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

A. Call to Order.....J. Saylor

B. Public Forum.....J. Saylor

ACTION ITEMS

C. Approval of the April 17, 2020 MPO Meeting Minutes.....J. Saylor

If acceptable, approve the minutes of the April 17, 2020 SEDA-COG MPO meeting.

D. TIP Administrative Modifications and Amendments .....J. Saylor

If acceptable, approve the TIP administrative modifications for PennDOT District 2-0.
If acceptable, approve the TIP amendment for PennDOT District 3-0
If acceptable, approve the TIP administrative modifications for PennDOT District 3-0.

E. SEDA-COG MPO Self-Certification Resolution.....S. Herman

If acceptable, adopt the SEDA-COG MPO Self-Certification Resolution.

F. 2021-2024 Transportation Improvement Program (TIP) Adoption.....S. Herman

If acceptable, adopt the 2021-2024 SEDA-COG TIP and approve submission of TIP documents to PennDOT.

G. Danville Area Transportation Study ..... B. Funkhouser

Receive a presentation from the Michael Baker International consultant team summarizing the analysis and recommendations from this recent study, completed using PennDOT Connects funding.

If acceptable, accept the findings of the study.

Agenda Item C

SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO) MEETING
Friday, April 17, 2020
SEDA-COG
Lewisburg, PA
9:30 A.M.

MPO VOTING MEMBERS (via teleconference)
Mark Colussy, Mifflin County
Katie de Silva, Clinton County
Lisa Dooley, Town of Bloomsburg
Brad Kerstetter, Juniata County
Shawn McLaughlin, Union County
Greg Molter, Montour County
Carey Mullins, PennDOT Central Office
Steve Phillips, SEDA-COG Board, Multi-Modal Interests
Jonathan Ranck, PennDOT District 3-0
Richard Ridgway, SEDA-COG Board At-Large Member
Vickie Rusnak, PennDOT District 2-0
Jim Saylor, SEDA-COG
Justin Skavery, Northumberland County
Eric Stahley, Columbia County

OTHER MPO MEMBERS
Jamie Lemon, FHWA
Anne Messner, Centre County MPO
Kristin Mulkerin, PennDOT Central Office

GUESTS
Eileen Evert, Geisinger Health Plan
Emily Gregorowicz, Geisinger
John Levitsky, PennDOT Bureau of Public Transportation
Beth Nidam, rabbittransit
Steve Wilver, Larson Design Group
Shannon Wood, Geisinger Health Plan
Tom Zilla, Centre County MPO

STAFF PRESENT
Kay Aikey, Program Assistant
Steve Herman, Transportation Planner
Don Kiel, Senior Principal Program Analyst
Katherine Lewis, Program Analyst, GIS
Kyle Postupack, Property and Maintenance of Way Manager
Jeff Stover, Transportation Program Chief

Call to Order

Mr. Saylor called the meeting to order at 9:31 a.m. Roll call was taken of MPO voting members, other MPO members, guests and staff.

Mr. Saylor noted that in addition to the meeting being recorded by Ms. Aikey, it is also being recorded using the Ring Central platform since the meeting is being done in a teleconference call format. This will help with the minutes, and with best practices it has been recommended to post the meeting recording after the fact. Staff will reach out to members regarding the idea of posting the recording before any action is taken on the minutes to make sure members are comfortable with that.

Public Forum

No comments were received from the general public.

Approval of the February 14, 2020 Meeting Minutes of the SEDA-COG MPO

Mr. Colussy made a motion to approve the minutes from the February 14, 2020, MPO meeting; Mr. Mullins seconded the motion; motion carried.

TIP Administrative Modifications and Amendments

Mr. Saylor provided a brief summary of PennDOT's operations under the mitigation measures. He stated that work on most PennDOT projects has been suspended. There is a list of 61 emergency projects that will continue and that was published on PennDOT's website. There are some smaller projects that are moving forward on an emergency basis. There are approximately 5,700 PennDOT employees that have been furloughed, and most of the remaining employees are working from home. Project lettings scheduled in March and April have been delayed; future lettings may also be delayed, and these delays will have a cumulative impact on the construction season. Things related to the TIP are changing. What is being processed at the meeting is an amendment to add a new project to the TIP, some administrative actions that occurred before the mitigation measures were put in place, and approval from members to take the draft TIP out for public comment.

The first action item is for an amendment to add a transit project to the TIP. Staff is asking members to approve an amendment to add under a half million dollars in FTA funding to the TIP. The funding is a result of a successful application by Geisinger Clinic and PennDOT. The purpose listed in the application was to employ innovative approaches for increasing access to healthcare by combining mobility management and technology solutions.

Ms. Evert from Geisinger provided an overview of the project and stated that Geisinger has been working since the launch of April 2018 on a transportation pilot that provides coordinated rides to clinical appointments, as well as the necessary social services such as grocery store, pharmacy, and senior centers and through a relationship with rabbittransit provide coordinated rides with the most appropriate transit whether it is public transportation, taxi, or private vendors or to support Medicare or Medicaid services.

Ms. Evert stated that over the first year and with a limited scope of eligibility since it was a pilot, over 9,000 round trips were provided and 81% have been for medical appointments and 19% for non-clinical including food pickup, social services and pharmacy. Geisinger submitted an

application in hopes to expand eligibility, serve a larger geographic area, use artificial intelligence and technology solution and increase access to care.

A few months ago, Geisinger received notification that they were awarded close to a half million dollars in FTA funding to expand that eligibility and geographic reach to increase the mobility management. Currently, the pilot program serves patients that live within a 50-mile radius of Danville and Geisinger's urban pilot area is Scranton, PA and that is a 25- mile radius.

With the new technology solution and addition of mobility management services and expansion of the existing transportation, Geisinger anticipates increasing access to care for additional patients throughout the service area. When Geisinger was awarded the grant a few months ago, they were advised to go through the state to access the funding for the FTA grant.

Ms. Dooley asked if there was a flyer to help advertise this to Bloomsburg citizens. Ms. Evert stated that the current pilot program typically relies on case managers handling referrals and talking to patients about eligibility. Ms. Evert stated she could send more information on this as to how to get people enrolled in the program.

Ms. Evert stated that through the relationship with the mobility manager, it is a bridge program for those that are currently eligible for MATP benefits and helping individuals to apply. Approximately 500 patients have been successfully transitioned to MATP and lottery funding as well to help with their transportation barriers.

Mr. Ridgway asked if this is being done in conjunction with rabbittransit. Ms. Evert replied yes. Geisinger decided once the pilot was started to partner with a local transportation agency that owned their own fleet of vehicles. Geisinger uses rabbittransit for many of the rides and also rabbittransit's mobility manager secures subcontractors to help with those rides and they also work with other public transit authorities in the Scranton area as well. Ms. Evert stated that rabbittransit has been a great partner.

Mr. Molter made a motion for the MPO to approve the TIP amendment for Geisinger's Federal Transit grant; Mr. Ridgway seconded the motion; motion carried.

Mr. Saylor stated that the next action item is to approve the administrative actions on the TIP for PennDOT District 2-0 that have occurred since the February 2020 MPO meeting. For this period, there are two actions – adding an influx of de-obligated funds that were included in project budgets but were not needed. The second item is to add funding for the local access road on Commerce Drive in Armagh Township, Mifflin County.

Ms. de Silva made a motion for the MPO to approve the TIP administrative actions for PennDOT District 2-0; Mr. Skavery seconded the motion; motion carried.

Mr. Saylor stated that the next action item is for PennDOT District 3-0 to add retroactive reimbursement funds to replace a bridge on Montour Street over Mahoning Creek in Danville Borough, Montour County and adding federal funds for two flood repair projects related to the summer 2018 flooding.

Mr. Phillips made a motion for the MPO to approve the TIP administrative actions for PennDOT District 3-0; Mr. Molter seconded the motion; motion carried.

Draft 2021-2024 Transportation Improvement Program (TIP)

Mr. Saylor stated staff does not think there will be any extensions from PennDOT or FHWA in the TIP adoption process. The MPO will have to conduct the 30-day public comment period and adopt the TIP by the end of July. The movement and work restrictions are likely going to last well into the window that the MPO has to complete the comment period.

A copy of a memo from SEDA-COG staff regarding the MPO Public Participation Procedures for the 2021-2024 Transportation Improvement Program Update was provided in the meeting packet.

Mr. Herman stated that a preliminary draft TIP was submitted to PennDOT Central Office in December 2019. Staff held conference calls with PennDOT Program Center and PennDOT District 2-0 and 3-0 staff in January 2020 and reached a consensus on the TIP projects. The TIP project listing was taken to the MPO meeting on February 14, 2020. The prioritization and scoring of the local bridge projects were completed and three new projects were added to the TIP in Northumberland County and one new project in Union County.

Mr. Herman reviewed the following handouts provided in the meeting packet:

- Draft 2021-2024 SEDA-COG MPO TIP Highway/Bridge Element Summary and At a Glance Charts

Mr. Herman stated there were a few slight changes to the TIP since the February 2020 MPO meeting. The overall TIP value in February was approximately $377,000,000 and now it is $375,476,687 due to the omission of the T-439 project over Tea Creek in Mifflin County; that project had $2 million STP funds so there is a $2 million overall reduction. Another slight change is on State Route 150 in Clinton County for a Lock Haven signals project. That project now has $565,000 in regional highway safety improvement funds in fiscal year 2022; in February, this project only had $122,000 in safety funds in fiscal year 2022.

Other handouts included in the meeting packet:
- 2021 TIP Submission Required Documentation

A public notice for the Draft TIP comment period has been prepared for issuance to the Daily Item along with a press release. Hard copies of the TIP will not be able to be distributed for public display because of COVID-19 mitigation measures so there will be a reliance on online access and electronic distribution. A public meeting will be held during the comment period on May 13th from 6-7 p.m. and staff will be looking to run that through Skype.

Mr. McLaughlin stated that after the last MPO meeting, Union County developed some concerns about how the TIP was developed especially the local bridge projects. Staff at SEDA-COG was contacted as there was an apparent scoring error on one of the bridges in Union County in the prioritization ranking. SEDA-COG staff stated the scoring was incorrect and if a higher score would have been used, it would have been one of the top two bridges in the region on the ranking. Mr. McLaughlin stated that he has not seen any revised rankings come out to reflect that and the feedback received from SEDA-COG staff was that PennDOT really did not want that bridge funded. Mr. McLaughlin stated that he noticed that some of the other bridges in other counties that were programmed did not even go through the prioritization ranking process. Mr. McLaughlin stated that he thought as a Board, several years ago it was decided that local bridge projects would be fed into the TIP off the results of the prioritization.

Mr. McLaughlin also stated that the Union County bridge that did get added to the TIP was Union County Bridge 23, which was a surprise as the county commissioners were working with PennDOT since 2017 to get a solution to look at the covered bridge and to do engineering analysis to see what was wrong with it, and PennDOT promised they would provide funding for that and the county was not led to believe it would come through the TIP. Last summer the county developed a project through ECMS with PennDOT staff and PennDOT told the county, the engineers and county commissioners that the project would get underway in 2020, and to the county's surprise it does not show up on the new TIP program until 2023. Mr. McLaughlin stated that the Union County Commissioners are not happy about how some of this has taken place and some of those bridges that were programmed in other counties that didn't go through the prioritization process, one of those is in pretty good condition and has a sufficiency rating of about 80 or 81 based on information the county was able to publicly access. Mr. McLaughlin wanted to know why the error in the bridge rankings was not corrected and reissued with a new scoring to MPO members and why certain bridges were programmed that were not ranked through the process. Mr. McLaughlin also wondered why PennDOT changed the schedule for Bridge 23.

Mr. McLaughlin stated he has heard rumors that folks are saying that Union County has enough bridges and they don't need any more projects. The reason Union County has the projects they do is because the county commissioners adopted the $5.00 fee and that was available to every county. Union County received $2 million of incentive money from PennDOT Central Office to do that. Union County just wants the process to be fair.

Mr. Saylor responded and stated that if he gave the impression that PennDOT did not want that bridge funded it was a mistake and it was not his understanding of that. Mistakes were made in how the bridges were scored, there were delays in getting some of the data into the process, and staff did their best to correct the errors and circulate it to the MPO members at the November 2019 meeting. The other issue was that it took long enough to pull the scores together and that we were at the end of the window where PennDOT could reasonably act on the input provided to them as to which bridges were priorities. Programming bridges is a collaborative effort so what is done in scoring those bridges is trying to provide PennDOT with consistent input for the whole region about what the priorities are. One of the issues that made this hard is that Union County is one of the two counties that did not sit down with staff and PennDOT to talk about the priorities. This should be discussed between staff, Union County and their bridge consultant and PennDOT District 3-0 once everyone is back to normal operations.

Mr. McLaughlin stated that Union County did submit their priorities to the MPO and PennDOT and some counties did not submit priorities and they got projects. Union County was penalized because others didn't get their information in on time. PennDOT District 3-0 contacted Mr. McLaughlin during the TIP development and asked why Union County did not submit Bridge 23 as a priority. Mr. McLaughlin replied it was because PennDOT District already committed to funding Bridge 23 and developing a project through ECMS, so why would it be submitted through the TIP. Union County thought Bridge 23 was already funded, and Bridge 2 would have ranked high in the rankings and would have gotten programmed on the TIP. Instead, Bridge 2 disappears, and Bridge 23 ends up on the TIP.

