MEETING AGENDA

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

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

C. *Approval of the May 21, 2021 MPO Meeting Minutes.........................J. Saylor

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

E. Unified Planning Work Program (UPWP) Update.....................................J. Saylor

F. *Adoption of 2021 SEDA-COG Long Range Transportation Plan ..........D. Kiel

G. Return to In-Person/Hybrid MPO Meetings..............................................J. Saylor

H. 2023 Twelve Year Program Public Participation.................................S. Herman

I. Local Bridge Prioritization Process for 2023 TIP.....................................K. Wilde

J. Active Transportation Committee Update..............................................K. Wilde

K. Member Forum.............................................................................................J. Saylor

L. Adjournment...............................................................................................J. Saylor

(* Action Items
Agenda Item C
MPO VOTING MEMBERS
Katie de Silva, Clinton County
Lisa Dooley, Town of Bloomsburg
Brad Kerstetter, Juniata County
Greg Molter, Montour County
Carey Mullins, PennDOT Central Office
Steve Phillips, SEDA-COG Board, Multi-Modal Interests
Jonathan Ranck, PennDOT District 3-0
Jim Saylor, SEDA-COG
Mark Schultz, PennDOT District 2-0
Eric Stahley, Columbia County

OTHER MPO MEMBERS
Chris King, PennDOT District 3-0
Matt Smoker, FHWA-PA Division
Scott Williams, Williamsport MPO

GUESTS
Gini Feigles-Kaar, Dewberry
Brian Funkhouser, Michael Baker International, Inc.
Duane Gaugler, Larson Design Group
Rob Jaconski, PennDOT District 2-0
Beth Nidam, rabbittransit
Deb Palmer, LIFE Geisinger

STAFF PRESENT
Kay Aikey, Program Assistant
Steve Herman, Transportation Planner
Don Kiel, Senior Principal Program Analyst
Jeff Stover, Transportation Program Chief
Katherine Wilde, Program Analyst, GIS

Call to Order

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

No comments were received from the general public.

Approval of the March 19, 2021, Meeting Minutes of the SEDA-COG MPO

Mr. Molter made a motion to approve the minutes from the March 19, 2021, MPO meeting; Ms. de Silva seconded the motion; motion carried.

TIP Administrative Modifications and Amendments

Mr. Saylor summarized the administrative actions for PennDOT District 2-0.

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

Mr. Saylor summarized the administrative actions for PennDOT District 3-0.

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

Central Susquehanna Valley Transportation (CSVT) Project Status

Mr. Ranck provided the following update:

CSVT Northern Section

- Final paving operations are commencing in a full swing.
- PennDOT is probably within a year of opening up this section; therefore, the route designations are going to change a bit.

Mr. Ranck suggested that MPO members go to the website http://www.csvt.com/ and click on the “maps” and go to the interim designation map which will show what the routes will become.

CSVT Southern Section

- PennDOT is working toward a letting in the Fall/early Winter for the first contract for the earthwork.

Ms. Wilde asked if there would be an opportunity to have a bike/ped day or weekend on the CSVT northern section before it opens to motor vehicles. Mr. Ranck replied that he will check into this for Ms. Wilde.

Unified Planning Work Program (UPWP) Update

Mr. Saylor stated that PennDOT Center for Program Development and Management (CPDM) has given the MPO an opportunity to add $30,000 of funding to year two of the UPWP. This is shown on the Budget Summary table provided in the meeting packet. Mr. Saylor stated this is being done by extending Work Task S2 for Plan Updates and Support into year two and shifting funding around
so that the $30,000 will show up under the S2 task. If MPO members are in agreement, this change can be made to the UPWP. No dissenting comments were expressed by MPO members.

Mr. Saylor stated that staff is starting coordination on the development of the next UPWP. A draft of the UPWP will be brought to the September MPO meeting. A virtual coordination meeting will be held with PennDOT and FHWA on Thursday, May 27th. MPO members interested in joining in the call for the coordination meeting are asked to contact staff.

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

- SEDA-COG MPO Staff Activity Report – May 2021
- Hogan Boulevard Bicycle & Pedestrian Safety Study
- US Route 522 Corridor Improvements Study
- Summary of comments from the SEDA-COG MPO on Recommendations from the Metropolitan and Micropolitan Statistical Area Standards Review Committee to the Office of Management and Budget Concerning Changes to the 2010 Standards for Delineating Metropolitan and Micropolitan Statistical Areas
- Support letter to Congressman Fred Keller regarding safety transportation need in Woodward Township, Clinton County
- Support letter to Congressman Fred Keller regarding structural transportation need in Chapman Township, Snyder County

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

- Transportation Alternatives Set Aside Projects Status Update – 2018 Funding Round

Mr. Herman stated that the next round of the Transportation Alternatives Set Aside Projects Program will officially open on June 28th and applicants can then begin preparing applications for that program. Applications will be due October 8th and project sponsors will need to submit a pre-application by September 10th which is something new. Sponsors will need to meet with PennDOT District staff before applying. Once the applications are in, SEDA-COG MPO and other MPOs across the state will have until January 14, 2022, to review and comment on the applications. A local review meeting will be scheduled for MPO members who are interested in participating in the process to do the technical reviews and to do a Q&A with the project sponsors. The meeting will be scheduled sometime October through December. The statewide selection committee will meet in January 2022 to go through their decision-making process. PennDOT is projecting at least $18 million to be available state-wide and there is a possibility there will be an additional $18 million available contingent on Congress acting on a new federal transportation bill.

Mr. Herman stated that PennDOT will look to do a webinar on the new online application and updated guidelines in late June.

- List of Recently Assessed Highway Occupancy Permit Applications

Mr. Herman referenced a list of recently submitted Highway Occupancy Permit (HOP) applications from the region, with updates on activity related to them. MPO staff has access to the HOPs through PennDOT’s Permitting System and will include the recent HOP activity for future MPO meetings on a regular basis. Ms. de Silva inquired about the permit subtype for driveway volumes. It was clarified that driveway classification is determined from anticipated access ADT for the property (i.e., one vehicle = two trips = ADT of two), where:
Minimum Use = less than or equal to 50 ADT
Low Volume = 51 to 1,500 ADT
Medium Volume = 1,501 to 3,000 ADT
High Volume = 3,001 ADT and higher
Local Road = three or more properties served

**Draft SEDA-COG Long Range Transportation Plan**

Mr. Kiel provided an update on the Long Range Transportation Plan (LRTP) 2021-2045 Project Status via PowerPoint.

The presentation included:
- Project Steps and Schedule
  - Virtual Public Meeting is scheduled for June 3, 2021
  - Public Comment Period is May 24, 2021 – June 22, 2021
  - Adoption of final Plan at the June 25, 2021 MPO Meeting
- Changes in LRTP Since First Draft (November 2020)
- Public Outreach and Comments Resolution
- Approval Steps

Mr. Kiel shared slides from the Executive Summary that will be presented at the June 3rd public meeting. The slides included:

- Background and introduction
- Strategic Directions
- Regional Trends & Findings
- Corridors of Opportunity
- Revenue Forecast
- Public Participation
- Project Listing

Mr. Funkhouser complimented Mr. Kiel on a comprehensive overview. He stated that the LRTP was presented to the Agency Coordination Meeting earlier this year as part of the consultation and that it fulfills the requirement to be coordinating with those who are representing the resource agencies.

**Mr. Phillips made a motion for the MPO to take the draft LRTP out for a thirty-day public comment period beginning May 24 – June 22, 2021; Mr. Molter seconded the motion; motion carried.**

**Transit Asset Management Performance Targets**

Mr. Herman reviewed the resolution regarding the transit asset management performance targets provided in the meeting packet. Mr. Herman stated that the resolution was reviewed by PennDOT’s Bureau of Public Transportation.

Mr. Herman stated that the MPO has been involved with Performance Measures and has acted on and approved Safety Performance Measures, Pavement/Bridge Performance Measures and System Performance Targets. There is also a requirement that the MPO approve transit asset management performance targets. Mr. Herman stated that the MPO would adopt the performance targets that
are included in the Pennsylvania Transit Asset Management Group Plan. A copy of the Group Plan was included in the meeting packet.

Mr. Herman stated that the Pennsylvania Transit Asset Management Group Plan establishes statewide performance targets for the following capital asset categories:

- Rolling Stock – vehicles used for providing public transportation
- Equipment – non-revenue support service vehicles
- Facilities – buildings or structures used in the provision of public transportation, including administrative/maintenance and passenger/parking facilities

Mr. Stahley made a motion to authorize and approve the resolution for statewide Transit Asset Management Performance Targets for submission to PennDOT; Mr. Mullins seconded the motion; motion carried.

