



SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO) MEETING  
June 19, 2020  
9:30 A.M. – 10:30 A.M.  
Teleconference/Videoconference Meeting  
(470) 869-2200; Meeting ID: 3610285809# or  
<https://meetings.ringcentral.com/j/3610285809>

## MEETING AGENDA

### SUPPLEMENTAL DISCUSSION ITEMS

- H. Central Susquehanna Valley Transportation (CSVT) Project Status ..... PennDOT
- I. Unified Planning Work Program (UPWP) Update .....J. Saylor
- J. SEDA-COG Long Range Transportation Plan Update.....D. Kiel
- K. COVID-19 Impacts on Transportation.....J. Saylor
- L. Active Transportation Committee Update ..... K. Lewis
- M. Member Forum.....J. Saylor
- N. Adjournment .....J. Saylor

*Next MPO meeting date – August 21, 2020*

# **Agenda Item I**

## SEDA-COG MPO Staff Activity Report June 2020

<b>Planning Process – Plans and Updates:</b>	
Middle Susquehanna Regional Bicycle and Pedestrian Plan	<i>Coordinated with members and requested additional appointments to new Active Transportation Committee. Held Committee meeting on 5/28/20. Held Committee Work Group conference calls throughout April, May, and June. Prepared activity tracker for Plan and Committee. The Bicycle and Pedestrian Plan was adopted on 5/17/19 and is available on the SEDA-COG website <a href="#">here</a>.</i>
FY 2020-2022 Unified Planning Work Program (UPWP)	<i>The FY 2020-22 UPWP was approved by SEDA-COG MPO on 11/22/19. The finalized FY 2020-22 UPWP was submitted to PennDOT on 1/7/20. PennDOT transmitted the approved UPWP to FHWA on 3/23/20. FTA approved the UPWP on 5/12/20. PennDOT issued a Notice to Proceed on 6/1/2020. The FY 20-22 UPWP is available on the SEDA-COG website <a href="#">here</a>.</i>
FY 2021-2024 TIP Update	<i>Prepared documentation needed for Draft TIP submission. Administered public comment period on the Draft TIP. See enclosed TIP materials.</i>
2021 Long Range Transportation Plan Update	<i>Continued coordination, data collection, and analysis process. See enclosed LRTP Update progress summary.</i>
<b>Planning Process – Project Development:</b>	
2020 ARLE Application Round	<i>PennDOT will be accepting applications for the 2020 Automated Red Light Enforcement (ARLE) Funding Program from June 1<sup>st</sup> through July 1<sup>st</sup>. Applications must be submitted using the DCED Electronic Single Application for Assistance at the following link: <a href="https://www.esa.dced.state.pa.us/Login.aspx">https://www.esa.dced.state.pa.us/Login.aspx</a></i>
Green Light-Go Program	<i>PennDOT is implementing changes to the Green Light-Go program to address revenue shortfalls in the Motor License Fund resulting from COVID-19: pending grant applications submitted for Year 6 of the program will not be awarded in 2020; grant contracts for projects awarded in prior rounds with no work started will be terminated; projects currently in design will be able to finish design but funding for construction will not be available at this time; projects with active construction contracts may continue through completion.</i>
FY 20-21 PennDOT Multimodal Applications	<i>Staff reviewed and commented on eight applications from the region that were submitted for FY 20-21 PennDOT Multimodal funding. PennDOT approval timeline is uncertain.</i>
CSVT	<i>The project's Northern Section is expected to be opened to traffic in 2022. The Southern Section is expected to be opened to traffic by 2027.</i>

## SEDA-COG MPO Staff Activity Report June 2020

Kick-off, Design Field View and/or Engineering & Environmental Scoping Field View Meetings	<b>Attended meetings on the following projects:</b> - Potential HSIP (safety) projects in District 2-0	Contact Staff for field notes, if desired.
PennDOT Connects	<b>Worked on follow ups to Connects workshop held as part of CSVT municipal impacts and land use training on 4/30/19. There are still technical assistance units available statewide for help with transportation/land use issues.</b>	
Lewisburg Borough Traffic Study	<b>Continued coordination with Lewisburg Borough and PennDOT District 3 regarding study recommendations. The final Market Street Corridor Study and its appendices are available <a href="#">here</a>.</b>	
Danville Area Traffic Study	<b>Coordinated with open-end consultant and PennDOT about scope of work for Danville Area Traffic Study, funded through the 2018-20 UPWP. Participated in conference calls on 5/1/20, 5/15/20, and 5/29/20. Provided consultant with comments on the draft study reports.</b>	
Fixed Route Transit Feasibility Study	<b>Coordinated with area stakeholders and PennDOT Bureau of Public Transportation about a candidate 5-county fixed route transit feasibility study. Assisted with details for feasibility study request package to be submitted to PennDOT.</b>	
Project Support	<b>Reviewed five applications from MPO region submitted for DCNR 2020 Trail Grants round and provided comments to DCNR on 5/19/20 (see enclosed application comments).</b>	
Sunbury Bicycle+Pedestrian Audit	<b>Held conference call on 4/2/20 with stakeholders including City Personnel, DCNR, PennDOT and SGP to further discuss bicycle and pedestrian issues within the city, and options for providing technical assistance and/or audit services.</b>	
<b>Planning Process – Collaboration:</b>		
SEDA-COG MPO Member Orientation	<b>Conducted an orientation on 11/20/19 for 10 MPO members. A PowerPoint presentation and several resource handouts were covered. Newer members should notify staff if they'd like to receive an individualized orientation.</b>	
Bicycle South Central PA Regional Bike Summit	<b>This annual summit was to be attended by staff, but it was canceled due to the coronavirus. However, staff assisted Susquehanna Greenway Partnership with applying for mini-grant funding that was awarded by the Lancaster Bicycle Club for the design and production of a safety sticker that will illustrate the 4-foot distance that should be kept between cars and cyclists by law.</b>	