Ms. de Silva made a motion for the MPO to approve advertising the Draft 2021-2024 TIP for public comment.

Ms. de Silva asked if Union County is entitled to make comments as the public if they are a participant or do they not have that option. Mr. Herman replied it is an option.

Mr. Molter seconded the motion; motion carried with a dissenting vote from Mr. McLaughlin.

Supplemental meeting packet items for consideration by MPO members are posted on the SEDA-COG MPO website:
https://seda-cog.org/departments/transportation/seda-cog-metropolitan-planning-organization

Adjournment

With there being no further comments, Mr. Saylor adjourned the meeting at 10:25 a.m. The next regular meeting of the MPO is scheduled for June 19, 2020.

Agenda Item D

Actions Between 04/17/2020 and 06/10/2020

For SEDA-COG

Overall Change Amount: $0

Action ID	Commit Date	Action Type	Change Amount
116972	05/05/2020	Administrative Action	$0

Narrative:

Administrative Action to the 2019-22 SEDA-COG TIP to increase the Juniata Street RR Warn Dev project to current estimate. Statewide RRX Reserve source of funds.

98255 CON RRX Decreased by -65,000 in FFY 2020
112195 CON RRX Increased by 65,000 in FFY 2020

From: STWD Items/District 99-0

Project	County	S.R.	Section	Project Title	Phase	Amount
98255	Central Office			RRX Reserve	CON	$-65,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
112195	Mifflin	3006	R15	Juniata Street RR Warn Dev	CON	$65,000

Action ID	Commit Date	Action Type	Change Amount
117003	05/08/2020	Administrative Action	$0

Narrative:

Add PE and Row phases for Survey of location.

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
104627	Juniata	3008	A02	SR 3008 Trib Doyle Run Br	CON	$-100,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
114470	Mifflin	103	SLD	PA 103 Slide Area	PE	$80,000
114470	Mifflin	103	SLD	PA 103 Slide Area	ROW	$20,000

Action ID	Commit Date	Action Type	Change Amount
117166	05/21/2020	Administrative Action	$0

Narrative:

Adjusting funding due to revised PS&E estimate

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
106321	Mifflin	103	P27	2020 SEDACOG Bridge Preservation	CON	$-1,536,056

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	$1,536,056

Action ID	Commit Date	Action Type	Change Amount
117268	06/04/2020	Administrative Action	$0

Narrative:

MA is to increase due to adjustments in final quantities.

From: SEDA-COG/District 2-0						
Project	**County**	**S.R.**	**Section**	**Project Title**	**Phase**	**Amount**
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	$-166,600
To: SEDA-COG/District 2-0						
Project	**County**	**S.R.**	**Section**	**Project Title**	**Phase**	**Amount**
91609	Mifflin	3001	A01	SR 3001 Kish Creek Br	CON	$166,600

Action ID	Commit Date	Action Type	Change Amount
117269	06/05/2020	Administrative Action	$0

Narrative:

As per Central Office using Federal funding in 2021 to be used as TOLL in the amount of $1,241,124

From: SEDA-COG/District 2-0						
Project	**County**	**S.R.**	**Section**	**Project Title**	**Phase**	**Amount**
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	$0
To: SEDA-COG/District 2-0						
Project	**County**	**S.R.**	**Section**	**Project Title**	**Phase**	**Amount**
101897	Mifflin	3002	718	Business 3002 Resurfacing	CON	$0

Action ID	Commit Date	Action Type	Change Amount
117279	06/05/2020	Administrative Action	$0

Narrative:

Additional funds for ROW claims

From: SEDA-COG/District 2-0						
Project	**County**	**S.R.**	**Section**	**Project Title**	**Phase**	**Amount**
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	$-150,000
To: SEDA-COG/District 2-0						
Project	**County**	**S.R.**	**Section**	**Project Title**	**Phase**	**Amount**
109872	Clinton	150	SIG	SR 150 Lock Haven Signals	ROW	$150,000

SEDA-COG MPO
2019 HIGHWAY AND BRIDGE TIP
FISCAL CONSTRAINT TABLE
Amendment
Engineering District 3-0

*** Positive number denotes a deposit/Negative in parentheses denotes a debit**

	Admendment SEDA-COG (D3)				**Fund Type**		**FFY 2019**			**FFY 2020**			**FFY 2021**			**FFY 2022**			**Grand Sum**	**Remarks**
	Project Title	**MPMS**	**Phase**	**Amts.**	**Fed.**	**Sta.**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**		
1	SEDA-COG Reserve LI			Before	BOF	185				203,629	66,666								270,295	Reduce BOF and 185 funds in FFY 2020
	Reserve Line Item	68016	CON	Adjust	BOF	185				(200,000)	(37,500)								(237,500)	
				After	BOF	185	0	0	0	3,629	29,166	0	0	0	0	0	0	0	32,795	
2	T-319 over Penns Creek			Before															0	Add BOF, 183, & Local funds in FFY 2020
	Union Cnty #23 Bridge Study	113459	STUDY	Adjust	BOF	183				200,000	37,500	12,500							250,000	for the Study Phase.
	Union County (0-LBR)			After	BOF	183	0	0	0	200,000	37,500	12,500	0	0	0	0	0	0	250,000	
						Before FFY Totals	**0**	**0**	**0**	**203,629**	**66,666**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**270,295**	**Addition of $12,500 of local fund in 2020**
						Adjustment FFY Totals	**0**	**0**	**0**	**0**	**0**	**12,500**	**0**	**0**	**0**	**0**	**0**	**0**	**12,500**	**is causing a non-zero balance.**
						After FFY Totals	**0**	**0**	**0**	**203,629**	**66,666**	**12,500**	**0**	**0**	**0**	**0**	**0**	**0**	**282,795**	

Actions Between 04/17/2020 and 06/10/2020

For SEDA-COG

Overall Change Amount: **$2,858,785**

Action ID	Commit Date	Action Type	Change Amount
116913	04/27/2020	Administrative Action	$25,381

Narrative:

MA is to add NHPP De-obligated funds to the SEDA-COG Line item in FFY 2020. The addition of these De-obligated funds is causing a non-zero balance in period 2.

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	$25,381

Action ID	Commit Date	Action Type	Change Amount
116914	04/29/2020	Administrative Action	$0

Narrative:

MA is to add NHPP funds to the Study phase for MPMS# 99327 to cover it's AUC amount. The funds are coming from the SEDA-COG line item in FFY 2020.

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	$-24,790

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
99327	Northumberland	61	118	SR 61 from 5th St to Dark Run	STUDY	$24,790

Action ID	Commit Date	Action Type	Change Amount
116926	04/29/2020	Administrative Action	$0

Narrative:

MA is to remove the FD phases for MPMS#'s 105527, 105525, 97556, and 97547, since these projects will not clear NEPA in this FFY and therefore will not be able to utilize their current programmed funds. The funds are to be added to the SEDA-COG line item in FFY 2020.

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
97547	Montour	80	124	I-80 West Bound Lane from SR 3013 to SR 3	FD	$-250,000
97556	Montour	80	129	I-80 East Bound Lane from SR 3013 to SR 5	FD	$-250,000
105525	Montour	80	159	I-80 West Bound from Stump Rd to Klondik	FD	$-150,000
105527	Montour	80	160	I-80 from Klondike Rd to Mauses Cr Trib	FD	$-200,000

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	$850,000

Action ID	Commit Date	Action Type	Change Amount
116930	04/29/2020	Administrative Action	$0

Narrative:

MA is add CON phases for Maintenance Roadway projects MPMS#'s 113888 and 113889 due to the reduction of Maintenance 409 funding. The funds are coming from the SEDA-COG line item in FFY 2020.

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	$-390,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
113888	Columbia	42	114	SR 487 to Catawissa Cr	CON	$100,000
113889	Columbia	487	119	SR 2009 to Airport Rd	CON	$290,000

Action ID	Commit Date	Action Type	Change Amount
117061	05/13/2020	Administrative Action	$2,646,032

Narrative:

MA is to add de-obligated NHPP funds to the SEDA-COG line item in FFY 2020. This addition of these de-obligated funds is causing a non-zero balance in period 2.

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$2,646,032

Action ID	Commit Date	Action Type	Change Amount
117064	05/13/2020	Administrative Action	$0

Narrative:

MA is to remove UTL funding for MPMS#'s 93644 and 91431 due to the funds will not be needed and to reduce UTL funding for MPMS# 5637 due to project phase savings. The fund are to be added to the SEDA-COG line item in FFY 2020.

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
5637	Columbia	2005	006	SR 2005 over Tributary to Roaring Creek	UTL	$-20,000
91431	Columbia	487	096	SR 487 over Tributary to Fishing Creek	UTL	$-40,000
93644	Union	3001	010	SR 3001 over Whitethorn Run	UTL	$-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	$90,000

Action ID	Commit Date	Action Type	Change Amount
117065	05/13/2020	Administrative Action	$0

Narrative:

MA is to increase the UTL phase for MPMS# 98598 due to water & sewer relocations. The funds are coming from the SEDA-COG line item in FFY's 2020 and 2021.
Estimates from D3 UTL unit: water = $ 65,325.00 & sewer = $ 93,075

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	$-120,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
98598	Snyder	3012	010	SR 3012 over Unnamed Tributary to Beaver	UTL	$120,000

Action ID	Commit Date	Action Type	Change Amount
117076	05/14/2020	Administrative Action	$0

Narrative:

MA is to increase PE phase funding for MPMS#'s 97547, 97556, 105525, & 105527. This increase is needed due to the projects' PE phases were used for the interim Construction project 80-179 that was needed to preserve the roadway until the Construction phases for these project's are LET in FFY 2022. These funds are needed to complete the remaining PE phase activities for these projects. The fund are coming from the SEDA-COG line item in FFY 2020.

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	$-1,627,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
97547	Montour	80	124	I-80 West Bound Lane from SR 3013 to SR 3	PE	$420,000
97556	Montour	80	129	I-80 East Bound Lane from SR 3013 to SR 5	PE	$968,000
105525	Montour	80	159	I-80 West Bound from Stump Rd to Klondik	PE	$89,000
105527	Montour	80	160	I-80 from Klondike Rd to Mauses Cr Trib	PE	$150,000

Action ID	Commit Date	Action Type	Change Amount
117095	05/18/2020	Administrative Action	$0

Narrative:

MA is to add FD and ROW phases to Roadway project MPMS# 110828 due to drainage work being added to the project as a result of Connects Coordination. The funds are coming from the SEDA-COG line item in FFY 2020. UTL phase will be added when an estimate is provided by the Project Manager..

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	$-25,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
110828	Union	304	018	SR 45 to Orchard Ln	FD	$15,000
110828	Union	304	018	SR 45 to Orchard Ln	ROW	$10,000

Action ID	Commit Date	Action Type	Change Amount
117221	06/01/2020	Administrative Action	$174,872

Narrative:

Influx of De-Obligations

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	$174,872

Action ID	Commit Date	Action Type	Change Amount
117228	06/01/2020	Amendment	$12,500

Narrative:

MA is to add a Study phase for MPMS# 113459 to the SEDA-COG 2019 TIP in FFY 2020. The Funds are coming from the SEDA-COG line item in FFY 2020. There is a non-zero imbalance in Period 2 due to the addition of local funds.

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	$-237,500

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
113459	Union		LBR	T-319 over Penns Creek (Union Cnty #23)	STUDY	$250,000

Action ID	Commit Date	Action Type	Change Amount
117259	06/04/2020	Administrative Action	$0

Narrative:

MA is to increase the PE phase for MPMS# 6899 to cover consultant agreement estimate and estimated department costs through PE. The funds are coming from the SEDA-COG line item in FFY 2020.

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	$-100,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
6899	Snyder	522	073	SR 522 over Beaver Creek	PE	$100,000

COUNTY of UNION

PENNSYLVANIA

OFFICE OF COMMISSIONERS

COUNTY COMMISSIONERS
Preston R. Boop, Chairman
Jeffrey P. Reber, Vice Chairman
Stacy A. Richards, Secretary

CHIEF CLERK/ADMINISTRATOR
Susan A. Greene

May 18, 2020

Mr. James Saylor, PE
Transportation Program
SEDA-Council of Governments
201 Furnace Road
Lewisburg, PA 17837

RE: SEDA-COG MPO Draft 2021-2024 Draft TIP Comments

Dear Mr. Saylor:

This letter identifies our concerns, and shall serve as the official comments of the Union County Board of Commissioners, regarding the draft SEDA-COG Metropolitan Planning Organization (MPO) 2021-2024 Transportation Improvement Program (TIP).