2023 Twelve Year Program Public Participation

Mr. Herman stated that the 2023 Twelve Year Program public comment period concluded April 14, 2021. He stated that the State Transportation Commission received 7,423 survey responses. There were 2,473 map point comments submitted to identify intersections and other locations of concern – safety, congestion, traffic signals, operations, bike/ped, etc. Mr. Herman stated that 1,900 people attended the public forum that was held online.

Local Bridge Prioritization Process for 2023 TIP

Ms. Wilde stated that all MPO counties completed their meetings with PennDOT and SEDA-COG MPO staff and the meeting notes will be distributed. Ms. Wilde stated that the next step will be to format the survey form which will be sent out in June. Ms. Wilde asked that the surveys be returned by the end of June to keep the process on schedule.

Active Transportation Committee Update

Ms. Wilde stated that the Active Transportation Committee had a meeting on Wednesday, May 19th and had a great presentation on demonstration projects. The presentation was recorded and can be shared. Ms. Wilde stated that the work group meeting schedule is available upon request and will be in the newsletter being sent out. She stated that the next meeting of the Active Transportation Committee will be held in August and that will include chair and vice-chair elections.

Member Forum

Mr. Saylor highlighted items from the Items of Potential Interest to MPO Members as of May 2021 that was provided in the meeting packet.

Mr. Molter asked if the Route 54/642 safety corridor project is still on track.

Mr. King replied that there is a large private development in planning stages directly in the project area that has potentially large ramifications on the operation of the safety project. He stated that PennDOT District 3-0 has pushed the project out a year until the development can provide more details on trips, etc. Mr. King stated he is not sure where District 3-0 is at with getting their traffic data.
Ms. de Silva wanted to know what the ceiling is on a TAP application. Mr. Herman replied it is $1 million but if the project can show that it is regionally significant or would address a primary safety issue or economic development impact it can go above $1 million.

**Adjournment**

With there being no further comments, Mr. Saylor adjourned the meeting at 11:04 a.m. The next regular meeting of the MPO is scheduled for June 25, 2021.
Agenda Item D
### Overall Change Amount: $0

<table>
<thead>
<tr>
<th>Action ID</th>
<th>Commit Date</th>
<th>Action Type</th>
<th>Change Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>121452</td>
<td>06/08/2021</td>
<td>Administrative Action</td>
<td>$0</td>
</tr>
</tbody>
</table>

#### Narrative:

MPMS# 116251 - Preliminary Engineering and Construction Phases- SR 2023 Covered Bridge was hit and requires permanent construction repairs. Design fund are needed for Plan Preparation. Anticipated late 2021 Let Date for permanent repairs in early 2022.

Funding used is A-185 (state)

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

<table>
<thead>
<tr>
<th>Project</th>
<th>County</th>
<th>S.R.</th>
<th>Section</th>
<th>Project Title</th>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>68128</td>
<td>Clinton</td>
<td>000</td>
<td></td>
<td>Reserve Betterment/Safety Line Item</td>
<td>CON</td>
<td>-275,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project</th>
<th>County</th>
<th>S.R.</th>
<th>Section</th>
<th>Project Title</th>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>116251</td>
<td>Juniata</td>
<td>2023</td>
<td>A02</td>
<td>Mahantango Creek Covered Bridge</td>
<td>PE</td>
<td>$75,000</td>
</tr>
<tr>
<td>116251</td>
<td>Juniata</td>
<td>2023</td>
<td>A02</td>
<td>Mahantango Creek Covered Bridge</td>
<td>CON</td>
<td>$200,000</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project</th>
<th>County</th>
<th>S.R.</th>
<th>Section</th>
<th>Project Title</th>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>121501</td>
<td>06/16/2021</td>
<td>Administrative Action</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Narrative:

MPMS# 116306 - Construction Phase- Funds needed to support Interstate ITS interest for DMS, weather station integration and cell phone platform, companion w/MPMS# 114493.

MPMS# 3850 - Construction Phase- Swap A-581 funding with STP Funding

Funding used is STP (federal) and A-581 (state)

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

<table>
<thead>
<tr>
<th>Project</th>
<th>County</th>
<th>S.R.</th>
<th>Section</th>
<th>Project Title</th>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>68128</td>
<td>Clinton</td>
<td>000</td>
<td></td>
<td>Reserve Betterment/Safety Line Item</td>
<td>CON</td>
<td>-150,000</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project</th>
<th>County</th>
<th>S.R.</th>
<th>Section</th>
<th>Project Title</th>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>3850</td>
<td>Clinton</td>
<td>1001</td>
<td>C01</td>
<td>SR 1001 Improvements</td>
<td>CON</td>
<td>$0</td>
</tr>
<tr>
<td>116306</td>
<td>Clinton</td>
<td>80</td>
<td>ITS</td>
<td>Clinton County ITS</td>
<td>CON</td>
<td>$150,000</td>
</tr>
</tbody>
</table>
**Admendment**

<table>
<thead>
<tr>
<th>Fund Type</th>
<th>FFY 2021</th>
<th>FFY 2022</th>
<th>FFY 2023</th>
<th>FFY 2024</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEDA-COG Line Item</td>
<td>Before STP</td>
<td>213,294</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Adjust STP</td>
<td>(125,000)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>After STP</td>
<td>88,294</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEDA-COG Line Item</td>
<td>Before BOF</td>
<td></td>
<td>252,100</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Adjust BOF</td>
<td>(100,000)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>After BOF</td>
<td>152,100</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Snyder &amp; Union County Bridge Epoxy Overlay Bridge Preservation</td>
<td>Before STP</td>
<td>125,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Adjust STP</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>After STP</td>
<td>125,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Snyder &amp; Union County Bridge Epoxy Overlay Bridge Preservation</td>
<td>Before BOF</td>
<td></td>
<td>100,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Adjust BOF</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>After BOF</td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**

- Add STP funds in FFY 2021.
- Reduce STP line item amount in FFY 2021.
- Add BOF funds in FFY 2022.
- Reduce BOF line item amount in FFY 2022.
- Add STP funds in FFY 2021.
- Add BOF funds in FFY 2022.

**FFY Adjustment Totals**

| Before FFY Totals | $0 | $0 | $252,100 | $0 | $0 | $0 | $0 | $0 | $465,394 |
| After FFY Totals | $213,294 | $0 | $252,100 | $0 | $0 | $0 | $0 | $0 | $465,394 |
Overall Change Amount: $0

### Actions Between 05/24/2021 and 06/17/2021

<table>
<thead>
<tr>
<th>Action ID</th>
<th>Commit Date</th>
<th>Action Type</th>
<th>Change Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>121431</td>
<td>06/04/2021</td>
<td>Administrative Action</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Narrative:**

MPMS# 116141 - Construction phase - as requested by the District Contract Management Unit due to plan preparation requirements.

**Funding used is A-581(state)**

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

<table>
<thead>
<tr>
<th>Project</th>
<th>County</th>
<th>S.R.</th>
<th>Section</th>
<th>Project Title</th>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>68016</td>
<td>Columbia</td>
<td>000</td>
<td>3-0</td>
<td>SEDA-COG Line Item</td>
<td>CON</td>
<td>$-60,000</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project</th>
<th>County</th>
<th>S.R.</th>
<th>Section</th>
<th>Project Title</th>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>116141</td>
<td>Union</td>
<td>15</td>
<td>236</td>
<td>SR 15 &amp; SR 45 Concrete Patch</td>
<td>CON</td>
<td>$60,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Action ID</th>
<th>Commit Date</th>
<th>Action Type</th>
<th>Change Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>121507</td>
<td>06/17/2021</td>
<td>Administrative Action</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Narrative:**

MPMS# 98510 - Utility phase - Remove UTL phase funding as it will not be needed.

MPMS# 98404 - Utility phase - Remove UTL phase funding as it will not be needed.

MPMS# 98538 - Utility phase - Remove UTL phase funding as it will not be needed.

MPMS# 98772 - Utility phase - Remove UTL phase funding as it will not be needed.