## SEDA-COG MPO Staff Activity Report

### June 2020

Other Meetings	<p><b>Represented SEDA-COG MPO in continuing meetings with several organizations, including:</b></p> <ul style="list-style-type: none"> <li>- Greater Susquehanna Valley Chamber of Commerce Transportation Committee (5/8, 6/12)</li> <li>- PennDOT Planning Partners' Conference Call (5/13)</li> </ul>
SEDA-COG Joint Rail Authority (JRA)	<b>Participated in project meetings and JRA board meetings.</b>
SEDA-COG Natural Gas Cooperative	<b>Participated in coop board meetings (2), and continued project development meetings.</b>
<b>Tools, Data Collection and Analysis:</b>	
Functional Classification Revisions	<b>Worked with District 3-0 and 2-0 on supporting narrative for proposed classification changes and proposed changes to NHS. Coordinated with Luzerne County on proposed classification changes at the Columbia/Luzerne County border.</b>
Participant Statistical Areas Program (PSAP)	<b>Concluded verification process as part of PSAP update for 2020 Census.</b>
Regional GIS Data Refresh	<b>GIS staff began process to update major employers and critical facilities data. MPO members were copied on data requests. MPO member review of major employers still required for several counties.</b>
PennDOT One Map	<b>PennDOT One Map serves as the GIS visualization portal for planned and completed transportation improvements. 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>. A demonstration is planned for the 8/21/20 MPO meeting.</b>
SEDA-COG MPO Newsletter	<b>Developed inaugural electronic newsletter (called "Pathways") using Constant Contact and distributed it to 245 contacts on 3/25/20. The newsletter was opened by 34% of recipients. The next issue will likely go out in July.</b>
Central Project Management Database	<b>Began developing a centralized project management database for tracking and reporting on staff activities and progress made on regional transportation projects and implementation steps.</b>
<b>LTAP:</b>	
LTAP Classes and Other Municipal Training	<b>Concluded spring 2020 classes, which were conducted virtually in April/May. Two scheduled classes were not offered but will be rescheduled later this year. Future class schedule can be found <a href="#">here</a>.</b>

**SEDA-COG MPO Staff Activity Report**  
**June 2020**

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LTAP Virtual Drop-in  
Sessions

***Staff helped to promote new LTAP virtual drop-in sessions during April-June that were centered on various safety and maintenance topics, including asset management, curve signs, traffic calming, trail crossings, and truck restrictions. These were informal 30-45-minute live sessions focused on networking and sharing information with other municipal roadway personnel.***

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Equipment Operator  
Training

***Staff again coordinated with Pennsylvania College of Technology to sponsor hands-on Equipment Operator Training at the college's river property in Montgomery. This special training was held on 6/12/20.***

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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.	TBD	7/21/2017	Considered for statewide HSIP set aside. Held for future consideration for regional HSIP funds.
	Industrial Park Road	Selinsgrove Borough, Snyder County	Selinsgrove Industrial Park Road Reconstruction Project	Selinsgrove Borough	Improvements to 2,975 linear feet of Industrial Park Road, including widening of the road to 30 feet, installing storm sewer inlets and drains, paving, and installing curbing to assist with drainage. The reconstruction and widening will provide improved access for current and future light industrial businesses. With these improvements, the possibility of attracting new businesses is possible with the nearby connection to the bypass and Routes 11 & 15. The project will be located on Industrial Park Road, from West Sassafra Street to Sand Hill Road, in Selinsgrove, PA.	\$1,407,000	11/17/2017	DCED requested full application in December 2017; application was submitted on 1/22/18. ARC approved project on 5/18/18 for the use of \$500,000 in LAR funds.

Summary of Transportation Projects in the SEDA-COG Region

During FFY 2017 to present

Approved for TIP Addition

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MPMS Number	Route/Road	Location	Project Name	Requested by/Sponsor	Description	Estimated Cost / Funding Request	MPO Approval Date	Funding Committed Date/Notes
	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	DCED requested full application in November 2019; application was submitted on 12/5/19. <b>ARC approved project on 1/31/20 for the use of \$697,659 in LAR funds.</b>



**SEDA-COG MPO TIP Local Project Tracking**

County	Municipality	MPMS #	Project	Status
Multi	Multi	106671	SEDA-COG Bridge Removal Project	District 3-0 selected a consultant, McCormick Taylor. Kick-off meeting held 10/8/19. Bridge Removal Bundle Scoping Field Views were held in November 2019.

