rolling basis, and sponsors of candidate projects*

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## Items of Potential Interest to MPO Members As of June 2024

*should coordinate with Betsy as they're being defined. Betsy provided an update to MPO members at the January 2024 meeting.*

### **PennDOT Project Information:**

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

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

State College Area Connector Project      *This project's final Planning & Environmental Linkages Study report is available on the project website. The results of the PEL Study identify transportation alternatives to advance into the National Environmental Policy Act (NEPA) process and preliminary engineering. PennDOT anticipates hosting a public meeting to present the refinements to the alignments in summer 2024. A 2<sup>nd</sup> public meeting is anticipated for early 2025. A public hearing will be held after the release of the Draft Environmental Impact Statement. More information can be found at the project page: [www.penndot.gov/scac](http://www.penndot.gov/scac).*

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

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

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

### **MPO and Committee Activities:**

Next MPO Meeting      *August Meeting.*      August 9, 2024



## Items of Potential Interest to MPO Members As of June 2024

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MPO Strategic Plan	<i>Members adopted the current Strategic Plan at the March 22, 2019 MPO meeting. The Plan can be found <a href="#">here</a>. Our Gannett Fleming consultant team has been contracted to facilitate an update to the Strategic Plan that is planned for adoption at the 6/14/24 MPO meeting.</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 <a href="#">here</a>.</i>
Federal Functional Classification Review	<i>Recent changes are available via a webmap <a href="#">here</a>. 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 <a href="#">here</a>. Changes reflect Bipartisan Infrastructure Law and other updates.</i>
LTAP Classes and Other Municipal Training	<i>More details can be found <a href="#">here</a>.</i>
SEDA-COG Long Range Transportation Plan (LRTP) Update	<i>2021-2045 LRTP was adopted at the 6/25/21 MPO meeting. Final plan electronic version has been posted <a href="#">here</a>. The next LRTP will be due before 6/25/26 and a coordination meeting to kick off the process occurred in January 2024 with a subsequent round of coordination meetings with Michael Baker International for consultant assistance.</i>

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