*The released funds are to be added to the SEDA-COG line item in FFY's 2021 and 2022

**Funding used is A-185(state)**

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

<table>
<thead>
<tr>
<th>Project</th>
<th>County</th>
<th>S.R.</th>
<th>Section</th>
<th>Project Title</th>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>98404</td>
<td>Columbia</td>
<td>1035</td>
<td>008</td>
<td>SR 1035 over Raven Creek</td>
<td>UTL</td>
<td>$-40,000</td>
</tr>
<tr>
<td>98510</td>
<td>Montour</td>
<td>642</td>
<td>025</td>
<td>SR 642 over Beaver Run</td>
<td>UTL</td>
<td>$-40,000</td>
</tr>
<tr>
<td>98538</td>
<td>Northumberland</td>
<td>2019</td>
<td>005</td>
<td>SR 2019 over Quaker Run</td>
<td>UTL</td>
<td>$-40,000</td>
</tr>
<tr>
<td>98772</td>
<td>Union</td>
<td>1003</td>
<td>033</td>
<td>SR 1003 over Tributary to Little Buffalo Creek</td>
<td>UTL</td>
<td>$-35,000</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project</th>
<th>County</th>
<th>S.R.</th>
<th>Section</th>
<th>Project Title</th>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>68016</td>
<td>Columbia</td>
<td>000</td>
<td>3-0</td>
<td>SEDA-COG Line Item</td>
<td>CON</td>
<td>$155,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Action ID</th>
<th>Commit Date</th>
<th>Action Type</th>
<th>Change Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>121509</td>
<td>06/17/2021</td>
<td>Administrative Action</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Narrative:**

MPMS# 98786 - Preliminary Engineering phase - Increase PE phase to cover Consultant Wetland identification work and department incurred costs.

**Funding used is A-185(state)**

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

<table>
<thead>
<tr>
<th>Project</th>
<th>County</th>
<th>S.R.</th>
<th>Section</th>
<th>Project Title</th>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>68016</td>
<td>Columbia</td>
<td>000</td>
<td>3-0</td>
<td>SEDA-COG Line Item</td>
<td>CON</td>
<td>$-70,000</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project</th>
<th>County</th>
<th>S.R.</th>
<th>Section</th>
<th>Project Title</th>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>98786</td>
<td>Union</td>
<td>2003</td>
<td>012</td>
<td>SR 2003 over Tributary to Buffalo Creek</td>
<td>PE</td>
<td>$70,000</td>
</tr>
</tbody>
</table>

Page 12 of 79
### Summary of Transportation Projects in the SEDA-COG Region

**Approved for TIP Addition**

**Pending Available Funding/Actions by Other Parties**

During FFY 2017 to present

<table>
<thead>
<tr>
<th>MPMS Number</th>
<th>Route/ Road</th>
<th>Location</th>
<th>Project Name</th>
<th>Requested by/Sponsor</th>
<th>Description</th>
<th>Estimated Cost / Funding Request</th>
<th>MPO Approval Date</th>
<th>Funding Committed Date/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>109049</td>
<td>SR 42 and SR 4003 (Frosty Valley Road)</td>
<td>Hemlock Township, Columbia County</td>
<td>SR 42 and SR 4003 Safety Improvements</td>
<td>Hemlock Township</td>
<td>Install left turn lanes or other measures to address conflict between through traffic and vehicles turning on to SR 4003.</td>
<td>TBD</td>
<td>7/21/2017</td>
<td>Considered for statewide HSIP set aside. Held for future consideration for regional HSIP funds.</td>
</tr>
<tr>
<td>Industrial Park Road</td>
<td>Selinsgrove Borough, Snyder County</td>
<td>Selinsgrove Industrial Park Road Reconstruction Project</td>
<td>Selinsgrove Borough</td>
<td>Improvements to 2,975 linear feet of Industrial Park Road, including widening of the road to 30 feet, installing storm sewer inlets and drains, paving, and installing curbing to assist with drainage. The reconstruction and widening will provide improved access for current and future light industrial businesses. With these improvements, the possibility of attracting new businesses is possible with the nearby connection to the bypass and Routes 11 &amp; 15. The project will be located on Industrial Park Road, from West Sassafras Street to Sand Hill Road, in Selinsgrove, PA.</td>
<td>$1,407,000</td>
<td>11/17/2017</td>
<td>DCED requested full application in December 2017; application was submitted on 1/22/18. ARC approved project on 5/18/18 for the use of $500,000 in LAR funds.</td>
<td></td>
</tr>
<tr>
<td>Marsh Road</td>
<td>Milton Borough, Northumberland County</td>
<td>Marsh Road Construction Project</td>
<td>Milton Borough</td>
<td>Construction of a 4,500 LF access road to serve 145 acres of industrially zoned land that is designated as a Keystone Opportunity Zone to support the expansion of the Milton Area Industrial Park. The project will provide access to 5 lots and serve a 145-acre parcel of land zoned for industrial uses. The project will support the creation of 60 jobs at full build out and leverage $15 million in private investment.</td>
<td>$697,659</td>
<td>2/14/2020</td>
<td>DCED requested full application in November 2019; application was submitted on 12/5/19. ARC approved project on 1/31/20 for the use of $697,659 in LAR funds.</td>
<td></td>
</tr>
</tbody>
</table>
Agenda Item E
# SEDA-COG MPO Staff Activity Report

## June 2021

### Planning Process – Plans and Updates:

<table>
<thead>
<tr>
<th><strong>Middle Susquehanna Regional Bicycle and Pedestrian Plan</strong></th>
<th>Coordinated with members and stakeholders of the Active Transportation Committee. Held Committee Work Group conference calls. Completed mapping and analysis. Compiled social media posts. The Bicycle and Pedestrian Plan was adopted on 5/17/19 and is available on the SEDA-COG website <a href="#">here</a>.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FY 2020-2022 Unified Planning Work Program (UPWP)</strong></td>
<td>The FY 2020-22 UPWP was approved by SEDA-COG MPO on 11/22/19. The finalized FY 2020-22 UPWP was submitted to PennDOT on 1/7/20. PennDOT issued a Notice to Proceed on 6/1/2020. The FY 20-22 UPWP is available on the SEDA-COG website <a href="#">here</a>. The FY 2022-24 UPWP is under development and planned for approval by the end of 2021. Staff is participating in the PennDOT FY 22-24 UPWP Guidance Workgroup.</td>
</tr>
<tr>
<td><strong>FY 2022-2024 UPWP</strong></td>
<td>Held coordination meeting with PennDOT/FHWA staff on 5/27/21 for developing FY 22-24 UPWP. Started preparing the Draft document's background and task listing (see enclosed). Members should provide staff with comments about priority tasks and candidate supplemental studies. Final version is planned for approval at the 11/19/21 MPO meeting.</td>
</tr>
<tr>
<td><strong>FY 2021-2024 TIP</strong></td>
<td>FHWA/FTA issued joint approval and federal planning finding for the 2021-2024 Statewide Transportation Improvement Program and all incorporated TIPs on 9/28/20. The approved TIP is available on the SEDA-COG website <a href="#">here</a>.</td>
</tr>
<tr>
<td><strong>FY 2023-2026 TIP Update</strong></td>
<td>Held local bridge prioritization meetings with all 8 MPO counties and circulated meeting notes. Reviewed State Transportation Commission public comment results for the 2023 TIP/TYP.</td>
</tr>
<tr>
<td><strong>2021 Long Range Transportation Plan Update</strong></td>
<td>Continued coordination, analysis, public comment period activities, and public website maintenance. See enclosed LRTP Update progress summary.</td>
</tr>
<tr>
<td><strong>Personal Delivery Devices</strong></td>
<td>Monitored developments related to PA Act 106 of 2020 on Personal Delivery Devices. Final PennDOT PDD policy is <a href="#">here</a>.</td>
</tr>
<tr>
<td><strong>PennDOT Pathways Initiative</strong></td>
<td>Monitored updates related to the PennDOT Pathways Planning &amp; Environmental Linkages Study. PennDOT website on transportation funding options can be found <a href="#">here</a>.</td>
</tr>
</tbody>
</table>

### Planning Process – Project Development:

| **FY 2021 RAISE Grants Round** | The USDOT has published a Notice of Funding Opportunity to apply for $1 billion in Fiscal Year 2021 discretionary grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE, formerly known as BUILD and TIGER, has awarded over $8.9 billion in grants to projects in all 50 states since 2009. For this round of grants, the maximum grant award is $25 million, and no more than $100 million can be awarded to a single State. Up to $30 million will be awarded to planning grants, including at least $10 million to Areas of Persistent Poverty. The application deadline is 5:00 PM on 7/12/21. More info can be found [here](#). |

---

July 12, 2021
**Congressional Member Designated Projects**

In March, the U.S. House of Representatives Transportation & Infrastructure Committee leaders announced that an opportunity was being provided for House members to submit candidate projects for congressionally directed spending in the upcoming reauthorization of federal transportation legislation. House members had until April 27 to submit their priority projects. MPO staff submitted candidate projects in Clinton and Snyder Counties (see enclosed) to Rep. Fred Keller for consideration. The Member Designated Project requests submitted by Rep. Keller can be found [here](#).

**2021 ARLE Application Round**

The 2021 PennDOT Automated Red Light Enforcement (ARLE) Funding Program grant round is open from June 1 through July 1, 2021. More details can be found [here](#). Funding awards may be made by the end of 2021.