**SEDA-COG MPO TIP Project Updates**

County	Municipality	MPMS #	Project	Lead	Main Issue/Update

**Requests to Add Projects to the SEDDA-COG MPO TIP**

County	Township	Area/Structure/Intersection	Requested By	Main Issue	Recent Actions	Date	Request Type	MPO Staff Recommendation	MPO Action
Juniata	Tuscarora Twp	SR 35 and Black Log Road	Ginger Best, Twp Secretary	Alignment/road departures	Letter, Meeting on 3/7	Fall 2016	Highway Candidate	Keep this project on candidate TIP projects list; request Juniata County position on what priority it should have	
Snyder	Chapman Twp	Intersection of SR 104 and Oriental Road*	Sherri Lawver, Heister House Millworks	Remove Vertical Crest	Letter	Jun-17	Safety Improvement		
Snyder	Beaver Twp	Hetrick Road over Kern Run	Beaver Twp	Replace deck	Request via legislative office, fall 2018	Nov-17	Local Bridge	Consider for 2021 TIP update or interim retroactive reimbursement.	
Snyder	Franklin Twp	Swinehart Road (T-458) over Unnamed Tributary to Middle Creek	Paula Snook, Franklin Twp	Repair/replace bridge	Request via email	Mar-18	Local Bridge	Consider for 2021 TIP update or interim retroactive reimbursement.	
Snyder	Franklin Twp	Dock Hill Road (T-399) over Unnamed Tributary to Middle Creek	Paula Snook, Franklin Twp	Repair/replace bridge	Request via email	Mar-18	Local Bridge	Consider for 2021 TIP update or interim retroactive reimbursement.	
North'd	Turbot Twp	Bower Road (T-591) over Muddy Run	Kate Bailor, Twp Secretary	Replace bridge	Request via letter, meeting on 11/6/18	Jul-18	Local Bridge	Consider for 2021 TIP update or interim retroactive reimbursement.	
North'd	Turbot Twp	Golf Course Road (T-633) over Muddy Run	Kate Bailor, Twp Secretary	Repair bridge	Request via letter, meeting on 11/6/18	Jul-18	Local Bridge	Consider for 2021 TIP update or interim retroactive reimbursement.	
North'd	Turbot Twp	Schnure Road (T-596) over Limestone Run	Kate Bailor, Twp Secretary	Replace deck	Request via letter, meeting on 11/6/18	Jul-18	Local Bridge	Consider for 2021 TIP update or interim retroactive reimbursement.	
North'd	Turbot Twp	Taylor Road (T-577) over Unnamed Tributary to Limestone Run	Kate Bailor, Twp Secretary	Replace bridge	Request via letter, meeting on 11/6/18	Jul-18	Local Bridge	Consider for 2021 TIP update or interim retroactive reimbursement.	
North'd	Washington Twp	T-426 Crissinger Rd. over trib. to Schwaben Creek	Jeffrey Brosius, Chairman	Replace bridge	Request via letter, 8/20/2019	Aug-19	Local Bridge	Consider for 2021 TIP update or interim retroactive reimbursement.	

\* PennDOT Connects letter sent to Chapman Twp for microsurfacing project on SR 104 through this area.

Transportation Alternatives Program (TAP) Projects Status Update  
2016 Funding Round

**MPMS 108018 – Chestnut Street Enhancement Phase 2 – City of Sunbury**

<b>Funds Obligated?</b>	<b>Project Advertised?</b>	<b>Project Let?</b>	<b>Notice to Proceed?</b>	<b>CON begun?</b>
Yes.	Yes.	Yes.	Yes.	Yes.

Project involves replacing sidewalks, curbs, and ADA curb ramps on Chestnut Street from South 3<sup>rd</sup> Street to South 10<sup>th</sup> Street in the City of Sunbury. Project was approved for TAP funding by PennDOT on 1/10/17. Completion of construction occurred in October 2018. The low bid came in approximately \$160,000 above the programmed funding – cost savings from other TA projects and additional local funds made up the difference.

**MPMS 108121 – Monument Square Phase V 2016 TAP – Mifflin County**

<b>Funds Obligated?</b>	<b>Project Advertised?</b>	<b>Project Let?</b>	<b>Notice to Proceed?</b>	<b>CON begun?</b>
Yes.	Yes. 12/13/18	Yes. 1/17/19	Yes. 4/15/19	Yes.

Project involves installation of sidewalks with adjoining pavers, curbing, ADA-compliant curb ramps, pedestrian level lighting, and new trees in Lewistown Borough. Project was approved for TAP funding by PennDOT on 1/10/17. All work, except for the light standards (poles) was completed in fall 2019; the poles arrived and were electrified during the winter.

Transportation Alternatives Set-Aside Projects Status Update  
2018 Funding Round

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

<b>Funds Obligated?</b>	<b>Project Advertised?</b>	<b>Project Let?</b>	<b>Notice to Proceed?</b>	<b>CON begun?</b>
No. 7/9/20 est.	No. 7/9/20 est.	No. 9/3/20 est.	No. 10/19/20 est.	No.

Project involves repairing deteriorated sidewalks, constructing new sidewalks and installing new street lighting on State Routes 11 and 487 from 7th Street to 3rd Street in the Town of Bloomsburg. Project was approved for TA funding by PennDOT on 5/8/18. Completion of construction is estimated for fall 2022.

**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.	No.	No. 1/1/22 est.	No. 3/2/22 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 2022.

**MPMS 111606 – Bull Run Greenway Phase 1 – Lewisburg Borough**

<b>Funds Obligated?</b>	<b>Project Advertised?</b>	<b>Project Let?</b>	<b>Notice to Proceed?</b>	<b>CON begun?</b>
No. 11/19/20 est.	No. 11/19/20 est.	No. 1/14/21 est.	No. 3/15/21 est.	No.

Project involves restoring Bull Run’s natural floodplain, daylighting stormwater and extending the Buffalo Valley Rail Trail to Bucknell University in Lewisburg Borough. Project was approved for TA funding by PennDOT on 5/8/18. Completion of construction is estimated for fall 2022.

**MPMS 111458 – Clinton County Rail Trail – Clinton County**

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No.	No.	No. <b>10/22/20</b> est.	No. <b>12/30/20</b> est.	No.

Project involves improvements to the railroad bridge for the Bald Eagle Valley Trail that will connect five Clinton County municipalities to the Lycoming County border, and ultimately to the Jersey Shore trailhead of the Pine Creek Rail Trail. Project was approved for TA funding by PennDOT on 5/8/18. **PennDOT awarded additional TA funds in 2020, bringing the total to \$1,708,456.** Completion of construction is estimated for fall 2021.

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

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes. 2/21/20	Yes. 2/21/20	Yes. <b>4/30/20.</b>	No. <b>7/27/20</b> est.	No.

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

**MPMS 111460 – Sidewalk and Curb Enhancements – Renovo Borough**

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No. <b>4/7/20</b> est.	No. <b>4/7/20</b> est.	<b>Not Applicable</b>	No. <b>8/18/20</b> est.	No.

Project involves studying and potentially designing sidewalks, ADA curb ramps, crosswalks and curbing along 3rd, 4th, 5th, 11th and 12th Streets in Renovo Borough. Project was approved for TA funding by PennDOT on 5/8/18. Completion of phase is estimated for fall 2021. **Project is only funded through PE and will submit a TA application for the next round.**

**MPMS 111461 – Brown Township Streetscape – Mifflin County**

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No. 9/17/20 est.	No. 9/17/20 est.	No. 10/22/20 est.	No. 12/30/20 est.	No.