We are perplexed how several projects were programmed or not programmed for this TIP. It was a surprise to see Union County Bridge Number 23, the Big Red Covered Bridge over Penns Creek on T-320 in Hartley Township, programmed in the latter years of the TIP. The county has been working with PennDOT District 3-0 since 2017 on developing a plan for analyzing the structural failures of this historic covered bridge. In the summer of 2019 our staff began project development with PennDOT District 3-0's Local Project Coordinator and the county and our consultant were led to believe that funding would be made available in 2020 to advance the initial engineering phase. Bridge 23 was not submitted as a TIP priority by the county because it appeared the project would start well before this TIP update would be in effect. At no time did PennDOT District 3-0 or SEDA-COG MPO staff communicate to us that the funding status and schedule for Bridge 23 had changed. Since last summer we have been telling our constituents that the project would soon move forward. Now that does not appear to be the case.

Also Union County Bridge Number 2 over White Deer Hole Creek on T-421 in Gregg Township was submitted to the MPO and PennDOT as the county's only bridge priority for this TIP update. This assumed that Bridge 23 was already being funded and that we could trust PennDOT's word. During the last TIP update Bridge Number 2 was ranked third on the SEDA-COG Bridge prioritization ranking process which landed it just outside the funded projects. We expected that this time Bridge Number 2 would be one of the highest ranked local bridges and be funded for replacement.

Unfortunately we learned from our MPO representative that Bridge Number 2 was not programmed on the Draft TIP and SEDA-COG immediately after the February MPO meeting was questioned about a potential error for the scoring of Bridge Number 2. In fact our records indicate that MPO staff were informed of inaccuracies of your Bridge Number 2 data in October 2019. Multiple SEDA-COG staff have admitted there was an error with the score and once corrected Bridge 2 would be ranked second among the bridges that should be funded based on the ranking process. However, we understand that SEDA-COG MPO staff never issued revised local bridge rankings to the MPO Board and did not amend the local bridges programmed for funding on the draft TIP.

It is also our understanding that multiple bridges were programmed on this TIP update that were not scored through the SEDA-COG MPO local bridge ranking and prioritization process, which has been previously endorsed by the SEDA-COG MPO Board as the preferred mechanism for equitably feeding local bridge projects onto the TIP. We are having a difficult time understanding how our bridge, that ranked as one of the highest priorities in the region according to your ranking system, is not being programmed for funding while other structures will receive funding that were not scored and likely would not rank high had they been evaluated on an equal playing field.

It has also been brought to our attention that persons involved in the development of this draft TIP have commented that *"Union County should be happy with all the bridge projects they have underway"*. The number of bridge projects we currently have in design and construction should not be a factor for programming the TIP, especially given our successful record of completing projects in recent years. We would like to point out that only two of our active projects, Bridge Numbers 12 and 19, have been funded through the traditional TIP process.

Of those projects, Union County Bridge Number 16 on T-557 over the North Branch of Buffalo Creek in West Buffalo Township is being removed as part of the bridge removal bundle that was available to all localities that had closed and/or redundant bridges. The remaining bridge projects are a direct result of the county enacting, at PennDOT's urging, a "Fee for Local Use" ordinance which imposed an additional $5 on annual vehicle registrations. Two bridges, Union County Number 9 and Number 25, are utilizing the $2 million incentive provided by PennDOT Central Office for implementing the Fee for Local Use and the other three bridges are being financed outside the TIP through a Pennsylvania Infrastructure Bank loan that is matching the $2 million. We strategically selected these projects knowing at the time PennDOT was committed to assisting with Bridge Number 23 and that Bridge Number 2 was likely to be in the top three on the regional bridge prioritization ranking for this TIP update. As County Commissioners we endured the political pain associated with imposing the $5 fee and we do not appreciate it being used against us.

We are requesting, as we did in our letter to PennDOT District 3-0 Executive Sandra Tosca that PennDOT stand behind the verbal commitment to fund the engineering analysis of Bridge Number 23 in 2020 as was originally planned, thereby removing it from the 2021-2024 TIP. Additionally the county seeks to have Union County Bridge Number 2 added to the 2021-2024 TIP by the MPO since it was one of the top priorities based on the SEDA-COG MPO's own local bridge prioritization analysis and ranking.

Thank you for your time and assistance with this matter. We look forward to your prompt reply.

Sincerely,

UNION COUNTY COMMISSIONERS

Preston R. Boop

Preston R. Boop

Jeffrey P. Reber

Jeffrey P. Reber

Stacy A. Richards

CC: Representative David Rowe – 85th Legislative District
Representative Garth Everett – 84th Legislative District
Senator Gene Yaw – 23rd Senatorial District
John Brown, SEDA COG Executive Director
Stevan Wilver, PE, Larson Design Group
Shawn McLaughlin, AICP, MPO Representative

June 3, 2020

Union County Commissioners
Union County Government Center
155 North 15th Street
Lewisburg, PA 17837-8822

RE: SEDA-COG MPO Draft 2021-2024 TIP Comments

Commissioners Boop, Reber, and Richards:

Thank you for your comments on the Draft 2021-2024 Transportation Improvement Program (TIP).

As staff of the SEDA-COG Metropolitan Planning Organization (MPO), we concur that the prioritization process for local bridge projects for the 2021-2024 TIP update led to an unsatisfactory result. In particular, the process was not completed in time to provide a completed prioritization list to PennDOT District 3-0 staff for use in programming local bridge projects to the draft TIP before the project list had to be finalized on a statewide basis for use in air quality conformity and environmental justice analyses. We will work to improve the process, and particularly the timing, for future rounds. In this process, we will remain open to the input of Union County and other MPO members.

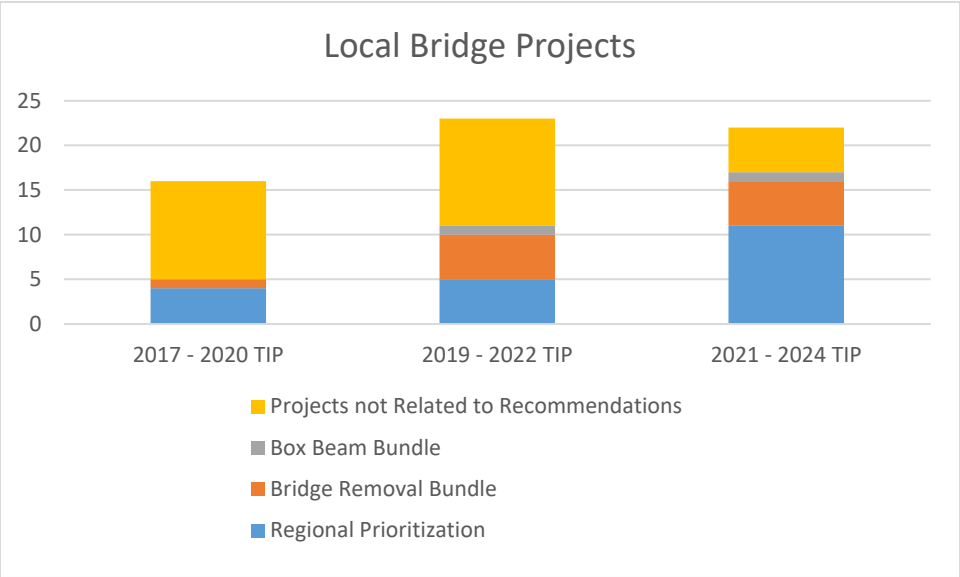
The regional prioritization process currently in use was one of several measures implemented as recommendations of a local bridge discussion group composed of MPO members and PennDOT staff convened in 2015 to address the difficulties of programming local bridges to the TIP. This group also recommended a range of other measures, including that MPO staff continue the process of offering to convene meetings between county MPO members, their bridge inspection consultants and PennDOT staff to discuss county local bridge priorities for each TIP update. While the meetings are not mandatory, it is our opinion that a meeting in this case would have allowed for: a clear discussion of the status of Union County Bridge 23 (the Big Red Covered Bridge over Penns Creek); an opportunity for the county to update PennDOT staff on the alternative project strategies for Union County Bridge 2 (Metal Truss on T-421 over White Deer Hole Creek) that had been explored and discarded since the 2019-2022 TIP update; and sharing updated cost estimates that the county's engineer had developed.

While we find the prioritization process to be a useful tool in understanding a project's relative impact, we do not consider it to be the sole criterion used in programming projects. The information discussed in prioritization meetings with counties, project submissions made in previous years, project requests

made by stakeholders other than MPO members, and the need to balance projects across the eight-county region are all considered. Local bridge projects may consist of a single construction phase programmed on a single year of the TIP for state funded retroactive reimbursement projects. Local projects can also take seven to nine years using federal funding to deliver a study, four preconstruction phases and a multi-year construction phase for complex projects involving cultural, historic, environmental, or construction access issues. Even though the TIP considers only four years, PennDOT must develop a funding plan that shows sufficient funding is available to complete the project to gain federal approval of the TIP. The larger, more complex, and more expensive a project is, the more difficult it is to identify sufficient funding to carry it forward, regardless of the priority assigned.

While we recognize the frustration that comes from seeing a project that scores highly in the prioritization process not move forward, staff observes that, of the three projects ranked ahead of Union County Bridge 2 in the prioritization for the 2019-2022 TIP update, two have moved forward by virtue of identifying additional funding sources, and one has yet to be programmed. This is, in our estimation, a reflection on the complexity of the projects and the overall scarcity of funding for local bridge projects. It is the experience of the MPO staff that not every county sees a project programmed in every TIP update, and that counties may see a candidate other than their top priority move forward, but almost every county sees some project moving forward in each update.

Your comments prompted staff to review local bridge programming practices and results over the last three TIP updates, since the regional scoring process and other measures recommended by the discussion group were put into practice. The chart below summarizes the results:



Staff concluded that, over three TIP updates, the number of local bridges programmed through practices recommended by the local bridge discussion group has steadily increased. While there remains a number of carry over projects and a necessity to program projects that may not come through this process (the bridges Union County programmed using the funding provided as an incentive for

implementing the Fee for Local Use, for example), staff concludes that the majority of projects now programmed on the Draft 2021 – 2024 TIP are programmed using the regional prioritization process and other practices recommended by the group convened in 2015.

While staff relies on the technical and programming expertise provided by PennDOT staff in phasing and sequencing projects, we find consistent indications that PennDOT staff is implementing the priorities identified by MPO members and other project sponsors in a way that is responsive to and considers, but does not rely exclusively on, the regional prioritization process for local bridge projects.

PennDOT and MPO staff have consistently expressed a willingness to work with Union County on collaborative approaches to identify funding for Union County Bridge 2 since this issue was first raised. Due to the overall scarcity of funding available for local bridge projects, staff advocates for strategies that bring new funding to the TIP rather than simply defunding other projects. While we cannot easily identify sufficient TIP funding for construction phases of this project without deprogramming equally desirable projects, we recommend the approach of programming a study phase that can be used to further develop the project. MPO and PennDOT staff note that statewide programming practice has included allocating a pool of twenty million dollars for the preservation of historic metal truss bridges. While selection criteria or timelines have not been provided, we expect allocations from that fund to prioritize rehabilitation projects for bridges that will remain in active service. Programming a study phase will help to identify if Union County Bridge 2 is a suitable candidate for that program, and we feel would substantially improve the competitiveness of Bridge 2 for the yet to be established allocation process.

Similarly, MPO staff are willing to work with Union County and PennDOT District 3-0 to move the study phase programmed for Union County Bridge 23 from the draft 2021 -- 2024 TIP to the 2019 – 2022 TIP, if sufficient funding can be identified to do so.

Given our understanding of the development process of the Statewide TIP, it will be the recommendation of staff that the MPO move forward with adopting the Draft 2021 – 2024 TIP. The addition of a study phase for Bridge 2 and deletion of the study phase for Bridge 23 could be pursued as an amendment to the 2021 – 2024 TIP after it is in effect (starting on October 1, 2020), once sufficient funding for the changes is identified, rather than to recommend revisions to the draft TIP, update the TIP package, and conduct an additional comment period.

Finally, staff of the MPO note that the central issue in programming local bridge projects to the TIP remains the availability of sufficient funds to program all warranted projects. MPO staff must also observe that, due to emergency measures put in place to address the COVID-19 Pandemic, traffic volumes across the country have been significantly reduced since March 2020. Funding for state and federal programs available through the TIP relies significantly on fuel tax receipts, tolls, and other fees that are proportional to vehicle miles traveled. PennDOT has shared concerns that the eventual impact to state funding could total over a billion dollars. In that environment, with shortfalls in state and federal funds available through the TIP, we may be entirely limited in our ability to program new projects to the TIP, and may even have to consider defunding projects now programmed on the 2021 – 2024 TIP, once it is in effect.

To summarize our approach, SEDA-COG MPO staff propose to work collaboratively with Union County and PennDOT staff in identifying funding that can be used to program a study phase for Union County

Bridge 2 to the 2021 – 2024 TIP, and to advance the study phase for Union County Bridge 23 to the 2019 -- 2022 TIP. We will continue to seek to improve the regional local bridge prioritization process, and will remain open to the input of Union County, other MPO members, and other stakeholders in that process.

We appreciate the commitment of the Union County Commissioners to your constituents, and your foresight and continued dedication in providing for one of the most effective local bridge programs in the region. Should you find it desirable, we are available to discuss this matter with you or your staff at your convenience.