**Green Light-Go Program**

PennDOT made changes to the Green Light-Go program to address revenue shortfalls in the Motor License Fund due to COVID-19: grant applications submitted for Year 6 of the program were not awarded in 2020; projects currently in design were able to finish design but funding for construction will not be available.

**PennDOT Multimodal Applications**

The FY 2021-22 PennDOT-managed funding round was open until 11/6/20. Staff received access to 9 applications in December and submitted comments to PennDOT on 1/29/21. PennDOT announced grant recipients on 4/16/21 (see [here](#)). The next round of Multimodal grant applications will open in September 2021.

**CFA Multimodal Applications**

The FY 2021-22 CFA-managed funding grant round approvals were released on 4/21/21. The project list can be found [here](#). Applications for the next CFA Multimodal Transportation Fund round will be accepted between April 22 and July 31, 2021.

**Transportation Alternatives Set-Aside Applications**

PennDOT has finalized the Program Guidance for the 2021 Transportation Alternatives Set-Aside Program funding round and the application cycle officially opens on June 28, 2021. Project sponsors must submit a pre-application by August 16, 2021 and a full application by 4:00 p.m. on October 15, 2021. More details can be found [here](#).

**CSVT**

The project’s Northern Section is expected to be opened to traffic in 2022. The Southern Section is expected to be opened to traffic by 2027. See more [here](#).

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

Attended meetings on the following projects:

- Commerce Drive ARC Access Road (Mifflin, 5/26, 6/8)
- SR 22-P41 Bridge Preservation (Juniata, 6/7)
- Hospital Drive/JPM Roundabout (Union, 6/8)

Contact Staff for field notes, if desired.

**PennDOT Connects**

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

Coordinated with PennDOT to plan for implementation of Connects web system with 2021-2024 TIP Projects. Reviewed
**SEDA-COG MPO Staff Activity Report**  
**June 2021**

---

**Danville Area Transportation Study**

Worked on follow-ups related to this study funded through the 2018-20 UPWP. Scheduled annual coordination/implementation meeting for 7/15/21. The final study report and appendices can be found on the SEDA-COG website [here](#).

**Fixed Route Transit Feasibility Study and Demonstration Projects**

Coordinated with area stakeholders about rabbittransit designated stop service local demonstration pilot and supported analysis and mapping for this and a new microtransit initiative.

---

**Project Support**

Attended meetings, participated in calls, and provided continuing support on the following projects:

- [Contact staff with questions or for further information](#)

---

**Planning Process – Collaboration:**

**CSV T Special Impacts Study (led by Williamsport MPO)**

Participated in bi-weekly Management Team meetings to guide consultant team from Michael Baker International in preparing this study. Final report should be completed by September.

**SEDA-COG MPO Member Orientation**

Staff has begun updating the MPO member orientation materials. New members joining the MPO since November 2019 will be targeted to receive an orientation in 2021.

**Other Meetings**

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

- SEDA-COG Board of Directors (6/23)
- Greater Susquehanna Valley Chamber of Commerce Transportation Committee (6/11)

**SEDA-COG Joint Rail Authority (JRA)**

Participated in project meetings and JRA board meetings.

**SEDA-COG Natural Gas Cooperative**

Participated in coop board meeting (6/18), and continued project development meetings.

**Highway Safety Network Screening Tool Edition 2 Overview**

Participated in this overview of latest screening tool on 6/3/21.

**Clinton County Mobility Strategy Stakeholder Workshop**

Participated in public transportation and bike/ped topic meetings for this strategy and reviewed stakeholder 1 workshop report.

---

**Tools, Data Collection and Analysis:**

**Functional Classification Revisions**

Worked with District 2-0 to revise proposed classification changes and proposed changes to NHS. Coordinated with District 3-0 on providing supporting materials for proposed classification changes and proposed changes to NHS.
**SEDA-COG MPO Staff Activity Report**  
**June 2021**

<table>
<thead>
<tr>
<th>Highway Performance Monitoring System (HPMS) Samples</th>
<th>Registered for 2021 HPMS Training Workshop in July. Members will be updated on the sample site locations for 2021.</th>
</tr>
</thead>
<tbody>
<tr>
<td>PennDOT Data Repository</td>
<td><strong>Staff participated in PennDOT work group and to guide development of a data repository to support the statewide LRTP and MPO/RPO planning activities.</strong></td>
</tr>
<tr>
<td>PennDOT One Map</td>
<td><strong>PennDOT One Map serves as the GIS visualization portal for planned and completed transportation projects. PennDOT One Map provides sets of map data which can be exported and queried for attribute data. This application can be found <a href="#">here</a>.</strong></td>
</tr>
<tr>
<td>SEDA-COG MPO Newsletter</td>
<td><strong>Issued spring edition of electronic MPO newsletter (called “Pathways”) on 5/24 using Constant Contact and that was opened by 28% of recipients. The next issue will likely go out in August.</strong></td>
</tr>
</tbody>
</table>

**LTAP:**

<table>
<thead>
<tr>
<th>LTAP Classes and Other Municipal Training</th>
<th><strong>Coordinated with PennDOT/PSATS/municipalities about classes. Promoted virtual classes planned through the spring of 2021 (no in-person classes are being held till August). Submitted 6 class requests for scheduling in fall 2021. Future class schedule can be found <a href="#">here</a>.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>LTAP Virtual Drop-in Sessions and Webinars</td>
<td><strong>Staff helped promote the next round of LTAP virtual drop-in sessions and webinars. More details can be found <a href="#">here</a> under “Bulletin Board.”</strong></td>
</tr>
<tr>
<td>2021 LTAP Planning Partners Meeting</td>
<td><strong>Staff participated in statewide LTAP Planning Partners Update meeting on 6/8/21 and offered comments for guiding LTAP training and technical assistance. Contact staff if you would like any presentations or updates.</strong></td>
</tr>
<tr>
<td>Equipment Operator Training</td>
<td><strong>Staff again coordinated with Pennsylvania College of Technology to sponsor hands-on Equipment Operator Training at the college’s facility in Montgomery. This special training was held on 6/4/21. See social media post <a href="#">here</a>.</strong></td>
</tr>
</tbody>
</table>
## SEDA-COG MPO TIP Local Project Tracking

<table>
<thead>
<tr>
<th>County</th>
<th>Municipality</th>
<th>MPMS #</th>
<th>Project</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi</td>
<td>Multi</td>
<td>106671</td>
<td>SEDA-COG Bridge Removal Project</td>
<td></td>
</tr>
</tbody>
</table>

## SEDA-COG MPO TIP Project Updates

<table>
<thead>
<tr>
<th>County</th>
<th>Municipality</th>
<th>MPMS #</th>
<th>Project</th>
<th>Lead</th>
<th>Main Issue/Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mifflin</td>
<td>Armagh Township</td>
<td>114943</td>
<td>Expansion of Commerce Drive ARC Local Access Road</td>
<td>PennDOT District 2-0</td>
<td>Attended Design Field View held 5/26/2021, Funding call held 6/8</td>
</tr>
<tr>
<td>Juniata</td>
<td>Fermanagh &amp; Walker Townships</td>
<td>69423</td>
<td>SR 22 Section P41 Bridge Preservation</td>
<td>PennDOT District 2-0</td>
<td>Attended E&amp;E Scoping Field View held 6/7/2021</td>
</tr>
</tbody>
</table>
### Requests to Add Projects to the SEDA-COG MPO TIP