Project involves new sidewalks, curbing, trees and pedestrian lighting to improve pedestrian access in

June 2020 Update

Brown Township. Project was approved for TA funding by PennDOT on 5/8/18. Completion of construction is estimated for fall 2021.

## **DCNR Trail Grant Applications 2020 Application Review Comments from the SEDA-COG MPO**

To better coordinate state and federal funding programs for trail-related projects, DCNR has offered MPOs a chance to review applications and provide comments. Comments from the SEDA-COG MPO on projects from the current round located within our planning region are included below.

### **1. Central Mountains ATV Association Renovo Connector Trail Design (2001726), Central Mountains ATV Association**

Responses to DCNR information requests:

- Discuss your MPO's involvement in the planning or funding of this project.

The SEDA-COG MPO was not involved in the planning or funding of this particular project.

- Discuss your MPO's involvement in the planning or funding of other phases of the same trail.

The SEDA-COG MPO was not involved in the planning or funding of other phases of the same trail.

- Is this project consistent with your LRTP?

Yes. The LRTP supports increasing safety for non-motorized users and enhancing recreational, tourism, and heritage resources in the region.

- Provide any general comments on the project.

Central Mountains ATV Association has been providing outdoor motorized recreation for over 18 years. CMATVA is committed to using best management practices to handle continual maintenance and stewardship of its property, natural resources and stormwater runoff. Importantly, the new Connector Trail would entail a cooperative private/public partnership utilizing portions of both private and state properties and offer access regardless of the individual rider's ability level. Several recent plans/studies demonstrate the need for this trail connection and its positive economic impacts. CMATVA has built successful partnerships and capitalized on local financial and human resources.

The SEDA-COG MPO supports this application fully.

2. **Juniata River Trail Phase II (2002103), Mifflin County**

Responses to DCNR information requests:

- Discuss your MPO's involvement in the planning or funding of this project.

The SEDA-COG MPO has been kept apprised by Mifflin County's Planning Department relative to planning and implementation of the Juniata River Trail.

- Discuss your MPO's involvement in the planning or funding of other phases of the same trail.

The Mifflin County Planning Department also kept MPO staff informed about prior phases of the same trail.

- Is this project consistent with your LRTP?

Yes. The LRTP supports increasing safety for non-motorized users and enhancing recreational, tourism, and heritage resources in the region.

- Provide any general comments on the project.

Mifflin County has demonstrated the ability to successfully deliver projects using a variety of funding streams. Previous successes have included greenways, trails, recreation, and streetscape projects. This grant would extend already completed Juniata River Trail phases, helping to implement the larger vision. The county has built successful partnerships with local businesses, organizations, and landowners to implement this Phase II proposal. Based on previous performance, the county has the wherewithal to oversee and complete the project in a timely fashion. Importantly, this trail will form part of the Pittsburgh to Harrisburg Main Line Canal Greenway, a 320-mile corridor that follows the historic path of the Pennsylvania Main Line Canal. The county is to be commended for contributing 50% match for the grant request.

The SEDA-COG MPO supports this application fully.

3. **Danville Borough Levee North Branch Canal Trail Construction (2002090), Danville Borough**

Responses to DCNR information requests:

- Discuss your MPO's involvement in the planning or funding of this project.

The SEDA-COG MPO has been regularly kept apprised of planning and implementation related to the North Branch Canal Trail. In addition, the SEDA-COG MPO adopted a Middle Susquehanna Regional Bicycle and Pedestrian



Plan in May 2019. Danville Borough and the Montour Area Recreation Commission (MARC) were actively involved in the planning and preparation of this Plan. The North Branch Canal Trail figures prominently in this Plan – in the narrative, photos, mapping, and matrix of bike/ped needs. Completion of all the North Branch Canal Trail phases is included in the Plan as an example priority gap and trail project.

- Discuss your MPO's involvement in the planning or funding of other phases of the same trail.

In 2017, the SEDA-COG MPO reviewed the borough's Transportation Alternatives (TA) application for the North Branch Canal Trail and recommended that it be funded by PennDOT. This phase for 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 was successful, and MPO staff has participated in PennDOT Connects and scoping meetings related to the project. The MPO will continue to monitor the project and its progress. The SEDA-COG MPO previously reviewed grant requests for other North Branch Canal Trail phases and participated in master planning activities related to this regionally significant trail.

- Is this project consistent with your LRTP?

Yes. The LRTP supports increasing safety for motorized and non-motorized users and enhancing recreational, tourism, and heritage resources in the region.

- Provide any general comments on the project.

This project would separate bike/ped users from automobile traffic and allow ADA access to the trail, improving safety of bikers/walkers and expanding active transportation options and connections to core residential, recreational, and business centers. Danville Borough has demonstrated the ability to successfully deliver projects using a variety of funding streams. Previous successes have included streetscapes, trails, parks, and local bridges. This grant would extend already completed North Branch Canal Trail phases, helping to implement the larger vision. The borough has built successful partnerships and capitalized on local financial and human resources. Based on previous performance, the borough has the wherewithal to oversee and complete the project in a timely fashion. The borough is to be commended for contributing 86% match for the grant request.

The SEDA-COG MPO supports this application fully.

4. **AOAA Equipment (2001732), Northumberland County Anthracite Outdoor Adventure Area Authority**

Responses to DCNR information requests:

- Discuss your MPO's involvement in the planning or funding of this project.

The SEDA-COG MPO was not involved in the planning or funding of this particular project.

- Discuss your MPO's involvement in the planning or funding of other phases of the same trail.