Respectfully,

James Saylor, P.E., PTOE
Transportation Planning Program Director

CC: Representative David Rowe – 85th Legislative District
Representative Garth Everett – 84th Legislative District
Senator Gene Yaw – 23rd Senatorial District
John Brown, SEDA-COG Executive Director
Stevan Wilver, Larson Design Group
Shawn McLaughlin, AICP, MPO Representative

Bridges Programmed on the Draft 2021-2024 SEDA-COG TIP			Projects Not Related to Bridge Discussion Group Recommendations				Projects Related to 2015 Local Bridge Discussion Group Recommendations				
									MPO Prioritization Process		
County	MPMS Project #	Project Title	Carry Over from Previous TIP	Based on discussions between County and PennDOT	Retroactive Reimbursement	Funded by Match for $5 Fee	Bridge Removal Bundle	Box Beam Bundle	2015	2017	2019
Clinton	3763	T-537 over Fishing Creek Bridge					Y				
Clinton	102502	Peale Avenue Bridge							Y		
Columbia	5375	T-373 over Roaring Creek Co Br #11							Y	Y	Y
Columbia	93624	T-667 over Raven Creek	X								
Columbia	107019	Adjacent Box Beam Bridge Bundle						Y			
Columbia	5606	T-460 over West Branch of Shingle Run							Y	Y	
Mifflin	95971	T-439 ov Kishacoquillas*				X			Y	Y	
Mifflin	110175	T-420 over Kish Creek					Y				
Montour	103841	T-308 over Beaver Run Bridge Removal					Y				
Montour	106671	T-392 over Mud Run Bridge Removal					Y				
Montour	6303	T-396 over East Branch Chillisquaque Creek							Y	Y	Y
Northumberland	93642	T-802 over South Branch of Roaring Creek		X							
Northumberland	103917	T-696 over Plum Creek								Y	
Northumberland	103928	8th St over Shamokin Crk							Y		
Northumberland	114082	T-426 over Tributary of Schwaben Creek								Y	Y
Snyder	6860	T-481 over Tuscarora Crk								Y	Y
Union	110337	T-357 ov N Branch of Buffalo Creek Bridge Removal					Y				
Union	72351	T-321 over Sweitzers Run							Y		
Union	72354	T-383 over Rapid Run							Y		
Union	103850	T-514 over White Deer Crk				X					
Union	112602	T-707 over Laurel Run				X					
Union	113459	T-319 over Penns Creek (Red Covered Bridge)		X							
		*Counted as related due to prioritization.	5				5	1	11		

Bridges Programmed on the 2019 - 2022 SEDA-COG TIP			Projects Not Related to Bridge Discussion Group Recommendations				Projects Related to 2015 Local Bridge Discussion Group Recommendations				
									MPO Prioritization Process		
County	MPMS Project #	Project Title	Carry Over from Previous TIP	Based on discussions between County and PennDOT	Retroactive Reimbursement	Funded by Match for $5 Fee	Bridge Removal Bundle	Box Beam Bundle	2015	2017	2019
Clinton	109747	Canal St over trib Bald Eagle Creek			X						
Clinton	110867	Bucktail Bridge Rehab								Y	
Clinton	83139	Retro Local Bridge			X						
Clinton	95913	T-352 over Fishing Creek			X						
Clinton	3763	T-537 over Fishing Creek Bridge					Y				
Clinton	102502	Peale Avenue Bridge							Y		
Columbia	93624	T-667 over Raven Creek	X								
Columbia	107019	Adjacent Box Beam Bridge Bundle						Y			
Juniata	4111	T-435 Leiningers Run Bridge			X						
Mifflin	4604	T-454,Jacks Creek Br.			X						
Mifflin	95971	T-439 ov Kishacoquillas*				X			Y	Y	
Mifflin	110175	T-420 over Kish Creek					Y				
Montour	103841	T-308 over Beaver Run Bridge Removal					Y				
Montour	106671	T-392 over Mud Run Bridge Removal					Y				
Montour	103842	Montour St over Mahoning Creek							Y		
Northumberland	93642	T-802 over South Branch of Roaring Creek		X							
Snyder	6846	T-469 over Swift Run	X								
Union	110337	T-357 ov N Branch of Buffalo Creek Bridge Removal					Y				
Union	7498	T-309 over Penns Creek	X								
Union	72351	T-321 over Sweitzers Run							Y		
Union	72354	T-383 over Rapid Run							Y		
Union	93615	T-359 over North Branch of Buffalo Creek	X								
Union	103850	T-514 over White Deer Crk				X					
Union	112602	T-707 over Laurel Run				X					
		*Counted as related due to prioritization.	11				5	1	6		

Bridges Programmed on the 2017 - 2020 SEDA-COG TIP			Projects Not Related to Bridge Discussion Group Recommendations				Projects Related to 2015 Local Bridge Discussion Group Recommendations				
									MPO Prioritization Process		
County	MPMS Project #	Project Title	Carry Over from Previous TIP	Based on discussions between County and PennDOT	Retroactive Reimbursement	Funded by Match for $5 Fee	Bridge Removal Bundle	Box Beam Bundle	2015	2017	2019
Clinton	109747	Canal St over trib Bald Eagle Creek			X						
Clinton	102502	Peale Avenue Bridge							Y		
Columbia	5377	T-812 over Coles Creek	X								
Columbia	93624	T-667 over Raven Creek	X								
Columbia	102020	T-341 over Lick Run			X						
Juniata	107964	T-359 ov East Licking Creek*			X				Y		
Juniata	95675	T-475 Bridge			X						
Montour	106671	T-392 over Mud Run Bridge Removal					Y				
Montour	6340	T-417 over Beaver Run	X								
Northumberland	93642	T-802 over South Branch of Roaring Creek		X							
Snyder	6846	T-469 over Swift Run	X								
Union	7498	T-309 over Penns Creek	X								
Union	7500	Idding Br 14 ov Buffalo C	X								
Union	72351	T-321 over Sweitzers Run							Y		
Union	72354	T-383 over Rapid Run							Y		
Union	93615	T-359 over North Branch of Buffalo Creek	X								
		*Counted as related due to prioritization.	11				1	0	4		

Summary of Prioritized Projects and Programming Status after Three Updates

County	BMS Number	Description	2019	2019 Rev.	2017	2015	Draft 2021 - 2024 TIP	2019 - 2022 TIP	2017 - 2020 TIP
Mifflin	44-7205-0783-0117	T-783 Mifflin County Retro Bundle	0.75	0.84					
Mifflin	44-7208-0803-0130	T-803 Mifflin County Retro Bundle	0.82	0.82					
Juniata	34-7207-0381-0005	T-381 Milford Township Retro Bundle	0.82	0.82	0.56				
Mifflin	44-7201-0464-0118	T-464 Mifflin County Retro Bundle	0.81	0.81					
Mifflin	44-7209-0350-0126	T-350 Mifflin County Retro Bundle	0.79	0.79	0.57				
Union	59-7203-0421-0002	T-421 Old Mill Rd over White Deer Hole Cr	0.65	0.76	0.7				
Juniata	34-7207-0360-0005	T-360 Milford Township Retro Bundle	0.76	0.76					
Mifflin	44-7208-0710-0011	T-710 Mifflin County Retro Bundle	0.74	0.74					
Juniata	34-7207-0359-0010	T-359 FACTORY ROAD over EAST LICKING CREEK	0.73	0.73		0.73			Y
Columbia	19-7205-0373-0011	T-373 over Roaring Creek (County 11)	0.69	0.69	0.67	0.27	Y		
Clinton	18-7213-0322-0005	T-322 Island Road over Fishing Creek	0.56	0.67					
Montour	47-7203-0396-0012	T-396 over Est Branch Chillisquaque Creek	0.65	0.65	0.59	0.58	Y		
Clinton	18-7215-0349-0005	T-349 Summer Mountain Road over Big Fishing Cre	0.62	0.62					
Snyder	54-7206-0481-0004	T-481 Breon Rd over Tuscarora Creek	0.62	0.62	0.62		Y		
Juniata	34-7203-0602-0003	T-602 (0003) Fayette Township Retro Bundle	0.61	0.61					
Juniata	34-7203-0602-0005	T-602 (0005) Fayette Township Retro Bundle	0.60	0.60	0.33				
Northumberland	49-7215-0766-0000	T-766 Poppy Road over Shamokin Valley RR	0.59	0.59					
Snyder	Under 20	T-399 Dock Hill Rd Retro Bundle	0.57	0.57					
Columbia	19-7213-0557-0079	T-557 over Little Fishing Creek (County 79)	0.56	0.56					
Clinton	18-7213-0354-0005	T-354 Rag Valley Rd over Fishing Creek	0.55	0.55					
Juniata	34-7203-0558-0005	T-558 Fayette Township Retro Bundle	0.54	0.54					
Snyder	Under 20	T-458 Swinehart Dr Retro Bundle	0.53	0.53					
Mifflin	44-7209-0368-0009	T-368 Spring Run Road over Kish Creek	0.52	0.52	0.43	0.46			
Juniata	34-7203-0424-0005	T-424 Fayette Township Retro Bundle	0.51	0.51					
Columbia	19-7224-0714-0154	T-714 over Fishing Creek (County 154)	0.49	0.49					
Clinton	18-7211-0352-0005	Snook Crossroads (T-352) over Fishing Creek	0.49	0.49				Y	
Columbia	19-7205-0316-0027	T-316 over Mugser Run (County 27)	0.48	0.48					
Snyder	54-7209-0488-0001	T-488 Perkinson Rd over Wolf Run	0.47	0.47					
Juniata	34-7203-0556-0010	T-556 Fayette Township Retro Bundle	0.47	0.47					

Summary of Prioritized Projects and Programming Status after Three Updates

County	BMS Number	Description	2019	2019 Rev.	2017	2015	Draft 2021 - 2024 TIP	2019 - 2022 TIP	2017 - 2020 TIP
Juniata	34-7209-0343-0005	T-343 Ebenezer Church Rd ov Trib to Tusc Creek	0.47	0.47	0.46				
Clinton	Under 20'	T-426 Tobacco Shed Road	0.47	0.47					
Columbia	19-7220-0460-0086	T-460 over W. Br. Shingle Run (County 86)	0.46	0.46	0.41	0.62	Y		
Northumberland	49-7219-0426-0000	T-426 Crissinger Rd	0.46	0.46	0.34		Y		
Montour	47-7401-1820-0007	Railroad St over Sechler Run	0.45	0.45	0.46				
Juniata	34-7210-0435-0005	T-415 Leiningers Run Rd over Leningers Run	0.43	0.43	0.39				
Juniata	34-7212-0309-0005	T-309 Burnt Church Rd ov Tuscarora Creek	0.42	0.42					
Montour	47-7202-0412-0024	T-412 over Sechler Run	0.40	0.40	0.38				
Northumberland	49-7216-0633-0001	T-633 over Muddy Run	0.39	0.39					
Snyder	54-7215-0308-0001	T-308 Church St over W. Br. Mahantango Creek	0.38	0.38					
Montour	47-7204-0318-0004	T-318 over Beaver Run	0.37	0.37					
Snyder	54-7202-0588-0002	T-588 over Trib Middle Creek	0.35	0.35					
Juniata	34-7203-0531-0005	T-531 Fayette Township Retro Bundle	0.30	0.30					
Clinton	18-7205-0558-0005	T-558 Bucktail Ave. over Northfolk Southern RR			0.74			Y	
Columbia	19-7205-0316-0031	T316 Campground Rd - S Branch Roaring Crk			0.72	0.34			
Mifflin	44-7203-0439-0016	T439 ov Kish Crk			0.71	0.58	Y	Y	
Juniata	34-7212-0387-0005	T387 Bridge, Tuscarora Twp			0.61				
Northumberland	49-7301-0008-0073	8th St Shamokin ov Shamokin Crk			0.57	0.56	Y		
Mifflin	44-7205-0480-0102	T480 ov Kish Crk			0.54	0.43			
Northumberland	49-7204-0355-0100	T355 Duava Luch Rd ov Mouse Crk			0.54	0.38			
Clinton	Under 20'	T314 Schoolhouse Rd-Skunk Run			0.54				
Mifflin	44-7205-0315-0101	T315 ov Jacks Crk			0.52	0.55			
Clinton	Under 20'	T320 Snyder St-NP Trib to Young Womans Crk			0.52				
Northumberland	49-7213-0696-0192	Twp Rd T-696 ov Plum Crk			0.51		Y		
Union	59-7403-1420-0013	N 4th St, Mifflinburg ov Buffalo Crk			0.49				
Columbia	19-7202-0826-0001	T826 Upper Raven Crk Rd ov Raven Crk			0.48				
Union	59-7209-0374-0021	T374 ov Buffalo Crk			0.47				
Columbia	19-7202-0720-0003	T720 Waller Rd over West Crk			0.46				
Columbia	19-7205-0316-0027	T316 over Mugser Run (Cnty 27)			0.44				