<table>
<thead>
<tr>
<th>County</th>
<th>Township</th>
<th>Area/Structure/Intersection</th>
<th>Requested By</th>
<th>Main Issue</th>
<th>Recent Actions</th>
<th>Date</th>
<th>Request Type</th>
<th>MPO Staff Recommendation</th>
<th>MPO Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Juniata</td>
<td>Tuscarora Twp</td>
<td>SR 35 and Black Log Road</td>
<td>Ginger Best, Twp Secretary</td>
<td>Alignment/road departures</td>
<td>Letter, Meeting on 3/7</td>
<td>Fall 2016</td>
<td>Highway Candidate</td>
<td>Keep this project on candidate TIP projects list; request Juniata County position on what priority it should have</td>
<td></td>
</tr>
<tr>
<td>Snyder</td>
<td>Chapman Twp</td>
<td>Intersection of SR 104 and Oriental Road*</td>
<td>Sherri Lawver, Heister House Millworks</td>
<td>Remove Vertical Crest</td>
<td>Letter</td>
<td>Jun-17</td>
<td>Safety Improvement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Snyder</td>
<td>Beaver Twp</td>
<td>Hetrick Road over Kern Run</td>
<td>Beaver Twp</td>
<td>Replace deck</td>
<td>Request via legislative office, fall 2018</td>
<td>Nov-17</td>
<td>Local Bridge</td>
<td>Consider for 2021 TIP update or interim retroactive reimbursement</td>
<td></td>
</tr>
<tr>
<td>Snyder</td>
<td>Franklin Twp</td>
<td>Swinehart Road (T-458) over Unnamed Tributary to Middle Creek</td>
<td>Paula Snook, Franklin Twp</td>
<td>Repair/replace bridge</td>
<td>Request via email</td>
<td>Mar-18</td>
<td>Local Bridge</td>
<td>Consider for 2021 TIP update or interim retroactive reimbursement</td>
<td></td>
</tr>
<tr>
<td>Snyder</td>
<td>Franklin Twp</td>
<td>Dock Hill Road (T-399) over Unnamed Tributary to Middle Creek</td>
<td>Paula Snook, Franklin Twp</td>
<td>Repair/replace bridge</td>
<td>Request via email</td>
<td>Mar-18</td>
<td>Local Bridge</td>
<td>Consider for 2021 TIP update or interim retroactive reimbursement</td>
<td></td>
</tr>
<tr>
<td>North’dc</td>
<td>Turbot Twp</td>
<td>Bower Road (T-591) over Muddy Run</td>
<td>Kate Bailor, Twp Secretary</td>
<td>Replace bridge</td>
<td>Request via letter, meeting on 11/6/18</td>
<td>Jul-18</td>
<td>Local Bridge</td>
<td>Consider for 2021 TIP update or interim retroactive reimbursement</td>
<td></td>
</tr>
<tr>
<td>North’dc</td>
<td>Turbot Twp</td>
<td>Golf Course Road (T-633) over Muddy Run</td>
<td>Kate Bailor, Twp Secretary</td>
<td>Repair bridge</td>
<td>Request via letter, meeting on 11/6/18</td>
<td>Jul-18</td>
<td>Local Bridge</td>
<td>Consider for 2021 TIP update or interim retroactive reimbursement</td>
<td></td>
</tr>
<tr>
<td>North’dc</td>
<td>Turbot Twp</td>
<td>Schnure Road (T-596) over Limestone Run</td>
<td>Kate Bailor, Twp Secretary</td>
<td>Replace deck</td>
<td>Request via letter, meeting on 11/6/18</td>
<td>Jul-18</td>
<td>Local Bridge</td>
<td>Consider for 2021 TIP update or interim retroactive reimbursement</td>
<td></td>
</tr>
<tr>
<td>North’dc</td>
<td>Turbot Twp</td>
<td>Taylor Road (T-577) over Unnamed Tributary to Limestone Run</td>
<td>Kate Bailor, Twp Secretary</td>
<td>Replace bridge</td>
<td>Request via letter, meeting on 11/6/18</td>
<td>Jul-18</td>
<td>Local Bridge</td>
<td>Consider for 2021 TIP update or interim retroactive reimbursement</td>
<td></td>
</tr>
<tr>
<td>North’dc</td>
<td>Washington Twp</td>
<td>T-426 Crissing Rd. over trib. to Schwaben Creek</td>
<td>Jeffrey Brosius, Chairman</td>
<td>Replace bridge</td>
<td>Request via letter, 8/20/2019</td>
<td>Aug-19</td>
<td>Local Bridge</td>
<td>Consider for 2021 TIP update or interim retroactive reimbursement</td>
<td></td>
</tr>
<tr>
<td>Snyder</td>
<td>Jackson Twp</td>
<td>Scrubby Hill Road (T-487) over Trib. to Penns Creek</td>
<td>Susan Straub, Twp Secretary</td>
<td>Replace bridge</td>
<td>Request via letter, 10/2/2020</td>
<td>Oct-20</td>
<td>Local Bridge</td>
<td>Consider for 2023 TIP update or interim retroactive reimbursement. Township pursuing PIB loan also.</td>
<td></td>
</tr>
</tbody>
</table>

* PennDOT Connects letter sent to Chapman Twp for microsurfacing project on SR 104 through this area.
June 2021 Update

Transportation Alternatives Set-Aside Projects Status Update
2018 Funding Round

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes. 7/20/20</td>
<td>Yes. 7/20/20</td>
<td>Yes. 9/17/20</td>
<td>Yes. 10/28/20</td>
<td>Yes.</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>No.</td>
<td>No. 1/1/23 est.</td>
<td>No. 3/2/23 est.</td>
<td>No.</td>
</tr>
</tbody>
</table>

Project involves construction of one mile of paved pedestrian and bicycle trail atop the Hospital Run and the Upper Susquehanna levees as part of the North Branch Canal Trail system in Danville Borough. Project was approved for TA funding by PennDOT on 5/8/18. Completion of construction is estimated for fall 2023.

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes. 3/18/21</td>
<td>Yes. 3/18/21</td>
<td>Yes. 4/8/21</td>
<td>Yes. 5/19/21</td>
<td>No.</td>
</tr>
</tbody>
</table>

Project involves restoring Bull Run’s natural floodplain, daylighting stormwater and extending the Buffalo Valley Rail Trail to Bucknell University in Lewisburg Borough. Project was approved for TA funding by PennDOT on 5/8/18. Completion of construction is estimated for spring 2022.
MPMS 111458 – Clinton County Rail Trail – Clinton County

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes. 9/22/20</td>
<td>Yes. 9/22/20</td>
<td>Yes. 10/22/20</td>
<td>Yes. 1/19/21</td>
<td>Yes.</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes. 2/21/20</td>
<td>Yes. 2/21/20</td>
<td>Yes. 4/30/20.</td>
<td>Yes. 7/27/20</td>
<td>Yes.</td>
</tr>
</tbody>
</table>

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

MPMS 111460 – Sidewalk and Curb Enhancements – Renovo Borough

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes.</td>
<td>Yes.</td>
<td>Not Applicable</td>
<td>Yes.</td>
<td>Not Applicable</td>
</tr>
</tbody>
</table>

Project involves studying sidewalks, ADA curb ramps, crosswalks and curbing along 3rd, 4th, 5th, 11th and 12th Streets in Renovo Borough. Project was approved for TA funding by PennDOT on 5/8/18. Study has been completed. Project was only funded through PE and Renovo has submitted DCED Multimodal Fund application to advance the sidewalks; borough may also submit a TA application for the next round.

MPMS 111461 – Brown Township Streetscape – Mifflin County

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes. 11/6/20</td>
<td>Yes. 11/6/20</td>
<td>Yes. 1/14/21</td>
<td>Yes. 4/12/21</td>
<td>No.</td>
</tr>
</tbody>
</table>

Project involves new sidewalks, curbing, trees and pedestrian lighting to improve pedestrian access in Brown Township. Project was approved for TA funding by PennDOT on 5/8/18. Completion of construction is estimated for early 2022.
Hogan Boulevard Bicycle & Pedestrian Safety Study

Purpose

The purpose of the Hogan Boulevard (SR 150) Bicycle & Pedestrian Safety Study is to assess opportunities for enhancing safety and connectivity for bicyclists and pedestrians along the Hogan Boulevard corridor, from Mill Hall Borough to the City of Lock Haven in Clinton County. The primary study area will be from the SR 150/Pennsylvania Avenue intersection on the western end in Mill Hall to the SR 150/Canal Street intersection on the eastern end in Lock Haven – a length of approximately one mile. The study will evaluate current and future bicycle/pedestrian needs and deficiencies, safety hazards, capacity or right-of-way constraints, land use conflicts and approaches to address these needs. The study team will complete detailed analysis and produce an action strategy with implementation guidance.

Study Need and Support

The need for the study is evident in the corridor’s crash history. From 2016-2020, the primary study area had 49 crashes. 21 of these crashes involved serious or minor injuries for 30 persons. One of the crashes in 2018 involved a pedestrian. Exposure to crashes for vulnerable pedestrians is significant, since the ADT along the corridor is 16,458 vehicles, and it carries 9% trucks.

One of the crashes in the past five years near Flemington involved a man who uses a mobility chair and regularly travels the corridor. His chair caught the edge of the sidewalk and he tipped over into the path of oncoming traffic on the canal bridge (see enclosed photos of this location). The bridge’s sidewalk is too narrow to take a wheelchair (or bike) across, so he is forced to travel in the cartway now. Sidewalk ramps leading up on the nearby steel truss bridge over Bald Eagle Creek are prohibitive to disabled pedestrians, and ADA upgrades are necessary to correct height differences in sidewalk, steep sections, narrow width, etc. As pedestrians approach the steel bridge, they must pass through the parking lot/entrance apron of two businesses. Further west on the corridor at the entrance to Sheetz/Lowe’s, the existing crosswalk at this signalized intersection does not have receiving pedestrian facilities, instead leading directly into landscaped islands with sign or signal poles (see enclosed).