The SEDA-COG MPO previously approved adding Appalachian Regional Commission Local Access Road Program funds to the MPO Transportation Improvement Program (TIP), in conjunction with a new local road to access the trails managed by the Anthracite Outdoor Adventure Area Authority. The approved local access road was completed in 2013. Other SEDA-COG Departments, primarily the Economic Development Department, Information Technologies Group, and Community Revitalization, have been involved in grant projects and other activities related to the AOAA. SEDA-COG staff was closely involved in the Partnership for Opportunity and Workforce and Economic Revitalization (POWER) Initiative Grant workgroup created to promote outdoor recreation and heritage tourism at the AOAA.

- Is this project consistent with your LRTP?

Yes. The LRTP supports increasing safety for non-motorized users and enhancing recreational, tourism, and heritage resources in the region.

- Provide any general comments on the project.

Northumberland County Anthracite Outdoor Adventure Area Authority has demonstrated the ability to successfully deliver projects using a variety of funding streams. Previous successes have included ATV trails, walking trails, trailhead facilities, roads, and parking projects. The AOAA has built successful partnerships with local businesses, organizations, tourism agencies, and others to implement its priorities. Based on previous performance and the impressive track record in master planning, constructing and maintaining its facilities, the AOAA will be able to oversee and complete the project in a timely fashion.

The SEDA-COG MPO supports this application fully.

5. **AOAA Trail Maintenance Project (2001785), Northumberland County Anthracite Outdoor Adventure Area Authority**

Responses to DCNR information requests:

- Discuss your MPO's involvement in the planning or funding of this project.

The SEDA-COG MPO was not involved in the planning or funding of this particular project.

- Discuss your MPO's involvement in the planning or funding of other phases of the same trail.

The SEDA-COG MPO previously approved adding Appalachian Regional Commission Local Access Road Program funds to the MPO Transportation Improvement Program (TIP), in conjunction with a new local road to access the trails managed by the Anthracite Outdoor Adventure Area Authority. The approved local access road was completed in 2013. Other SEDA-COG Departments, primarily the Economic Development Department, Information Technologies Group, and Community Revitalization, have been involved in grant projects and other activities related to the AOAA. SEDA-COG staff was closely involved in the Partnership for Opportunity and Workforce and Economic Revitalization (POWER) Initiative Grant workgroup created to promote outdoor recreation and heritage tourism at the AOAA.

- Is this project consistent with your LRTP?

Yes. The LRTP supports increasing safety for motorized and non-motorized users and enhancing recreational, tourism, and heritage resources in the region.

- Provide any general comments on the project.

Northumberland County Anthracite Outdoor Adventure Area Authority has demonstrated the ability to successfully deliver projects using a variety of funding streams. Previous successes have included ATV trails, walking trails, trailhead facilities, roads, and parking projects. The AOAA has built successful partnerships with local businesses, organizations, tourism agencies, and others to implement its priorities. Based on previous performance and the impressive track record in master planning, constructing and maintaining its facilities, the AOAA will be able to oversee and complete the project in a timely fashion.

The SEDA-COG MPO supports this application fully.

# **Agenda Item J**

## **L RTP 2021-2045 Update Project**

### **Summary of Progress and Work**

**6/10/2020**

- Work continues on updating several “current conditions” sections of the LRTP that address the current state of the transportation system and related information (population trends, employment, transportation network data, bridges, safety, etc.) in the SEDA-COG region. These sections will be accompanied with many maps, charts, graphs, and tables that summarize the conditions. Data gathering, analysis, and map preparation is proceeding. Data tables and charts have been completed that show for the entire MPO region:
  - Demographics/Population
  - Employment
  - Economic Impacts/Tourism
  - Fatality and serious injury totals and rates (including pedestrian/bicycle)
  - State- and locally-owned bridge conditions/ratings, including long bridges, closed and posted bridges
  - Daily VMT (vehicle miles traveled)

Draft maps have been completed or are in progress that show:

- The CSV T corridor
- IRI (pavement condition ratings)
- Average daily traffic
- Average daily truck traffic
- Tourism features
- Recreational features and areas
- Major economic resources
- Major freight generators
- Major employers
- Commuting flows

The “Issues and Implications” section of the report continues to be updated and expanded.

- Don Kiel and Jamie Lemon conducted an online meeting on June 3<sup>rd</sup> to review and discuss the draft Transportation Performance Management guidance from PennDOT’s STIP. Use of the TPM measures are mandated through the federal MAP-21 and FAST Act legislation to promote the most efficient investment of Federal transportation funds. Performance measures include the areas of Safety (PM1), Pavement/Bridge (PM2), System (PM3), and Transit. The LRTP will primarily emphasize how proposed projects will address PM1 and PM2.
- Work has commenced on preparation of working lists of potential projects, categorized into “asset management” projects (major, larger cost) and “discretionary” (smaller, lesser cost). These draft lists are being compiled from a variety of sources and will form the basis for beginning consideration of inclusion in the final LRTP list of proposed projects. Further evaluation and input will begin to be collected soon from Board members and public meetings and involvement.

- The process has begun for selecting a consultant(s) to support the LRTP development process. The selected entity(ies) will assist the LRTP team in the areas of soliciting public involvement, performance measures assessment, identifying corridors of concern/assessment for freight, resiliency assessment, congestion/modernization evaluation, and the project development process. The RFQ was issued on May 13<sup>th</sup>, with proposals due by June 22<sup>nd</sup>. LRTP team evaluations will be completed by July 3<sup>rd</sup>, online oral interviews will be conducted from July 14<sup>th</sup>-16<sup>th</sup>, and final selection by July 23<sup>rd</sup>. Contract start date is planned for August 20<sup>th</sup>.
- The Steering Committee met virtually on June 10<sup>th</sup> to review project status.

Respectfully submitted,

Don Kiel

# **Agenda Item K**



May 1, 2020

Dear Members of the Pennsylvania Congressional Delegation:

PennDOT took strong measures to help slow the spread of COVID-19 including the rapid closure of offices, driver's license centers, the suspension of the construction program, and provided much needed guidance and support to our transit providers. Additionally, the strong measures such as stay-at-home orders have had significant impacts on incoming revenues. Because travel overall is down, less fuel is being purchased, resulting in large impacts to our programs. A federal stimulus program could help, but we don't know what that looks like yet. At this point, it's too early to determine exactly what the impacts will be. We will need to evaluate the cumulative impact of these significant challenges in the months ahead.