Summary of Prioritized Projects and Programming Status after Three Updates

County	BMS Number	Description	2019	2019 Rev.	2017	2015	Draft 2021 - 2024 TIP	2019 - 2022 TIP	2017 - 2020 TIP
Union	59-7210-0428-0006	T428 Cty Br 6 ov Spruce Run			0.40	0.4			
Montour	47-7208-0362-0018	T362 Old Furnace Rd ov Mauses Crk			0.38				
Columbia	19-7205-0317-0029	T317 Cnty Br 29 ov Mugser Run			0.37	0.44			
Columbia	19-7201-0628-0051	T-628 Mifflin X over Scoth Run (Cnty 51)			0.35				
Montour	47-7204-0318-0004	T318 over Beaver Run			0.34				
Montour	47-7205-0422-0001	T422 ov Limestone Run			0.34				
Montour	47-7201-0360-0015	T360 over West Branch Chillisquaque Creek - County Bridge 15			0.33	0.64			
Northumberland	Under 20'	T469 Gobbler Run Rd ov Schwaben Crk			0.30				
Union	59-7203-0526-0001	T526 Cty Br 1 ov White Deer Hole Crk			0.29	0.44			
Mifflin	44-7204-0393-0112	T393 Decatur Rd ov Trib to Jacks Crk			0.26				
Clinton	18-7405-1612-0005	Peale Avenue over Fishing Creek				0.67	Y	Y	Y
Columbia		4 Structure Bundle				0.64	Y	Y	
Mifflin	44-7201-0465-0121	T465 Barefoot Road over Treaster Run				0.62			
Union	59-7206-0374-xxxx	T374 Shuck Road over Buffalo Creek (County 21)				0.44			
Montour	47-7401-1414-0004	Montour Street over Mahoning Creek				0.41		Y	
Columbia	19-7205-0316-0027	T-316 over Mugser Run (County 27)				0.39			
Union	59-7209-0383-0019	T383 Walbash Road over Rapid Run (County 19)				0.37	Y	Y	Y
Columbia	19-7201-0628-0051	T-628 over Scotch Run (County 51)				0.35			
Union	59-7207-0321-0012	T321 Long Road over Sweitzers Run (County 12)				0.32	Y	Y	Y
Union	59-7209-0376-0020	T376 Hoover Road over Buffalo Creek (County 20)				0.29			

Agenda Item E

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

RESOLUTION 2020-1

RESOLUTION of the SEDA-COG Metropolitan Planning Organization 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 450.334 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 450.324 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; 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 Order to Address Environmental Justice in Minority Populations and Low Income Populations) 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 Metropolitan Planning Organization (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 2021-2024 TIP and SEDA-COG MPO LRTP (see Exhibit 1).

I, James Saylor, **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 19th day of June 2020, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.

_____

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 Public Participation Plan (PPP) on December 12, 2014. The PPP specifies 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 on a biennial basis. Achievements since the PPP was adopted include: expanding a database of interested parties; revising Title VI policy statement and complaint procedures; updating MPO demographics to include more current American Community Survey datasets; completing Environmental Justice Core Elements Benefits & Burdens analysis following new statewide guidance; preparing participation surveys for use at regular public meetings; making use of SurveyMonkey for online public surveys; crafting individual public meeting plans; adopting a Limited English Proficiency Plan; using new issues forums and Environmental Justice workshops for the 2016 Long Range Transportation Plan; extending the reach of MPO notifications through social media; distributing a SEDA-COG MPO e-newsletter; and deploying virtual public meetings in response to COVID-19 mitigation measures.

Specific outreach activities for the development of the 2021-2024 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 2021-2024 TIP.

Disadvantaged Business Enterprises (DBE) Requirements

The administration of the SEDA-COG MPO's annual 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 2017 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, 2020. One 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 5.38% participation by the DBE firm for overall contract work. A second 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 5.38% 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 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 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 2019-2022 TIP was adopted in June 2018 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 action of the project sponsor. For each amendment that required formal action by the MPO, and for administrative actions 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 2021-2024 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 19, 2020, beginning at 9:30 a.m. at the SEDA-COG office building, 201 Furnace Road, Lewisburg, PA.

The meeting location is accessible to persons with disabilities. If accommodations are needed for those with special needs related to language, sight or hearing, please call 570-524-4491 at least five days in advance. For additional information, contact Jim Saylor at the above phone number or email jsaylor@seda-cog.org.

Attachment B

Example of Fiscal Constraint Chart for TIP Amendment

FISCAL CONSTRAINT CHART

FFY 2019-2022 TIP Highway/Bridge

Amendment (MA ID:) Statewide & SEDA-COG				Fund Type		FFY 2019			FFY 2020			FFY 2021			FFY 2022			Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed**	**State**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	**Federal**	**State**	**Loc/Oth**	
LaSeR Initiative			Before	sSTP		1,596,550			527,883			2,158,117			5,976,450			LaSeR Initiative will be used as a balancing source to maintain fiscal constraint.
/	106680	CON	Adjust	sSTP											(2,000,000)			
Central Office			After	sSTP		1,596,550			527,883			2,158,117			3,976,450			
T-439 over Tea Creek			Before															Add PE phase of approved County $5 fee matched bridge project. LOC funded.
7203/0	95966	PE	Adjust					250,000										
Mifflin			After					250,000										
T-439 over Tea Creek			Before															Add FD phase of approved County $5 fee matched bridge project. LOC funded.
7203/0	95966	FD	Adjust								250,000							
Mifflin			After								250,000							
T-439 over Tea Creek			Before	sSTP														Add CON phase of approved County $5 fee matched bridge project.
7203/0	95966	CON	Adjust	sSTP											2,000,000			
Mifflin			After	sSTP											2,000,000			
Before Totals						$1,596,550	$0	$0	$527,883	$0	$0	$2,158,117	$0	$0	$5,976,450	$0	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$250,000	$0	$0	$250,000	$0	$0	$0	$0	$0	$0	
After Totals						$1,596,550	$0	$250,000	$527,883	$0	$250,000	$2,158,117	$0	$0	$5,976,450	$0	$0	

NOTES

- Mifflin County Bridge: (BRKEY 26614).

Agenda Item F

SEDA-COG MPO Public Involvement Activities and Milestones
Draft 2021-2024 Transportation Improvement Program
Public Comment Period Summary

4/30/20	Posted Draft 2021 TIP documents and public meeting event date to SEDA-COG website. The website included the option of completing an online comment form.
4/30/20	Sent website for Draft 2021 TIP documents to MPO voting members, MPO transit agencies, and primary libraries in each MPO county for posting on their websites or linking to SEDA-COG's website for public review.
5/1/20	Ran Draft 2021 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 2021-2024 TIP.
5/1/20	Officially opened Draft 2021 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 included on this correspondence.
5/4/20	Issued a press release about the Draft 2021 TIP comment period. (The press release was also posted to SEDA-COG's website and SEDA-COG's Facebook site.)
5/4/20	Posted the Draft 2021 TIP public meeting event to SEDA-COG's Facebook and Twitter sites. Subsequent reminders about the public meeting and comment period opportunity were added to the Facebook and Twitter sites.
5/5/20	Included a notice about the Draft 2021 TIP public comment period in SEDA-COG's electronic newsletter sent to over 9,000 contacts. Reminders about the comment period were included in subsequent e-newsletters.
5/13/20	Held a virtual public meeting via Skype, from 6:00 p.m. to 7:00 p.m., to solicit comments on the Draft 2021 SEDA-COG TIP. Staff members from SEDA-COG presented information and provided an opportunity for audience questions. There were 12 participants in the virtual meeting.
5/27/20	Posted a recording of the May 13th virtual public meeting to the SEDA-COG website for access by members of the public. The recording was added to SEDA-COG's new YouTube channel.

5/31/20	Closed 30-day public comment period for the Draft 2021 SEDA-COG TIP at 4:00 p.m. Three comments were received.
6/19/20	Held SEDA-COG MPO meeting to formally adopt the 2021 SEDA-COG TIP. Provided 2021 TIP adoption cover letter, completed TIP checklist, and other necessary items to PennDOT Program Center.

Draft 2021 TIP Public Comment Period: May 1, 2020 – May 31, 2020

On May 1, 2020, the Draft 2021 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, concerned citizens, adjacent county planning agencies, etc.) were notified via email. A press release about the Draft TIP was issued to area news media and legislators on May 4, 2020. The press release was also posted to SEDA-COG's website and SEDA-COG's Facebook site. A Draft 2021 TIP public meeting event was posted to SEDA-COG's Facebook and Twitter sites; subsequent reminders about the public meeting and comment period opportunity were added to the Facebook and Twitter sites.

SEDA-COG held a virtual public meeting on May 13, 2020. SEDA-COG staff presented information about the Draft TIP and solicited comments at this meeting. The Draft TIP documents, maps, 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 May 1, 2020 – May 31, 2020:

	Category	Agency/Individual	Comment	Response
1	Local Bridge Prioritization	Union County Commissioners (via letter)	Identified concerns with how local bridges were prioritized for the 2021 TIP. Requested that County Bridge #23 be funded for study phase and initial engineering activities in FFY 2020. Requested that County Bridge #2 be added to the 2021 TIP.	SEDA-COG MPO staff acknowledged the comments, provided a detailed response, and proposed to pursue programming a study phase for Union County Bridge #2 on the 2021 TIP after 10/1/20. A follow-up discussion was offered to further review the concerns and explore funding possibilities for the county's local bridge priorities.

	Category	Agency/Individual	Comment	Response
2	Project Inquiry	Thomas Rippon (via SEDA-COG website comment form)	Sought details on the Route 150 traffic signal improvement project in Clinton County.	SEDA-COG MPO staff acknowledged the comment and provided a detailed update on this State Route 150 Lock Haven Signals project (MPMS 109872).
3	TIP Revisions MOU	Jamie Lemon, FHWA Pennsylvania Division (via email comment)	Under Definitions on page 2, use Long Range Transportation Plan Expiration, instead of Long Range Transportation Plan Lapse.	SEDA-COG MPO staff acknowledged the comment and made this edit.

Comments from the U.S. Fish & Wildlife Service Pennsylvania Field Office were received on June 1st, just after the close of the Draft TIP public comment period. The comments were acknowledged, and it was noted that they would be more fitting for the SEDA-COG Long Range Transportation Plan update process, a presentation at the Agency Coordination Meeting, and future collaboration with resource agencies.

2021 TIP Submission
Required Documentation

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

2021-2024 Transportation Program Submission Checklist

Planning Partner: SEDA-COG MPO [Click Here to View Pop-Up Directions]

Transportation Management Area: ☐ Yes ☑ No

	Information Items Green highlighted items require documentation be submitted.	Response	MPO/RPO to Provide Response Others Check to Indicate Response Verified CPDM	FHWA	FTA
1. Cover Letter:	**Cover Letter which documents organization and date of TIP adoption**	Yes	☐	☐	☐
	Date TIP adopted by Planning Partner:	06/19/20	☐	☐	☐
2. TIP Development:	**TIP Development/Project Selection Process Documentation**	Yes	☐	☐	☐
	MPO/RPO Specific TIP Development Timeline	Yes	☐	☐	☐
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes	☐	☐	☐
3. Performance Based Planning and Programming:	**PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)**	Yes	☐	☐	☐
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	☐	☐	☐
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	☐	☐	☐
	Transit Performance Measures Documentation	Yes	☐	☐	☐
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes	☐	☐	☐
4. Highway-Bridge Program Projects:	**Highway and Bridge Listing with public narrative**	Yes	☐	☐	☐
5. Public Transportation Program:	**Public Transportation Listing with public narrative**	Yes	☐	☐	☐
6. Interstate & Statewide Program Projects:	**Interstate TIP Listing with public narrative**	Yes	☐	☐	☐
	Statewide TIP Listing (Spike, TAP, RRX, HSIP, other)	Yes	☐	☐	☐
7. Financial Constraint:	**Complete the tables in the Financial Constraint tab.**	Yes	☐	☐	☐
	Is the TIP financially constrained, by year and by allocations?	Yes	☐	☐	☐
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes	☐	☐	☐
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes	☐	☐	☐

2021-2024 Transportation Program Submission Checklist

Planning Partner: SEDA-COG MPO [Click Here to View Pop-Up Directions]

Transportation Management Area: ☐ Yes ☑ No

	Information Items Green highlighted items require documentation be submitted.	Response	MPO/RPO to Provide Response Others Check to Indicate Response Verified CPDM	FHWA	FTA
8. Public Transportation:	**Public Transportation Financial Capacity Analysis (MPO Only)**	NA	☐	☐	☐
	Documentation of Transit Asset Management (TAM) Plan	Yes	☐	☐	☐
9. Environmental Justice Evaluation of Benefits and Burdens:	**EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)**	Yes	☐	☐	☐
	Were EJ Core Elements incorporated into your TIP development process?	Yes	☐	☐	☐
10. Air Quality:	**Air Quality Conformity Determination Report**	NA	☐	☐	☐
	Air Quality Resolution	NA	☐	☐	☐
	Is the area in an AQ non-attainment or maintenance area?	No	☐	☐	☐
	Have all projects been screened through an interagency consultation process?	NA	☐	☐	☐
	Most recent air quality conformity determination date:	NA	☐	☐	☐
	Do projects contain sufficient detail for air quality analysis?	NA	☐	☐	☐
11. Public Participation Documentation:	**Public Comment Period Advertisement**	Yes	☐	☐	☐
	Public comment period:	5/1/20 - 5/31/20	☐	☐	☐
	Public meeting(s)-Date/Time/Location:	5/13/20, 6:00 PM, Virtual	☐	☐	☐
	Public meeting notices contain info about special needs/ADA Compliance?	Yes	☐	☐	☐
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes	☐	☐	☐
	Were any public comments (written or verbal) received?	Yes	☐	☐	☐
	Documentation of Public Comments received	Yes	☐	☐	☐
	Were public comments addressed?	Yes	☐	☐	☐
12. Title VI:	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	☐	☐	☐
13. TIP Revision Procedures:	**MPO/RPO TIP Modification Procedures (MOU)**	Yes	☐	☐	☐