This study and attendant infrastructure needs have been recommended by Clinton County officials and Mill Hall Borough residents. It is included in the following plans or processes: the 2019 Middle Susquehanna Regional Bicycle and Pedestrian Plan (as the county’s #2 priority project); the 2021 SEDA-COG Long Range Transportation Plan; and PennDOT Connects Proposal Form ID #3980. Improvements to SR 150 over Bald Eagle Creek (MPMS 110355) are currently in design, with a let date of 4/28/22. The Hogan Boulevard bicycle and pedestrian issues were noted on the project’s PennDOT Connects Proposal Form ID #3980. A PennDOT Connects study of the bicycle and pedestrian issues could formulate strategies to be integrated into or supported by the bridge improvements. The findings of the study could directly lead to competitive applications for Multimodal Transportation Fund, Transportation Alternatives Set-Aside, DCNR, CDBG, or other funding sources. The local partners are committed to making the corridor safer for bicyclists/pedestrians and pursuing eligible avenues for realizing this cause.

Corridor Overview

The Hogan Boulevard corridor is commercial, characterized by several sit-down and fast-food restaurants, big box and other retailers (Walmart, Lowe’s, Harbor Freight, Tractor Supply, etc.), banks,
grocery stores, fuel convenience stores, and car washes. The US 220 on-ramps are located at the western end of the corridor and the eastern end offers access to the City of Lock Haven, Lock Haven University, and several major employers. Although SR 150 is BicyclePA Route G, only strong and fearless cyclists likely feel comfortable riding through this Hogan Boulevard commercial strip, with its high traffic volumes, high turning movements, and poor access management. Due to the commercial context and close proximity to Flemington and Mill Hall Boroughs, there are numerous pedestrians along the corridor; however, safe facilities for their use largely do not exist, or are woefully inadequate where present. Desire paths all throughout the corridor demonstrate a clear need for adding pedestrian facilities, and high incidents of pedestrians walking through the parking lots/entrance aprons of businesses to connect to the few existing pedestrian facilities show the need for filling in gaps.

Approximately 1.4 miles west of the study corridor is Keystone Central School District’s Central Mountain High School, making the corridor a key travel route for students and busing purposes. There is also a River Valley Transit bus stop in the Walmart plaza, so enhanced walking and biking facilities along Hogan Boulevard could support interconnections to fixed route transportation services.

**Level of Study**

The Hogan Boulevard Bicycle & Pedestrian Safety Study will serve primarily as a planning document. It will provide a sufficient level of engineering analysis to evaluate improvement options, which are necessary to enhance accommodations and safety for pedestrians and bicyclists. The study will include a needs analysis and identification of short-, mid-, and long-term improvements. In particular, the study will highlight what is feasible within the existing financial constraints at the local, state and federal levels. The result will be a document that can be used to program improvements and easily lead to a more detailed engineering and design analysis. The study will be carried out with consultant support. Over an approximately 10-month period, the scope will include the following activities:

**Issue Identification:** Beginning with field views and a review of available data including traffic volumes, level of service, crash data, environmental resources, and information collected for regional and local traffic studies, the consultant team will develop a list of locations facing safety and operational deficiencies for bicyclists and pedestrians. As needed, the consultant will conduct supplemental data collection, inventories, and preliminary analysis.

**Analysis of Planned and Potential Growth:** The consultant team will collaborate with local stakeholders to characterize future land use and multimodal mobility needs based on municipal zoning, recent and pending development plans, historic growth patterns, planned improvements to utilities and stormwater systems, and requested bicycle and pedestrian projects pertinent to the study corridor. The anticipated future conditions year will be 2045.

**Local Involvement:**

A study management team will be formed to oversee the study and guide the consultant’s work. The management team will consist of officials from Clinton County, SEDA-COG, PennDOT District 2-0, PennDOT Program Center, Mill Hall Borough, Bald Eagle Township, and Flemington Borough. The management team will meet at least six times over the course of the study.

Other stakeholders may include Clinton County Economic Partnership, Keystone Central School District, the City of Lock Haven, Lock Haven University, River Valley Transit, STEP, and major employers.
In addition, at least one general public meeting will be held, with comment opportunities.

**Potential Strategies:** The consultant team will develop a summary of the issues identified, the factors driving those issues, and potential strategies for addressing them for review and discussion of feasibility with the management team.

**Recommendations:** Recommended strategies may include transportation and/or land use strategies, such as infrastructure improvements (sidewalks, crosswalks, signage, signals, bike lanes, etc.) and associated facility maintenance agreements, land use controls (land use policies/zoning amendments and access management provisions), and supporting educational activities for municipal officials and the public. Strategies will also include a preliminary scope and cost for next-level engineering and environmental analysis for transportation concepts and for municipal policy projects.

The work is expected to be completed over an approximately 10-month period beginning August 2021 and concluding no later than June 30, 2022. SEDA-COG and Clinton County staff will provide in-kind services, including mapping, analysis, and public involvement activities. These in-kind services will total $2,000.

<table>
<thead>
<tr>
<th>Hogan Boulevard Bicycle &amp; Pedestrian Safety Study</th>
<th>Total Budget</th>
<th>Fed. PL</th>
<th>State MLF</th>
<th>Local FHWA</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2021-22</td>
<td>$52,000</td>
<td>$50,000</td>
<td>-</td>
<td>$2,000</td>
</tr>
</tbody>
</table>

This person is walking in Flemington toward the canal bridge. This route has considerable pedestrians and bicyclists. The attraction is the Hogan Boulevard commercial strip, even though pedestrian...
accommodations are lacking.

This view is of the canal bridge in Flemington. The sidewalk is too narrow to travel by wheelchair or bike.

Wide crosswalk in front of Sheetz does not have receiving facilities for accessing business attractions.
Purpose

The purpose the US Route 522 Corridor Improvements Study is to undertake a PennDOT Connects transportation and land use assessment for enhancing safety and mobility for traffic on US Route 522, from the US 11/15 intersection to the Pawling Station Business Park in Snyder County, a distance of approximately 3 miles. This study will allow the project team to analyze major intersections or segments in the study area experiencing congestion and safety issues, collaboratively identify future growth and economic development plans that impact those locations, and recommend strategies that may include planning, coordination, operations, and/or physical improvements for identified problem areas. The focus of the study will evaluate current transportation needs and deficiencies, future transportation needs and projected deficiencies based on municipal land use policy, capacity constraints, safety hazards, and approaches to address these needs.

Local Need and Support

This study and attendant infrastructure needs have been recommended by Snyder County officials, along with Penn Township and Selinsgrove Borough officials. It is included in the 2021 SEDA-COG Long Range Transportation Plan, and it has been discussed at local government meetings and as part of Transportation Improvement Program prioritization meetings. The need for the study is evident in the corridor’s crash history. From 2016-2020, the study area had 115 crashes, including one fatality. 32 of these crashes involved serious or minor injuries for 49 persons. One of the crashes in 2019 involved a pedestrian. Exposure to crashes for vulnerable pedestrians is significant, since there are numerous
business, educational, and recreational assets along the corridor, and the ADT is consistently greater than 7,000 vehicles throughout the corridor.

Corridor Overview

The US Route 522 study corridor is a mixture of suburban, commercial, industrial, and rural contexts. The US 11/15 intersection is located at the eastern end of the corridor and the western end offers access to the Pawling Station Business Park. Selinsgrove Borough’s downtown, commercial, and school facilities are major attractions on the eastern end of the corridor, along with Susquehanna University’s facilities. The US 522/University Avenue/Salem Road intersection is a particular area of concern, as the skew and traffic speeds present safety problems for the motorized and non-motorized users traveling to or from Susquehanna University facilities, housing developments, and the East Snyder Regional Park. This intersection has regularly been requested by Penn Township for safety improvements, and it has appeared on PennDOT’s Intersection Safety Improvement Program list. Other primary intersections of concern for evaluating safety and operational issues include US 522/18th Street, US 522/Broad Street, and US 522/Clifford Road.

Level of Study

The US 522 Corridor Improvements Study will serve primarily as a planning document. It will provide a sufficient level of engineering analysis to evaluate improvement options, which are necessary to enhance mobility and safety for motorists and bicyclists/pedestrians. The study will include a needs analysis and identification of potential short-, mid-, and long-term improvements. In particular, the study will highlight what is feasible within the existing financial constraints at the local, state and federal levels. The result will be a document that can be used to program improvements and easily lead to a more detailed engineering and design analysis. The study will be carried out with consultant support. Over an approximately 10-month period, the scope will include the following activities:

Issue Identification: Beginning with field views and a review of available data including traffic volumes, level of service, crash data, environmental resources, right-of-way lines, and information collected for regional and local traffic studies, the consultant team will develop a list of locations experiencing safety and operational deficiencies. As needed, the consultant will conduct supplemental data collection, inventories, and preliminary analysis.