COVID-19 is causing major reductions in State revenue sources in Pennsylvania. Revenue losses and delays are being seen in almost all revenue sources. The total estimated dollars lost are based on an impact into late summer. This estimate is difficult to calculate and could be greatly reduced, or increased, depending on the duration of the impact. Major revenue sources, and the program impact include:

#### **Gas & Diesel Tax, Certain Licensing and Registration Fees**

- ***Estimated Dollar Loss - \$800 - \$900 million***
- Program Areas Impacts
  - Highway and Bridge Construction
    - Construction program - large reductions will be needed to align with current revenue expectations
    - Stimulus funds could replace some of the reduced program depicted
    - Stimulus funds could also create opportunity to advance an expanded program
  - Highway Maintenance
    - Lower standard of care as focus shifts to solely basic maintenance needs
    - Reduction in contract services (such as mowing contracts)
    - Significant reduction in the number of resurfacing projects which can be funded
    - Reduction of resurfacing will result in more lower level treatments such as patching vs. surface treatments, crack sealing and seal coats vs paving.
  - Municipal and Local Funding – liquid fuels revenue will be down, so distributions will also be less
  - PA Turnpike transfers revenue to PennDOT for gas taxes, this will also be lower



- PennDOT facilities
  - Less revenue will be available for needed improvements and repairs
- Municipal Traffic Signals – less revenue will be available for these programs
- Driver & Vehicle Services – while currently paused, must restart and customer volume has just been deferred. So, while the revenue from these facets will resume, the cost to operate DVS will still be a draw on the overall reduced revenue.

**Sales Tax, PA Lottery Proceeds, Vehicle Rentals, Vehicle Leases, Tire Tax**

- ***Estimated Dollar Loss - \$80 million***
- Program Areas Impacted
  - Public Transportation – direct reduction in distribution

**Certain Multimodal Fees** - Transit agencies and public transportation providers across the state had significant unmet infrastructure and services needs before COVID-19 impacted the state. It remains to be seen how or whether the federal stimulus will offset these losses.

- Funding from the Turnpike supports transit capital investments, including those needed for the Amtrak service used by more than 1 million riders annually. Half of the state's subsidy of the Amtrak service is supported by Turnpike payments.
- ***Estimated Dollar Loss - \$30 million***
- Program Areas Impacted by resulting reductions in funding distribution
  - Public Transportation
  - Rail Freight
  - Ports
  - Bicycle & Pedestrian
  - Pennsylvania Ports
  - Aviation
  - Multimodal Related Highway Projects
  - DCED – CFA Multimodal Projects

**Jet fuel and Aviation Gas**

- ***Estimated Dollar Loss - \$1 million***
- Impact
  - Airport Development Grants

In addition to the revenue losses detailed above, Pennsylvania has identified an annual need of \$1.2 Billion to meet cyclical asset management needs on our Interstate system. Currently, Pennsylvania spends between \$450 - \$500 million per year on the Interstate system. To address this need, Pennsylvania plans to increase our investment in the Interstate system by approximately \$150 million in Federal Fiscal Year (FFY) 2021 and grow that investment by \$50 million per year until overall investment reaches \$1.0 Billion (FFY 2028) annually. Even with

this increased investment, we are not able to address our cyclical asset management needs on the Interstate system. Also, this increased investment in our Interstate system, will have a direct impact on the balance of our National Highway System (non-Interstate) network that currently has an annual need of nearly \$2.2 Billion to address cyclical asset management, as well as, much of our remaining Federal Aid routes (Non-NHS). These routes serve as our backbone for farm to market, and we have seen how important they are to our overall supply chain with the current COVID-19 pandemic. As you can tell, prior to the COVID-19 pandemic, Pennsylvania was already being forced to make some very difficult decisions due to inaction at the Federal level to increase infrastructure funding. The current state revenue situation due to COVID-19 exacerbates this situation and will result in a reduction to Pennsylvania's maintenance & operations, as well as, our construction program moving forward.

Additional Federal Funds could possibly be used to offset these revenue losses. Pennsylvania Transportation funding is dedicated and directed to each program area through numerous legislative formulas and dedications. Additional Federal Funds could be directed to each program area to lessen, or offset, the impact of these losses. This could be in addition to other stimulus packages such as the already passed CARES Act that provides \$1 billion to Mass Transit Agencies across the Commonwealth. Of course, additional federal stimulus conditions can restrict where such funds could be spent.

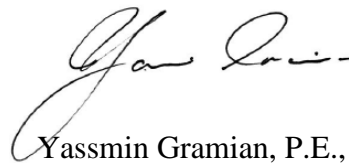
In fact, on April 6, 2020, the American Association of State Highway and Transportation Officials (AASHTO) sent a letter to Congressional Leadership requesting that the "Phase 4" emergency relief and economic relief and recovery package include an immediate \$49.95 Billion in flexible federal funding to offset any state transportation revenue impacts over the next 18 months. If passed and funding is distributed through existing Federal formula, Pennsylvania may potentially see an additional \$696 million in FFY 2020 and \$1.389 billion in FFY 2021. This proposed Federal funding will provide immediate assistance to Pennsylvania and allow the Pennsylvania Department of Transportation (PennDOT) to continue to operate and maintain our transportation network without disruption and allow current transportation projects and plans to continue. Pennsylvania fully supports AASHTO's proposal, and would offer the following suggestions, in regard to, a future infrastructure funding package:

1. Distribute Funding to states utilizing the existing formula.
2. Allow funding for all Project phases- reach all of industry, not just construction. Advances larger projects. Keeps smaller projects on schedule.
3. Percentage designated for direct distribution to maintenance to alleviate the burden of reduced State budgets and allow for the continuation of maintenance resurfacing projects.