2021-2024 Transportation Program Submission Checklist

Planning Partner: SEDA-COG MPO [Click Here to View Pop-Up Directions]

Transportation Management Area: ☐ Yes ☑ No

	Information Items Green highlighted items require documentation be submitted.	Response	MPO/RPO to Provide Response Others Check to Indicate Response Verified CPDM	FHWA	FTA
14. MPO/RPO Self-Certification Resolution:	**Self-Certification Resolution**	Yes	☐	☐	☐
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes	☐	☐	☐
15. Other Requirements:	**List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.**	Yes	☐	☐	☐
	Does the TIP contain regional system level estimates of state & local revenue sources beyond financial guidance?	Yes	☐	☐	☐
	List of annual obligated projects on website for FFY 2019	Yes	☐	☐	☐
16. PennDOT Connects:	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes	☐	☐	☐
17. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes	☐	☐	☐
	LRTP air quality conformity determination date:	NA	☐	☐	☐
	LRTP end year:	2040	☐	☐	☐
	Anticipated MPO/RPO LRTP adoption date:	Jun-21	☐	☐	☐
18. Completed/ Reviewed by:	MPO/RPO: SEDA-COG MPO (James Saylor)		Date: June 19, 2020		
	PennDOT CPDM:		Date:		
	FHWA:		Date:		
	FTA:		Date:		
19. Comments:	*Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:* PIF forms have been initiated, but COVID-19 impacts have prevented PennDOT Connects municipal outreach from being completed for all 2021 TIP projects.				

Agenda Item G

Michael Baker INTERNATIONAL

We Make a Difference

SEDA COG

Danville Area Transportation Study

June 19, 2020

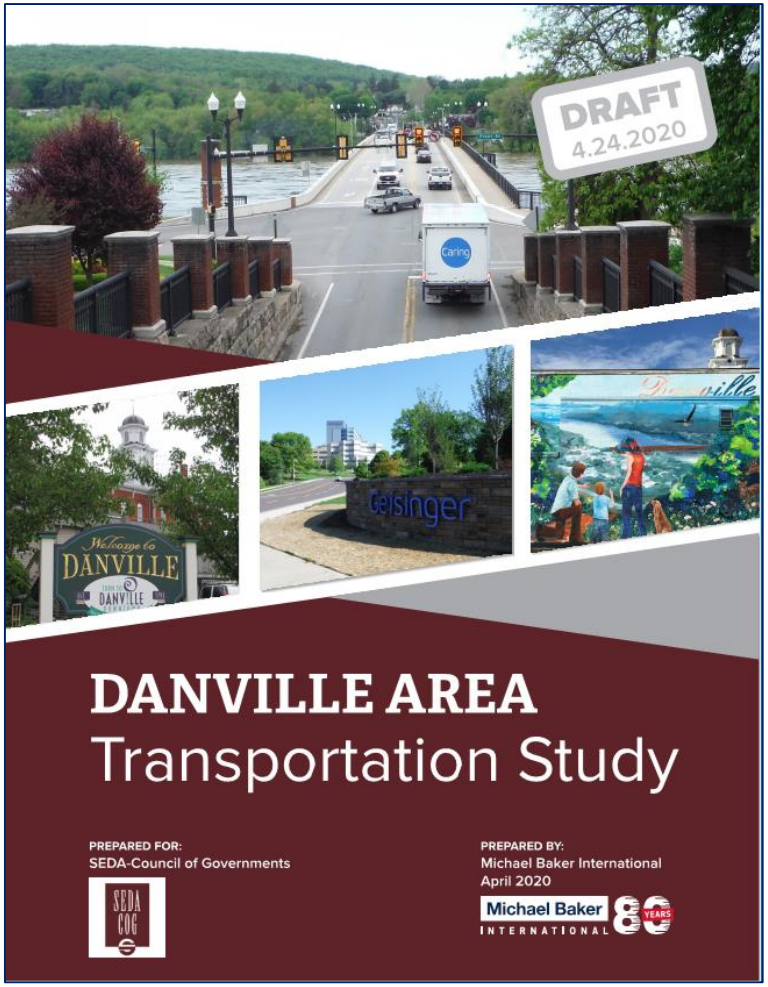
Presentation of Final Report

Study Purpose

- Assessed existing transportation conditions within the Greater Danville area and identified issues to be addressed as part of future project development.
- Created a guide document for PennDOT and MPO that points to a listing of multimodal issues, with a menu of potential solutions for addressing each.
  - Street Network Connectivity
  - Multimodal Transportation
  - Land Use & Development
  - Traffic Operations

Study Content Overview

- Methodology/Approach
- Background Profile
- Transportation Concerns
- Transportation Recommendations
- Implementation
- Appendices
  - Outreach Summary
  - Location-Specific Transportation Profiles



Study Content Overview

- Methodology/Approach
  - Management Committee
  - Stakeholder Engagement
  - Traffic Data Collection
- Background Profile
  - Socioeconomic Conditions
  - Study Area Employment
  - Commuting Patterns
  - Transportation Systems

Transportation Concerns

- Street Network Connectivity
  - Geisinger Health System
  - Danville Area School District
- Multimodal Transportation
  - Public Transportation
  - Pedestrian/Bicycle Access
  - Rail Freight Activity
- Land Use & Development
  - Anticipated/Planned Developments
  - Access Management Plan
  - Tourism
  - Environmental/Hazard Planning
- Traffic Operations
  - Traffic Control Improvements
  - Intersection Geometric Improvements

Street Network Connectivity Recommendations

	Recommendation	Description	Responsible Entity (Support Partners)
SC-1	Wayfinding Signage Improvements	Improve wayfinding signage at the US 11/Bloom Street/Ferry Street intersection.	PennDOT (SEDA-COG, Danville Borough)
• *Location 1 (US 11 between Bloom Street and State Hospital Drive)* • *No wayfinding signage or lane direction pavement markings are provided at the US 11/Bloom Street/Ferry Street intersection to direct vehicles to US 11 or Bloom Street.* • *The addition of signage and pavement markings will better direct traffic through the intersection and improve safety.*			
SC-2	Roundabout Conversions	Convert the Front Street/Mill Street, Front Street/Railroad Street, Mill Street/Market Street, US 11/Railroad Street, and Market Street/Railroad Street intersections to roundabouts.	PennDOT (SEDA-COG, Danville Borough)
• *Building up the side streets would improve traffic flow entering and exiting the Borough.* • *The conversion of intersections to roundabouts will enhance safety and mobility through the corridor.* • *The conversion would draw additional vehicles through the corridor and avoid the PA 54/US 11 intersection.* • *Users would be able to access Geisinger Medical Center easier via the realigned Railroad Street and converting the existing signalized US 11/Railroad Street intersection to a roundabout.* • *See **Figure 19** for a sketch drawing.*			
SC-3	Road Extension/New Intersection	Extend Liberty Street to intersect US 11 near Danville High School.	PennDOT (SEDA-COG, Danville Borough, DASD)
• *Location 1 (US 11 between Bloom Street and State Hospital Drive)* • *The extension of Liberty Street to US 11 produces an additional access point for DASD and the surrounding residential area.* • *The intersection will be stop-controlled along the Liberty Street approach.*			
SC-4	Road Realignment	Realign Railroad Street to connect US 11 to Drexel Avenue.	PennDOT (SEDA-COG, Danville Borough, Mahoning Township)
• *Location 14 (Railroad Street between US 11 and Bloom Road)* • *The corridor is unsafe and has a crash history, due to the presence of a reverse curve located in front of St. Cyrils Academy.* • *The crash history showed instances of vehicles driving too fast for conditions, leading to the vehicles hitting fixed objects or causing same direction sideswipe crashes.* • *The recommendation would involve realigning Railroad Street prior to the existing reverse curve and intersect with Drexel Avenue and Bloom Road (SR 2008).* • *To create this connection, the intersection of Railroad Street/Drexel Avenue & Bloom Road would require signalization.* • *See **Figure 20** for a sketch drawing.*			
SC-5	New Geisinger Access/Alignment from PA 54	Design a rear entrance to Geisinger Medical Center via PA 54	SEDA-COG (PennDOT, Danville Borough, Geisinger)
• *The creation of an improved secondary entrance along PA 54 would decrease the number of commuter vehicles passing through Danville Borough and the US 11/PA 54 intersection.* • *The recommendation would involve constructing a new roadway from PA 54 to Red Lane, utilizing existing local roads and passing through the adjacent ridge.*			
SC-6	New River Bridge Construction	Conduct a feasibility study for the creation of a new Susquehanna River bridge upstream from the existing structure along PA 54.	SEDA-COG (PennDOT, Mahoning Township, Rush Township)
• *The new bridge would directly carry traffic from PA 54 to destinations in the growing eastern portion of the study area.* • *The bridge would span the river and provide a grade-separated crossing of the Norfolk Southern line that parallels the river.* • *The new alignment would attract motorists from eastern Danville Borough/Mahoning Township and reduce demand along the existing PA 54 river bridge, which currently experiences heavy queueing during the peak hours.* • *This new bridge would also reduce queuing through the downtown borough, as there is another entrance/exit point east of the borough.* • *See **Figure 21** for a sketch drawing.*			
SC-7	New I-80 Interchange	Conduct a feasibility study for constructing a new interchange on Interstate 80 and route traffic to Geisinger Medical Center from the north.	SEDA-COG (PennDOT, Mahoning Township, Valley Township)
• *Origin-destination mobile-source data could be acquired as part of the analysis as part of the study.* • *A Point of Access study would subsequently be required if such an interchange were found to be feasible.* • *Road widening and improvements would also be required along Kaseville Road (SR 2005) and Columbia Hill Road (SR 2007).* • *See **Figure 22** for a sketch drawing.*			

Multimodal Transportation Recommendations

Recommendation		Description	Responsible Entity (Support Partners)
MT-1	Monitor the 5-County Fixed Route Pilot Project	Monitor the status of the 5-County Fixed Route pilot project and integrate outcomes into regional public transportation planning through community awareness and outreach.	SEDA-COG (PennDOT, River Valley Transit, Geisinger)
Notes: • *Continue to monitor the status of Geisinger's public transportation pilot projects. As pilot projects continue or transition to long-term transportation options, encourage outreach to improve community awareness about public transportation in the greater Danville area.* • *The area's concentration of jobs within the Geisinger Medical Center and its accessibility via locally-owned roadways raise the premium for alternative forms of transportation within the study area. The results of an ongoing pilot study should be monitored for its potential benefit to the study area in implementation.*			
MT-2	Plan for and implement pedestrian and bicycle improvements	Coordinate with area stakeholders to plan for and implement pedestrian and bicycle improvements identified in this report.	SEDA-COG (MARC, Danville Business Alliance Design Committee, local and county governments, Geisinger)
• *Location 9 (Montour Street Corridor)* • *The study area is registering greater demand for active transportation infrastructure.* • *Trail improvements are required to complete Monkey Drift Trail including sidewalks or pedestrian markings near the Montour Street bridge over Mahoning Creek and along Meadow Lane to Hess Park.*			
MT-3	Address Increasing Rail Freight Activity	Coordinate future multi-modal transportation improvements to accommodate increased truck and rail movements to /from DRIVE's industrial complex in Danville.	DRIVE (Norfolk Southern, NSHR/SEDA-COG JRA, Danville Borough)
Notes: • *Improve the Railroad Street/East Market Street intersection to improve truck turning movements.*			