Analysis of Planned and Potential Growth: The consultant team will collaborate with local stakeholders to characterize future land use and multimodal mobility needs based on municipal zoning, recent and
pending development plans, historic growth patterns, planned improvements to utilities and stormwater systems, and municipally requested projects pertinent to the study corridor. The anticipated future conditions year will be 2045. Municipal stakeholders will include staff or officials from Snyder County, Penn Township, Selinsgrove Borough, and Middlecreek Township.

Local Involvement:

A study management team will be formed to oversee the study and guide the consultant’s work. The management team will consist of officials from Snyder County, SEDA-COG, PennDOT District 3-0, PennDOT Program Center, Selinsgrove Borough, Penn Township, and Middlecreek Township. The management team will meet at least six times over the course of the study. In addition, at least one general public meeting will be held, with comment opportunities.

Other stakeholders may include Greater Susquehanna Valley Chamber of Commerce, Selinsgrove Area School District, Susquehanna University, rabbittransit, and major employers.

Potential Strategies: The consultant team will develop a summary of the issues identified, the transportation and land use factors driving those issues, and potential strategies for addressing them. Specifically for the US 522/University Ave/Salem Rd intersection, the consultant will fully investigate the potential for installing a roundabout at this location and provide enough information to support a possible funding application for Multimodal Transportation Fund or alternate sources.

Recommended Strategies: Recommended strategies may include transportation and/or land use strategies, such as infrastructure improvements (e.g., signal optimization, signage, pavement markings, turning lanes, sidewalks, crosswalks, bike lanes, etc.) and associated facility maintenance agreements, land use controls (land use policies/zoning amendments and access management provisions), and supporting educational activities for municipal officials and the public. Strategies will also include a preliminary scope and cost for next-level engineering and environmental analysis for transportation concepts and for municipal policy projects.

The work is expected to be completed over an approximately 10-month period beginning August 2021 and concluding no later than June 30, 2022.

<table>
<thead>
<tr>
<th>US Route 522 Corridor Improvements Study</th>
<th>Total Budget</th>
<th>Fed. PL</th>
<th>State MLF</th>
<th>Local FHWA</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2021-22</td>
<td>$50,000</td>
<td>$50,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Applicant/Owner</td>
<td>Application</td>
<td>County</td>
<td>SR</td>
<td>Segments</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------</td>
<td>---------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td>Finn Gard, LLC.</td>
<td>230316</td>
<td>Columbia</td>
<td>42</td>
<td>491 - 491</td>
</tr>
</tbody>
</table>
BACKGROUND

PURPOSE

This Unified Planning Work Program (UPWP) lists the transportation planning activities to be completed by the SEDA-COG Metropolitan Planning Organization (MPO) between July 1, 2022 and June 30, 2024. This document is a required element of federal metropolitan transportation planning regulations. The UPWP equates to a statement of work identifying the planning priorities and activities to be carried out within the SEDA-COG MPO area. The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. In Pennsylvania, UPWPs are developed as 2-year programs. This UPWP effectively addresses the key regional transportation and land use issues facing the region. The program, however, is dynamic and may be modified to respond to any emerging priority issue or special need vital to the orderly growth and development of the SEDA-COG MPO region.

INTRODUCTION

Federal law and regulations require that in all urbanized areas with a population of over 50,000 persons, local and state officials work together to maintain a continuous, cooperative, and comprehensive performance-based multi-modal transportation planning process. This federal mandate is carried out by a formal group called a Metropolitan Planning Organization (MPO).

The SEDA-COG MPO was designated by the Commonwealth of Pennsylvania in 2013. The SEDA-COG MPO is the official transportation planning organization for eight (8) central Pennsylvania counties: Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union. These 8 counties were formerly organized for transportation planning purposes as a Rural Planning Organization (RPO) designated by the Pennsylvania Department of Transportation, with essentially the same status and responsibilities as an MPO. However, because of the 2010 Census, a new urbanized area (UZA) of at least 50,000 people was identified for portions of Columbia, Montour, and Northumberland Counties. This required the designation of an MPO to represent the new UZA named Bloomsburg-Berwick, PA. Therefore, local officials recommended transitioning the 8-county RPO into an 8-county MPO, with the Governor of Pennsylvania’s concurrence.

The SEDA-COG MPO works closely with the Pennsylvania Department of Transportation (PennDOT), local governments, area transit agencies, economic development entities, and other partners to identify and prioritize transportation improvement projects throughout the region. In executing its work, the MPO strives to fulfill its vision of providing a balanced transportation system for the maximum benefit of people, businesses, and communities.
COMMITTEE STRUCTURE

The decision-making body of the SEDA-COG MPO is the Coordinating Committee, which is responsible for the transportation planning activities mandated in federal laws and regulations. The Coordinating Committee meets six (6) times per year and has 17 voting members representing the following:

Voting members
- Clinton County
- Columbia County
- Juniata County
- Mifflin County
- Montour County
- Northumberland County
- Snyder County
- Union County
- Transit Interests

- Multi-modal Interests
- Town of Bloomsburg
- Borough of Berwick
- SEDA-COG Board of Directors
- SEDA-COG Transportation Program
- PennDOT District 2-0 Office (Clearfield)
- PennDOT District 3-0 Office (Montoursville)
- PennDOT Central Office (Harrisburg)

Non-voting members
- Federal Highway Administration (FHWA)
- Centre County MPO
- Williamsport Area Transportation Study MPO
- Harrisburg Area Transportation Study MPO
- Lackawanna/Luzerne Transportation Study MPO

A Technical Committee provides comments and recommendations to the Coordinating Committee in an advisory role. The Technical Committee is comprised of members from the same organizations represented on the Coordinating Committee and meets only on an as needed basis. Additional MPO committees include a Transportation Alternatives Project Review Committee, an Active Transportation Committee, a Local Bridge Subcommittee, an Aviation Subcommittee, and a Local Access Road Subcommittee.

RESPONSIBILITIES

The federal Fixing America’s Surface Transportation (FAST) Act (Public Law No. 114-94), and federal metropolitan planning regulations promulgated from the FAST Act, specify the roles and responsibilities of MPOs, including development of a long-range transportation plan, a short-range Transportation Improvement Program, and public involvement efforts. The FAST Act identifies 10 planning factors (see below) that must be considered in the metropolitan planning process. Planning activities identified in this UPWP and other MPO documents strive to incorporate these planning factors to create a safe, efficient, and modern regional transportation system. The table on page 3 lists which Planning Factors are addressed by the UPWP main task categories – Task 1: Plans and Programs; Task 2: Data, Tools and Analysis; Task 3: Administration; and Local Technical Assistance Program (LTAP).

Federal Planning Factors

1. Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available for people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient transportation system management and operations;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

<table>
<thead>
<tr>
<th>FAST Act Planning Factors</th>
<th>UPWP Planning Tasks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.</td>
<td>X  X  X</td>
</tr>
<tr>
<td>Increase the safety of the transportation system for motorized and non-motorized users.</td>
<td>X  X  X  X</td>
</tr>
<tr>
<td>Increase the security of the transportation system for motorized and non-motorized users.</td>
<td>X  X  X</td>
</tr>
<tr>
<td>Increase the accessibility and mobility options available for people and for freight.</td>
<td>X  X  X  X</td>
</tr>
<tr>
<td>Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.</td>
<td>X  X  X  X</td>
</tr>
<tr>
<td>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.</td>
<td>X  X  X  X</td>
</tr>
<tr>
<td>Promote efficient transportation system management and operations.</td>
<td>X  X  X  X</td>
</tr>
<tr>
<td>Emphasize the preservation of the existing transportation system.</td>
<td>X  X  X  X</td>
</tr>
<tr>
<td>Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.</td>
<td>X  X  X  X</td>
</tr>
<tr>
<td>Enhance travel and tourism.</td>
<td>X  X  X</td>
</tr>
</tbody>
</table>

The SEDA-COG MPO will monitor current discussions and implement (when appropriate) final acts or
rulemaking related to reauthorization of federal transportation legislation, in cooperation with and with guidance provided by FHWA/FTA and PennDOT. The MPO will also monitor new transportation priorities and emphasis areas for the Biden administration and U.S. Department of Transportation leadership.

Pennsylvania Planning Finding

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) complete a joint review of Pennsylvania’s Statewide Transportation Improvement Program (STIP) that is updated every two years. In September 2020, the FHWA and FTA approved the Pennsylvania FFY 2021-2024 STIP, which included the individual TIP for the SEDA-COG MPO. Based on their joint review, the FHWA and FTA also issued a STIP Planning Finding, which is designed to ensure that the STIP and TIPs are developed according to Statewide and metropolitan transportation planning processes consistent with required statutory and regulatory planning provisions. The STIP Planning Finding highlights what works well and opportunities for improvement in a Statewide or metropolitan transportation planning process.