4. Percentage allowed to be used on active projects that previously did not include Federal funding, if the work has not been done. Again, to reduce the financial burden on the States.
5. Apportion according to Surface Transportation Block Grant (STBG) formula without set-asides for Transportation Alternative Program (TAP) and Local Bridges. TAP and Local Bridge projects should be eligible, of course.
6. Do NOT require states to certify expenditure of state funds. During ARRA, our 'certification' did not keep up with the expenditures since revenues remained lower than expected.
7. 100% Federal Funding, no match required for National Highway System projects.
8. Allow funds to be used for projects that are already programmed but unable to be delivered due to new funding constraints rather than limiting use to unprogrammed projects that are obviously not as important since they are not programmed.
9. DO NOT require projects to spend funds at a certain rate or by a certain date. Rather, allow states to align expenditures and cash flow with established project delivery schedules.
10. Temporarily pause or adjust the FAST ACT/MAP-21 performance measures, since many states may not have the ability to make their goals due to the COVID-19 revenue impacts.

We appreciate your consideration of transportation needs within Pennsylvania. If you have any questions or concerns, feel free to contact me at 717.787.5574.

Sincerely,

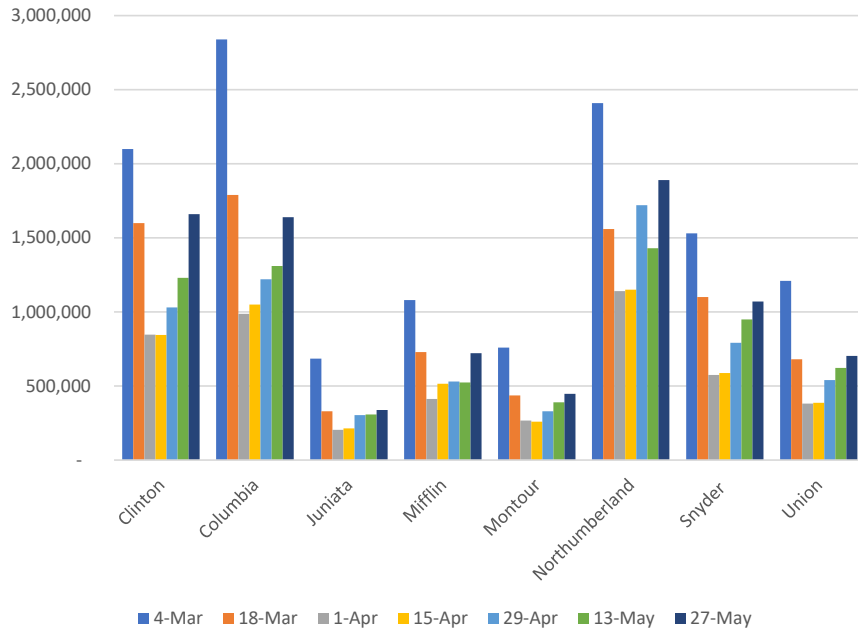


Yassmin Gramian, P.E., Acting Secretary  
Pennsylvania Department of Transportation

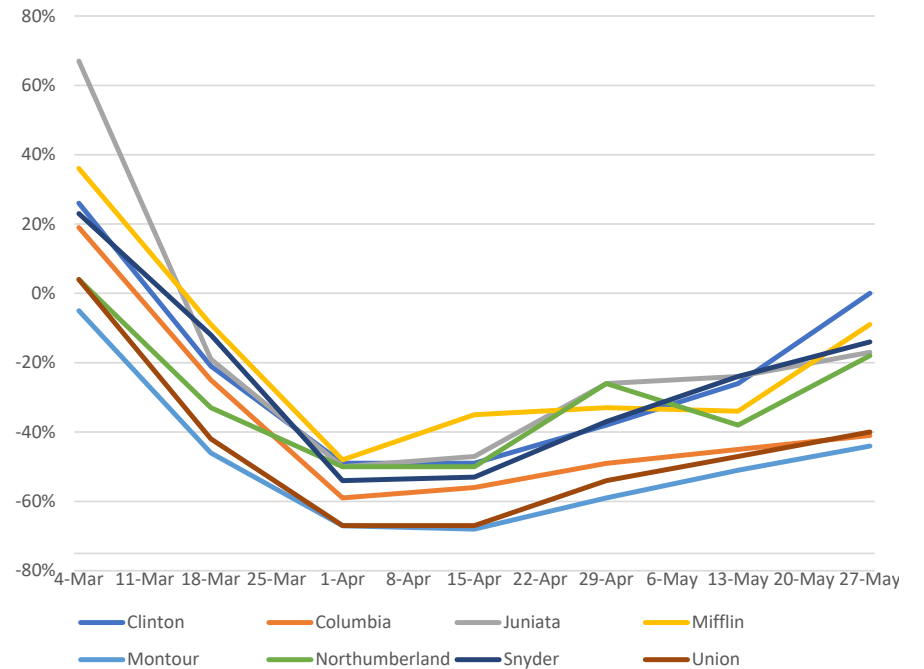
cc: Nicole R. Nasson, Highway Administrator, FHWA  
Alicia Nolan, PA Division Administrator, FHWA