Land Use & Development Recommendations

	Recommendation	Description	Responsible Entity (Support Partners)
LD-1	Access Management Plans	Prepare an access management plan for both US 11 and PA 54 to address anticipated development activity in the region.	SEDA-COG (Montour County, Northumberland County, local governments)
• *Stakeholders identified access management issues at multiple locations as a concern throughout the study area. Developing access management plans will promote safe and efficient use of the transportation network.* • *Access Management Plan recommendations could include strategies such as corridor access projects, enacting municipal ordinances to improve safety and capacity, and municipal adoption of official maps to reserve land for future transportation improvements.*			
LD-2	Consider Geisinger and DASD future planning and transportation needs	Meet annually with Geisinger and the DASD to discuss land development and associated transportation impacts.	SEDA-COG (Geisinger, PennDOT, local governments)
• *Facilitate the efficient and effective implementation of transportation improvements at DASD's Ironmen Campus as necessitated by future school district facility planning.* • *Coordinate with Danville Area School District (DASD), Danville Borough, Mahoning Township, and Danville State Hospital to facilitate the efficient and effective implementation of transportation improvements at DASD's Ironmen Campus as necessitated by future school district facility planning.*			
LD-3	Address local transportation needs through PennDOT Connects	Use the resources in place through PennDOT Connects to monitor and address local transportation needs associated with future land development activity.	PennDOT (SEDA-COG, local governments)
• *Planners should use the outcomes of the study process as part of future PennDOT Connects coordination meetings between the municipalities, MPO, and PennDOT District 3-0. This will help ensure that future projects are designed with community preferences in mind, and ultimately lead to better project scopes and budgets.*			
LD-4	Provide hazard mitigation information to Montour County's EMA	Provide a summary of study findings pertaining to flooding, rockslides, and subsidence to Montour County's EMA.	SEDA-COG (Montour County EMA)
• *Summary will help justify future hazard mitigation funding requests and should be included as part of Montour County's Hazard Mitigation Plan annual update. This will demonstrate plan integration to FEMA and PEMA.* • *Coordinate with federal officials to secure EDA Additional Supplemental Appropriations for Disaster Relief funding to address flooding at Geisinger's main entrance.*			
LD-5	Local Use Tax	Enact a local use tax to fund improvements to local roads and bridges.	Montour County
• *The passage of Act 89 of 2013 gave counties the option of levying a $5 fee as part of vehicle registration renewals.* • *The State collects the funds on behalf of the County, and distributes the revenue, which is to be used for funding improvements to local roads and bridges. Funds can be used for construction, reconstruction, maintenance, repair of and safety on public highways and bridges.* • *As of the writing of this study report, 23 counties statewide have enacted the fee. There are approximately 20,200 registered vehicles in the County, which could translate into $100,000 in additional funding annually for transportation.*			
LD-6	Adopt Municipal Transportation Funding Tools	Identify a transportation funding mechanism(s) to fund transportation improvements	Danville Borough; Mahoning Township
• *Under this financing mechanism, property owner abatements are voluntarily applied toward property owner assessments as part of the Transportation Development Districts (TDD) and used to fund transportation improvements in the established TDD.* • *Other, similar tools that could be explored include: Transportation Impact Fees, Tax Increment Financing (TIF), or use of the Pennsylvania Infrastructure Bank (PIB).*			

Traffic Operations Recommendations

	Recommendation	Description	Responsible Entity (Support Partners)
TO-1	Signal Monitoring	Monitor all intersections in Danville Borough and Mahoning Township following the implementation of improved signal timings.	Municipalities (PennDOT, SEDA-COG)
• *Following the implementation of additional recommendations, study and adjust, if necessary, the signal timings to increase capacity during the peak hours.*			
TO-2	Intersection Geometric Improvements	At the US 11/Woodbine Lane intersection construct dual turn lanes along both US 11 approaches and dual receiving lanes along Woodbine Lane.	PennDOT (SEDA-COG, Mahoning Township)
• *Location 3 (US 11/Woodbine Lane Intersection)* • *The additional lanes at the intersection will increase capacity during the peak hours.*			
TO-3	Intersection Geometric Improvements	At the US 11/State Hospital Drive intersection construct left and right-turn lanes along the State Hospital Drive approach.	PennDOT (SEDA-COG, Danville Borough)
• *Location 5 (US 11/State Hospital Drive Intersection)* • *The need for turn lanes along State Hospital Drive assumes the anticipated growth of DASD and moving the schools to the Ironmen Lane campus.*			
TO-4	Intersection Geometric Improvements	Extend the southbound PA 54 left-turn lanes at Ferry Street and Spruce Street.	PennDOT (SEDA-COG, Danville Borough)
• *Location 7 (PA 54 between Montour Street and Spruce Street)* • *Extending the left-turn lanes at these two intersections will accommodate additional vehicles accessing Geisinger Medical Center and nearby local businesses.*			
TO-5	Intersection Monitoring	Monitor the PA 54/PA 642 intersections following completion of MPMS Project #103853.	PennDOT (SEDA-COG, Valley Township)
• *Location 8 (PA 54/PA 642 Intersections)* • *The project will realign the PA 642 approaches and enhance safety.* • *Construction is expected to start in 2022 with anticipated construction completion in 2024.*			
TO-6	Traffic Calming	Implement speed humps along Beaver Pl.	Danville Borough
• *Location 9 (Montour Street Corridor)* • *Implementing the speed humps will reduce speeding and PA 54 cut-through traffic along the residential areas.*			
TO-7	Pedestrian Crossings	Improve signage/sidewalk connections along the Montour Street corridor.	PennDOT (SEDA-COG, Danville Borough)
• *Location 9 (Montour Street Corridor)* • *No trail signage is present along Montour Street.* • *The improvements will accommodate pedestrians and bicyclists utilizing the multiple trails in the area.*			
TO-8	Traffic Calming	Implement speed humps along Spruce Street and Red Lane to reduce speeding along the corridor.	Danville Borough, Mahoning Township
• *Location 10 (Spruce Street/Red Lane between PA 54 & Red Oak Drive)* • *Implementation of speed humps will reduce speeding along the corridor for Geisinger-related traffic.*			
TO-9	Traffic Calming	Implement rectangular rapid flash beacons (RRFBs) at pedestrian crossing locations along Spruce Street and Red Lane.	Danville Borough, Mahoning Township
• *Location 10 (Spruce Street/Red Lane between PA 54 & Red Oak Drive)*			

Traffic Operations Recommendations

	Recommendation	Description	Responsible Entity (Support Partners)
• *Implement the RRFBs at marked crosswalks along Red Lane (including at the intersection of Academy Avenue and parking lot entrances).* • *The RRFBS will increase safety and encourage motorists to yield to pedestrians.*			
TO-10	Intersection Monitoring	Consult with Ralpho Township and Knoebels one year after PA 54/PA 487 intersection improvements are complete.	PennDOT, Ralpho Township (SEDA-COG, Catawissa Borough, Knoebels)
• *Location 11 (PA 54/PA 487 Intersection)* • *An adaptive signal and pedestrian crossing apparatus are to be installed, along with a dedicated left-turn lane on PA 487 WB from Knoebels.* • *Re-signalization at the intersection is in final PennDOT design, with anticipated construction in 2020.* • *Assess improvement effectiveness to address seasonal traffic and the need for additional intersection improvements in the future.*			
TO-11	Roundabout Conversion	PA 54/PA 487 Intersection	PennDOT (SEDA-COG, Ralpho Township)
• *Location 11 (PA 54/PA 487 Intersection)* • *If additional intersection improvements at the PA 54/PA 487 intersection are required, consider converting the signalized intersection to a roundabout to allow for consistent traffic flow and enhanced safety.*			
TO-12	Signalized Intersection	Signalize the PA 42/PA 487 intersection.	PennDOT (SEDA-COG, Catawissa Township)
• *Location 12 (PA 42/PA 487 Intersection)* • *Signalizing the intersection will improve safety and turning movements along PA 487.* • *Existing conditions at the intersection meet the signal warrant conditions for Warrant 1, Eight-Hour Vehicular Volume, Warrant 2, Four-Hour Vehicular Volume, and Warrant 3, Peak Hour.*			
TO-13	ROW Acquisition/Demolition	Acquire the northwest property at the Kaseville Road/Bloom Road intersection and demolish it to improve sight distance at the intersection and improve safety.	PennDOT (SEDA-COG, Mahoning Township)
• *Location 13 (Bloom Road/Woodbine Lane & Kaseville Road Intersections)* • *Acquiring the property and demolishing the building will improve sight distance at the intersection and improve safety.*			
TO-14	Road Segment Widening	Coordinate with Danville State Hospital to widen State Hospital Drive.	PennDOT (SEDA-COG, Danville Borough, Mahoning Township, Danville State Hospital)
• *Location 15 (Wall Street and State Hospital Drive Corridor)* • *Widening will make it easier for vehicles utilizing the roadway that are entering/exiting Danville Borough.* • *With additional development as a result of DASD and DRIVE Industrial Complex, demand on State Hospital Drive will increase.*			
TO-15	Sight Distance Improvements	Perform selective tree-trimming along the approaches to increase sight distance along the eastbound and westbound Red Lane approaches.	PennDOT (SEDA-COG, Mahoning Township)
• *Location 17 (Red Lane/Kaseville Road Intersection)* • *Sight Distance issues exist for vehicles turning from Red Lane due to road geometry and plant overgrowth.* • *The intersection has a crash history as a result of vehicles proceeding through the intersection without clearance.*			
TO-16	Roundabout Conversion	Convert the Kaseville Road/Red Lane two-way stop-controlled intersection to a roundabout.	PennDOT (SEDA-COG, Mahoning Township)
• *Location 17 (Red Lane/Kaseville Road Intersection)* • *Monitor the intersection following tree-trimming and if crashes persist, consider converting the intersection from stop-controlled to a roundabout.*			

Implementation Complexity Matrix

Recommendation	Description	Cost	Complexity					Horizon
			ROW Impacts	Utility Impacts	Construction Impacts	Structure Impacts	Traffic Control	
SC-1	US 11 Wayfinding Signage Improvements	$$	1	0	1	0	2	Short-Term
TO-6	Beaver Place Traffic Calming	$$	0	0	2	0	1	Short-Term
TO-8	Spruce Street/Red Lane Traffic Calming (Speed Humps)	$$	0	0	2	0	1	Short-Term
TO-9	Spruce Street/Red Lane Traffic Calming (RRFBs)	$$	0	1	3	0	3	Short-Term
TO-13	Kaseville Road/Bloom Road ROW Acquisition/Demolition	$$	5	1	0	0	0	Short-Term
TO-15	Kaseville Road Sight Distance Improvements	$	1	1	0	0	0	Short-Term
SC-3	Liberty Street Road Extension	$$$$	4	1	4	1	3	Medium-Term
TO-7	Montour Street Pedestrian Crossings	$$	1	0	2	0	3	Medium-Term
TO-10	PA 54/PA 487 Intersection Monitoring	$	0	0	0	0	0	Medium-Term
SC-5	New Geisinger Access/Alignment from PA 54	$$$$	5	5	5	5	4	Long-Term
SC-2	Danville Borough Roundabout Conversions	$$$$	3	2	5	3	4	Long-Term
SC-4	Railroad Street Road Realignment	$$$$	5	4	4	5	5	Long-Term
SC-6	New River Bridge Construction	$$$$$	5	5	5	5	5	Long-Term
SC-7	New I-80 Interchange	$$$$$	5	5	5	5	5	Long-Term
TO-2	US 11/Woodbine Lane Intersection Geometric Improvements	$$$$	3	3	4	5	4	Long-Term
TO-3	US 11/ State Hospital Drive Intersection Geometric Improvements	$$$	3	2	3	2	3	Long-Term
TO-4	PA 54 Intersection Geometric Improvements	$$$	1	0	2	1	3	Long-Term
TO-11	PA 54/PA 487 Roundabout Conversion	$$$	3	1	4	1	4	Long-Term
TO-12	PA 42/PA 487 Signalized Intersection	$$$	2	3	3	2	5	Long-Term
TO-14	State Hospital Drive Road Segment Widening	$	4	3	4	3	3	Long-Term
TO-16	Kaseville Road/Red Lane Roundabout Conversion	$$$	3	2	4	1	4	Long-Term
MT-1	Monitor the 5-County Fixed Route Pilot Project	$$	0	0	0	0	0	Ongoing
MT-2	Plan for and implement pedestrian and bicycle improvements	$$	0	0	0	0	0	Ongoing
MT-3	Address Increasing Rail Freight Activity	$$	0	0	0	0	0	Ongoing
TO-1	Danville Borough/Mahoning Township Signal Monitoring	$$	0	0	0	0	4	Ongoing
TO-5	PA 54/PA 642 Intersection Monitoring	$$	0	0	0	0	3	Ongoing
LD-1	Access Management Plans	$	0	0	0	0	0	Ongoing
LD-2	Consider Geisinger and DASD future planning and transportation needs	$	0	0	0	0	0	Ongoing
LD-3	Address local transportation needs through PennDOT Connects	$	0	0	0	0	0	Ongoing
LD-4	Provide hazard mitigation information to Montour County's EMA	$	0	0	0	0	0	Ongoing
LD-5	Adopt a Local Use Fee	$	0	0	0	0	0	Ongoing
LD-6	Adopt Municipal Transportation Funding Tools	$	0	0	0	0	0	Ongoing

Complexity
- Rated 0 – 5: 0 = not complex, 5 = very complex

Design and Construction Complexity Factors
- **ROW Impacts**: ROW research, acquisition, and construction easements
- **Utility Impacts**: Utility conflict identification, coordination, and relocation
- **Construction Impacts**: Grading, cut, fill, drainage, swales, pipes, inlets, curb, subbase, pavement, shoulder construction, guiderail, retaining walls
- **Structure Impacts**: Bridge construction or widening, culvert construction, or widening
- **Traffic Control**: Signing, pavement marking, delineators, raised pavement markers, traffic signals

Legend for Estimated Costs: Construction Costs (Design Costs as a Percentage of Construction)

$: < $250K (75%)
$$: Between $250K and $500K (75%)
$$$: Between $500K and $1M (60%)
$$$$: Between $1M and $5M (25%)
$$$$$: > $5M (15%)

Recommendation Project Next Steps

Project	Recommendation	Action Milestone	Cost	Responsibility (Support Partners)	Potential Funding Sources
US 11 Wayfinding Signage Improvements	SC-1	Design and plan for the implementation of signing and pavement markings.	$$	PennDOT (SEDA-COG, Danville Borough)	2
Danville Borough Roundabout Conversions	SC-2	Conduct a feasibility study for the conversion of Danville Borough intersections to roundabouts.	$$$$	PennDOT (SEDA-COG, Danville Borough)	6, 7
Liberty Street Road Extension	SC-3	Conduct a Point of Access study for the extension of Liberty Street to intersect with US 11.	$$$$	PennDOT (SEDA-COG, Danville Borough, DASD)	6, 7
Railroad Street Road Realignment	SC-4	Conduct a feasibility study for the realignment of Railroad Street.	$$$$	PennDOT (SEDA-COG, Danville Borough, Mahoning Township)	6, 7
New River Bridge Construction	SC-5	Add this as an "eligible but unfunded" project to the out years of the update of the MPO's LRTP for future study.	$	SEDA-COG (PennDOT, Mahoning Township, Rush Township)	n/a
New I-80 Interchange	SC-6	Add this as an "eligible but unfunded" project to the out years of the update of the MPO's LRTP for future study.	$	SEDA-COG (PennDOT, Mahoning Township, Valley Township)	n/a
Geisinger Access on New Alignment from PA 54	SC-7	Solicit SEDA-COG to add as a candidate project on the LRTP.	$$$$	SEDA-COG (PennDOT, Danville Borough, Geisinger)	7, 10
Monitor the 5-County Fixed Route Pilot Project	MT-1	Monitor for potential additions/changes to the MPO Local Coordinated Plan and/or Transit TIP.	$	SEDA-COG (PennDOT, River Valley Transit, Geisinger)	n/a
Plan for and implement pedestrian and bicycle improvements	MT-2	Meet with area stakeholders to brief on DATS recommendations and develop an approach for pedestrian/bicycle improvements.	$	SEDA-COG (MARC, Danville Business Alliance Design Committee, local and county governments, Geisinger)	n/a
Plan for and implement pedestrian and bicycle improvements	TO-7	Complete Monkey Drift Trail connections near the Montour Street bridge.	$$	PennDOT (SEDA-COG, Danville Borough)	3, 6, 7, 9
Address Increasing Rail Freight Activity	MT-3	Monitor future multi-modal transportation improvements and reach out to coordinate efforts.	$	DRIVE (Norfolk Southern, NSHR/SEDA-COG JRA, Danville Borough)	6, 7, 11, 15, 16, 17
Access Management Plans	LD-1	Prepare an access management plan for both US 11 and PA 54 to address anticipated development activity in the region.	$	SEDA-COG (Montour County, Northumberland County, local governments)	8, 12
Consider Geisinger and DASD future planning and transportation needs	LD-2	Meet annually with Geisinger and the DASD to discuss land development and associated transportation impacts.	$	SEDA-COG (Geisinger, PennDOT, local governments)	n/a
Address local transportation needs through PennDOT Connects	LD-3	Reference the outcomes of this study at future PennDOT Connects coordination meetings.	$	PennDOT (SEDA-COG, local governments)	n/a
Provide hazard mitigation information to Montour County's EMA	LD-4	Provide a summary of study findings pertaining to flooding, rockslides, and subsidence to Montour County's EMA.	$	SEDA-COG (Montour County EMA)	n/a
Adopt a Local Use Fee	LD-5	Enact a local use fee to fund improvements to local roads and bridges.	$	Montour County	14
Adopt Municipal Transportation Funding Tools	LD-6	Identify a transportation funding mechanism(s) to fund transportation improvements.	$	Danville Borough; Mahoning Township	15, 18, 19, 20
Danville Borough/Mahoning Township Signal Monitoring	TO-1	Review signalized intersection performances on a yearly basis and adjust timings as necessary.	$$	Municipalities (PennDOT, SEDA-COG)	5
US 11/Woodbine Lane Intersection Geometric Improvements	TO-2	Coordinate with Geisinger to determine anticipated growth at the Woodbine Lane facilities.	$$$$	PennDOT (SEDA-COG, Mahoning Township)	n/a
State Hospital Drive Improvements	TO-3	Coordinate with Danville State Hospital and DASD to plan out future development plans and improvements necessary to State Hospital Drive.	$$$	PennDOT (SEDA-COG, Danville Borough)	n/a
State Hospital Drive Improvements	TO-14	Coordinate with Danville State Hospital and DASD to plan out future development plans and improvements necessary to State Hospital Drive.	$	PennDOT (SEDA-COG, Danville Borough, Mahoning Township, Danville State Hospital)	n/a

Recommendation Project Next Steps

Project	Recommendation	Action Milestone	Cost	Responsibility (Support Partners)	Potential Funding Sources
PA 54 Intersection Geometric Improvements	TO-4	Conduct turning movement counts at the PA 54/Ferry Street and PA 54/Spruce Street intersections to determine appropriate left-turn lane lengths.	$$$	PennDOT (SEDA-COG, Danville Borough)	5
PA 54/PA 642 Intersection Monitoring	TO-5	Monitor the PA 54/PA 642 intersections following completion of MPMS Project #103853, anticipated construction completion in 2024.	$	PennDOT (SEDA-COG, Valley Township)	n/a
Beaver Place Traffic Calming	TO-6	Conduct a speed study along Beaver Place to determine if traffic calming solutions are necessary.	$$	Danville Borough	5
Spruce Street/Red Lane Traffic Calming (Speeds Humps)	TO-8	Conduct a speed study along Spruce Street/Red Lane to determine if traffic calming solutions are necessary.	$$	Danville Borough, Mahoning Township	5
Spruce Street/Red Lane Traffic Calming (RRFBs)	TO-9	Conduct a speed study along Spruce Street/Red Lane to determine if traffic calming solutions are necessary.	$$	Danville Borough, Mahoning Township	5
PA 54/PA 487 Intersection Improvements	TO-10	Assess the improvement effectiveness one year after improvements are complete.	$	PennDOT, Ralpho Township (SEDA-COG, Catawissa Borough, Knoebels)	n/a
PA 54/PA 487 Intersection Improvements	TO-11	Conduct a feasibility study into converting the intersection into a roundabout.	$$$	PennDOT (SEDA-COG, Ralpho Township)	6, 7
PA 42/PA 487 Signalized Intersection	TO-12	Coordinate with PennDOT and conduct a signal warrant analysis.	$$$	PennDOT (SEDA-COG, Catawissa Township)	4
Kaseville Road/Bloom Road ROW Acquisition/Demolition	TO-13	Produce a cost estimate for the acquisition of ROW and building demolition.	$$	PennDOT (SEDA-COG, Mahoning Township)	n/a
Kaseville Road/Red Lane Intersection Improvements	TO-15	Perform selective tree-trimming along all approaches.	$	PennDOT (SEDA-COG, Mahoning Township)	1
Kaseville Road/Red Lane Intersection Improvements	TO-16	Conduct a feasibility study into converting the intersection into a roundabout.	$$$	PennDOT (SEDA-COG, Mahoning Township)	6, 7

Code	Name	Acronym	Notes/Eligibility Requirements
1	State Maintenance Funds	582	Distributed to PennDOT County Maintenance Offices via formula
2	Automated Red Light Enforcement Program	ARLE	http://www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/FUNDARLE.html
3	Community Conservation Partnership Program	C2P2	https://brcgrants.dcnr.pa.gov/
4	Green Light-Go: Pennsylvania's Municipal Signal Partnership Program	GLG	http://www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/FUNDGLG.html
5	General Operating Funds	GOF	Municipal general budget
6	Multimodal Transportation Fund - DCED	MTF-CFA/DCED	https://dced.pa.gov/programs/multimodal-transportation-fund/
7	Multimodal Transportation Fund - PennDOT	MTF-PennDOT	https://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Pages/default.aspx
8	PennDOT Connects	PennDOT Connects	PennDOT funding for studies linking land use planning and transportation planning
9	Surface Transportation Block Grant Program Set-Aside	STBG (TAP)	Formerly the TAP program - a statewide competitive process for funding
10	Appalachian Regional Commission Access Road Program	ARC	https://www.arc.gov/program_areas/AccessRoadProgram.asp
11	DCED Business in our Sites	CFA/DCED Business in our Sites	https://dced.pa.gov/programs/business-in-our-sites-grants-and-loans-bos/
12	DCED Municipal Assistance Program	DCED MAP	https://dced.pa.gov/programs/municipal-assistance-program-map/
13	Local Use Fee	LUF	http://www.dot.state.pa.us/public/dvspubsforms/BMV/BMV%20Fact%20Sheets/fs-feeLocal.pdf
14	National Highway Performance Program	NHPP	For projects on Interstates and on the NHS (e.g., US 11)
15	Pennsylvania Infrastructure Bank	PIB	https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/PA-Infrastructure-Bank.aspx
16	Rail-Freight Assistance Program	RFAP	https://www.penndot.gov/Doing-Business/RailFreightAndPorts/Pages/Grants-and-Loans.aspx
17	Rail Transportation Assistance Program	RTAP	https://www.penndot.gov/Doing-Business/RailFreightAndPorts/Pages/Grants-and-Loans.aspx
18	Transportation Development Districts	TDD	Funding mechanism - revenue generator
19	Transportation Impact Fees	Transportation Impact Fees	Funding mechanism - revenue generator
20	Tax Increment Financing	TIF	Funding mechanism - revenue generator
PennDOT's Community and Local Government Assistance Brochure		https://www.penndot.gov/Doing-Business/LocalGovernment/Documents/Community_And_Local_Government_Assistance_PDF.pdf	

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Priority of Recommendations

Priority	Recommendation	Sequencing Considerations[3]	Description	Cost	Horizon
1A	LD-1		Access Management Plans	$	Ongoing
1B	LD-2		Consider Geisinger and DASD future planning and transportation needs	$	Ongoing
2	LD-3		Address local transportation needs through PennDOT Connects	$	Ongoing
3	LD-5		Adopt a Local Use Fee	$	Ongoing
4	LD-6		Adopt Municipal Transportation Funding Tools	$	Ongoing
5	MT-3		Address Increasing Rail Freight Activity	$$	Ongoing
6	TO-2	X	US 11/Woodbine Lane Intersection Geometric Improvements	$$$$	Long-Term
7	TO-12	X	PA 42/PA 487 Signalized Intersection	$$$	Long-Term
8	SC-1		US 11 Wayfinding Signage Improvements	$$	Short-Term
9	SC-5	X	New Geisinger Access/Alignment from PA 54	$$$$	Long-Term
10	SC-2	X	Danville Borough Roundabout Conversions	$$$$	Long-Term
11	MT-1		Monitor the 5-County Fixed Route Pilot Project	$$	Ongoing
12	MT-2		Plan for and implement pedestrian and bicycle improvements	$$	Ongoing
13A	TO-8	X	Spruce Street/Red Lane Traffic Calming (Speed Humps)	$$	Short-Term
13B	TO-9	X	Spruce Street/Red Lane Traffic Calming (RRFBs)	$$	Short-Term
14	TO-13		Kaseville Road/Bloom Road ROW Acquisition/Demolition	$$	Short-Term
15A	TO-6	X	Beaver Place Traffic Calming	$$	Short-Term
15B	TO-7		Montour Street Pedestrian Crossings	$$	Medium-Term
16	SC-3	X	Liberty Street Road Extension	$$$$	Medium-Term
17A	TO-3	X	US 11/ State Hospital Drive Intersection Geometric Improvements	$$$	Long-Term
17B	TO-14	X	State Hospital Drive Road Segment Widening	$	Long-Term
18	TO-4	X	PA 54 Intersection Geometric Improvements	$$$	Long-Term
19	TO-15		Kaseville Road Sight Distance Improvements	$	Short-Term
20	SC-4	X	Railroad Street Road Realignment	$$$$	Long-Term
21	TO-10	X	PA 54/PA 487 Intersection Monitoring	$	Medium-Term
22	TO-11	X	PA 54/PA 487 Roundabout Conversion	$$$	Long-Term
23	TO-16	X	Kaseville Road/Red Lane Roundabout Conversion	$$$	Long-Term
24	LD-4		Provide hazard mitigation information to Montour County's EMA	$	Ongoing
25	TO-1		Danville Borough/Mahoning Township Signal Monitoring	$$	Ongoing
26	TO-5		PA 54/PA 642 Intersection Monitoring	$$	Ongoing
27	SC-6	X	New River Bridge Construction	$$$$$	Long-Term
28	SC-7	X	New I-80 Interchange	$$$$$	Long-Term

[3] Projects should be implemented considering several variables, including the time of year and location of adjacent projects. Special attention should be given to ensure the appropriate sequencing of these projects, particularly regarding seasonal travel patterns, maintenance and protection of traffic and incident management so as to minimize transportation disruptions. Critical points of interest that should be considered during the sequencing include the Susquehanna River crossing, the US 11 corridor, the PA 54 corridor, and key collectors to include Mill Street, Red Lane/Spruce Street, Bloom Road, and Kaseville Road/Woodbine Lane.

Questions?