# Traffic Volumes in SEDA-COG Region March – May of 2020

Total VMT by County  
March 4 - May 27, 2020



VMT Related to Average VMT for January 2020



# **Agenda Item L**

<b>MSATC Activity Tracker</b>				Time Period: <i>May 2019-June 2020</i>
<b>Action Number</b>	<b>Activity</b>	<b>Start or Completion Date</b>	<b>Lead (L) and Support (S) Persons/Organizations</b>	<b>Status/Notes</b>
1	Establish the Middle Susquehanna Bicycle and Pedestrian Advisory Committee now named Middle Susquehanna Active Transportation Committee (MSATC)	May/June 2019	SEDA-COG Metropolitan Planning Orgnaization (MPO), Susquehanna Greenway Partnership (SGP), Williamsport Area Transportation Study (WATS)	ongoing, meets on a quarterly basis, established policies and procedures
2	Update the SEDA-COG bike/ped web page	Ongoing	SEDA-COG MPO	ongoing updates as needed
3	Publish and maintain an online map of prime places to walk and bike	Started May 2019, ongoing	SEDA-COG MPO, Counties	In an update phase
4	Develop Partnerships	Ongoing	All members	Always ongoing
5	Promote Successful Projects	Ongoing	SEDA-COG, SGP and all other members	Ongoing
6	Encourage communities, businesses, and universities to pursue the "Bike Friendly Community" program and designations	May-20	Community Engagement and Outreach Work Group	Plans have begun
7	Engage local media in promoting bicycling and walking and their benefits	Started beginning of 2020	Community Engagement and Outreach Work Group	Plans have begun
8	Report major activity impacts anually	May-19	SEDA-COG and SGP	Completed for 2019-2020 Year
9	Encourage bike/ped audits in additional towns	Started early 2020	SEDA-COG, SGP, Safety Work Group	Ongoing, one is planned to be initiated within a year
10	Compile public comments	May-20	SEDA-COG with Connections and Safety Work Groups	Ongoing
11	Assess on-road bicycling conditions along candidate corridors	Began February 2020	Connections Work Group	Ongoing
12	Support the Extension of Existing Trails		Connections Work Group	Ongoing?
13	Encourage municipalities to address identified bike/ped needs		Connections Work Group	No formal plans have begun?
14	Work with state and local police departments	February/March 2020	Safety Work Group and Community Engagement/Outreach Work Group	Ongoing, work has begun
15	Promote biking and walking	Ongoing	All members	Ongoing

16	Encourage development of and resident participation in bicycling and walking clubs for a variety of ages and abilities			No formal plans have begun
17	Promote responsible shared use of streets by all travelers	May-20	Safety Work Group and Community Engagement/Outreach Work Group	Ongoing/Picking up momentum coming soon
18	Estimate walking and biking activity		Safety Work Group	No formal plans have begun
19	Develop bicycle and pedestrian safety awareness campaigns for all travelers		Safety Work Group and Community Engagement/Outreach Work Group	Plans for future as COVID-19 concerns ease

DRAFT





# **Agenda Item M**

## Items of Potential Interest to MPO Members As of June 2020

### Opportunities to Provide Review and Comment:

FHWA Transportation Planning Process Briefing Book	<i><b>FHWA has updated its Transportation Planning Process Briefing Book. Part 1 discusses transportation planning and its relationship to decisionmaking. Part II presents short descriptions of the key products that are prepared as part of the transportation planning process. More information is available <a href="#">here</a>.</b></i>
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FHWA Community Connections Innovations Handbook	<i><b>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 <a href="#">here</a>.</b></i>
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### Funding Opportunities:

Multimodal Transportation Fund	<i><b>The Commonwealth Financing Authority-managed funding round closed on July 31, 2019. Awards were announced on 11/12/19; the approved projects can be found <a href="#">here</a>.</b></i>
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Multimodal Transportation Fund	<i><b>The PennDOT-managed funding round closed on November 8, 2019. Staff reviewed the applications and submitted comments in January 2020. Staff will circulate award notices, when available.</b></i>
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Green Light-Go Program	<i><b>PennDOT accepted FY 20-21 applications until 1/10/20; grant applications submitted will not be awarded in 2020 as originally planned. More information will be shared as it's received.</b></i>
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ARLE Program	<i><b>PennDOT announced the 2019 ARLE grant awards on 12/17/2019. The Town of Bloomsburg and Mahoning Township received grants. The approved projects can be found <a href="#">here</a>. The 2020 ARLE grant application round is open till July 1<sup>st</sup>.</b></i>
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ARC Local Access Road Program	<i><b>Interested parties should contact SEDA-COG's Betsy Lockwood regarding candidate local access road projects. Project summaries will be due in June 2020.</b></i>
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### PennDOT Project Information:

Maintenance and Traffic Bulletins	<i><b>PennDOT District 2 Maintenance &amp; Traffic Bulletins can be found <a href="#">here</a>. PennDOT District 3 Maintenance &amp; Traffic Bulletins can be found <a href="#">here</a>.</b></i>
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Major and Ongoing Construction Projects	<i><b>PennDOT District 2 Major &amp; Ongoing Construction Projects can be found <a href="#">here</a>. PennDOT District 3 Major &amp; Ongoing Construction Projects can be found <a href="#">here</a>. PennDOT project performance results can be found <a href="#">here</a>.</b></i>
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PA Transportation Projects	<i><b>Statewide active construction projects and projects included on current TIPs and Twelve Year Plans can be found <a href="#">here</a>.</b></i>
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**Items of Potential Interest to MPO Members  
As of June 2020**

PennDOT One Map	<i>PennDOT One Map serves as the GIS visualization portal for planned and completed maintenance activities. PennDOT One Map provides sets of map data which can be exported and queried for attribute data. This application can be found <a href="#">here</a>.</i>
<b>MPO and Committee Activities:</b>	
Next MPO Meeting	<i>August Meeting.</i> <span style="float: right;">August 21, 2020</span>
MPO Strategic Plan	<i>Members adopted the 2019 Strategic Plan at the March 22 MPO meeting. The Plan can be found <a href="#">here</a>.</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>Staff recently wrapped up a systematic review of functional classification. The proposed changes are available via a webmap <a href="#">here</a>.</i>
Local Bridge Subcommittee	<i>Local bridge funding handbook was distributed in 2016; an updated version for 2019 is posted <a href="#">here</a>.  County prioritization meetings and scoring process for 2021 TIP were initiated in spring/summer 2019. Final scoring summaries were shared in 2020.</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>2016-2040 LRTP was adopted at the 7/15/16 MPO meeting. Final report copies have been distributed to MPO members; electronic version has been posted <a href="#">here</a>. The next LRTP will be due in 2021.</i>