There are three STIP Planning Finding categories: corrective actions, recommendations, and commendations. The FFY 2021-2024 STIP Planning Finding identified the following Recommendations:

1. MPOs should begin the process of updating their Long Range Transportation Plan (LRTP) at least 30 months in advance of the adoption deadline. Planning Partners should schedule a meeting with PennDOT District(s), PennDOT Central Office, FHWA, and FTA to discuss the methodology, work tasks, budget, schedule, roles, and responsibilities for the LRTP update. LRTPs need to incorporate performance based planning and transportation performance measures.
2. PennDOT should develop and implement a method for communicating the Transportation Asset Management Plan (TAMP) investment strategies and continue to share the Bridge and Pavement Asset Management Systems (BAMS/PAMS) data resources with the MPOs/RPOs so that they can more effectively integrate the TAMP into their TIP and LRTP programs.
3. Reference transit safety performance targets and Public Transportation Agency Safety Plans into STIPs, TIPs, and LRTPs.
4. Better align and use the public outreach efforts that are conducted for the Twelve Year Program with the STIP/TIP development process. Seek to improve public notification, awareness, and access to the STC meetings, agendas, and materials under consideration. Evaluate the effectiveness of Virtual Public Involvement tools and consider adding them to respective Public Participation Plans.
5. PennDOT should further build on progress with the Air Quality (AQ) conformity process by updating the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity to document the entire AQ conformity process for TIPs and LRTPs, describe roles and responsibilities, and include new program enhancements. MPOs/RPOs should coordinate closely with PennDOT as they begin their LRTP update process to map out a development timeline that provides for sufficient time to accommodate AQ conformity process and interagency coordination.
6. Continue to expand membership in the State Freight Work Group, including private sector stakeholders, and encourage the Freight Work Group to serve in an advisory role per the guidance in 49 USC 70201.
7. Reference in MPO TIPs any federal transit funds that are used for capital projects on the Keystone Corridor commuter rail service.
Local Planning Priorities

The SEDA-COG MPO adopted its current Strategic Plan in March 2019. The Strategic Plan is intended to guide the MPO’s UPWP and Long Range Transportation Plan (LRTP). Staff maintains an implementation progress tracker for the actions referenced in the Strategic Plan and works to optimally integrate the actions into the most current UPWP and LRTP versions. Actions included in the 2019 Strategic Plan align with MPO Coordinating Committee priorities to address the following key issues:

- Transportation funding is inadequate and inconsistent;
- Asset management and performance measurement must address local needs;
- System improvements must address resiliency to weather events;
- Modern travel patterns and technology have outdated some corridors;
- Operations are essential to systematic traffic incident management;
- The region’s transportation system must be conveniently multimodal and service-supported;
- Integration of the Central Susquehanna Valley Thruway with local land use and transportation.

Supporting Partners’ Planning Activities

SEDA-COG MPO staff engages frequently with studies and plans being conducted within the 8-county MPO region by area planning partners, including PennDOT Districts, county planning departments, municipalities, transit operators, economic development agencies, recreation groups, etc. SEDA-COG MPO staff also coordinate regularly with adjacent MPOs/RPOs to plan for and address cross-cutting transportation issues. Listed below are primary studies/plans that MPO staff will monitor or participate in during FY 2022-24:

- Slide Studies for State Route 120 in Clinton County and SR 103 in Mifflin/Juniata Counties
- PennDOT District 3-0 Wetland Bank Studies
- Implementation of the Central Susquehanna Valley Thruway Special Impact Study, led by the Williamsport Area MPO
- Studies related to I-99 designation and development in Clinton and Lycoming Counties
- Studies and NEPA processes related to the State College Area Connector
- Hogan Boulevard Bicycle/Pedestrian Study in Clinton County (if approved for Connects funds)
- US 522 Corridor Improvements Study in Snyder County (if approved for Connects funds)
- City of Shamokin Hydrology and Hydraulics Study
- Borough of Lewisburg Signing District Plan
- Columbia County Hazard Mitigation Plan
- Union County Hazard Mitigation Plan

Long Range Transportation Plan

A main responsibility of the SEDA-COG MPO is to prepare a Long Range Transportation Plan (LRTP) that covers a minimum twenty-year horizon. The SEDA-COG MPO’s Long Range Transportation Plan (2021-2045) was adopted in June 2021. The LRTP presents a regional overview, strategic directions, trend evaluations, condition assessments, performance measures, and an implementation plan for ongoing management and improvement of the transportation system serving the eight-county MPO region. The Plan’s goals mirror the ten federal planning factors expressed in the FAST Act, with the following overarching vision:
“To create and maintain an integrated intermodal transportation system that facilitates the
efficient and safe movement of people and goods while maintaining the region’s character,
enhancing the quality of life and economic vitality.”

**Transportation Improvement Program**

A second primary responsibility of the SEDA-COG MPO is to approve funding for highway, bridge, transit
and other transportation projects, through the adoption of a short-range Transportation Improvement
Program (TIP). The TIP includes federal funds and state capital funds for specific projects over a four-
year period, within specified limits of financial constraint. To be on the TIP, projects must also be
consistent with the adopted LRTP. The SEDA-COG MPO works closely with member counties and
PennDOT to develop and adopt the TIP, which is updated every two years. Ahead of each new TIP, MPO
staff hold meetings with member counties, county bridge engineers, and PennDOT to review local
bridge, safety, bike/ped, and other projects to prioritize for funding. The SEDA-COG MPO is currently
operating under the 2021-2024 TIP, with a new 2023-2026 TIP scheduled to be adopted in June 2022
and become effective on October 1, 2022. The list of projects on the TIP is identical to the First Four Year
segment of the Commonwealth of Pennsylvania’s Twelve Year Program (TYP), which is developed at the
same time as the TIP and adopted by the State Transportation Commission.

**Coordinated Public Transit-Human Services Transportation Plan**

Federal transit law requires that projects selected for funding under the Enhanced Mobility of Seniors
and Individuals with Disabilities (Section 5310) Program be “included in a locally developed, coordinated
public transit-human services transportation plan,” and that the plan be “developed and approved
through a process that included participation by seniors, individuals with disabilities, representatives of
public, private, and nonprofit transportation and human services providers and other members of the
public” utilizing transportation services. These coordinated plans identify the transportation needs of
individuals with disabilities, seniors, and people with low incomes, provide strategies for meeting these
needs, and prioritize transportation services for funding and implementation. In September 2019, the
SEDA-COG MPO adopted an update to its Coordinated Public Transit-Human Services Transportation
Plan, done as a joint plan with the Williamsport MPO.

**Public Participation Plan**

The Public Participation Plan (PPP) ensures that the SEDA-COG MPO’s public involvement activities
comply with applicable Federal and state transportation planning regulations. The PPP includes regional
overview information and a framework of goals, objectives, and strategies for accomplishing an effective
and compliant public participation process. The PPP includes procedures for implementing public
involvement as well as indicators for evaluating the performance of the plan and suggesting future
improvements. The PPP is reviewed and updated on a periodic basis, and a significant update was
completed in 2014. The PPP specifies that draft plans and programs such as the LRTP and TIP must be
made available for public review during a 30-day comment period. The MPO is also required to hold at
least one (1) public meeting during this comment period.

**Environmental Justice/Title VI**

The SEDA-COG MPO is required to maintain and update a program of activities to address
Environmental Justice and Title VI regulations, to prevent or mitigate adverse impacts to areas with
Concentrations of low income and minority populations. Concentrations of low income and minority households have been identified and mapped based on U.S. Census American Community Survey data. The SEDA-COG MPO analyzes the data to determine how well the benefits and burdens generated by the LRTP, TYP, and TIP projects are balanced between areas with concentrations of minority and low income populations, and all other areas of the SEDA-COG MPO region. Existing techniques will be refined, and new techniques developed, on an ongoing basis to improve analyses and communication between citizens, agencies, and the MPO. A Title VI Policy and a Limited English Proficiency (LEP) Plan were adopted in 2017 to facilitate access to the information and services provided by the SEDA-COG MPO.

Plan/Activity Milestones

The below table reflects the milestone dates for major planning documents/requirements/core activities that are addressed by the SEDA-COG MPO:

<table>
<thead>
<tr>
<th>Plan/Activity</th>
<th>Current</th>
<th>Next</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adoption/Completion</td>
<td>Required Adoption</td>
</tr>
<tr>
<td>Unified Planning Work Program (UPWP)</td>
<td>November 22, 2019</td>
<td>January 2022</td>
</tr>
<tr>
<td></td>
<td></td>
<td>November 2021</td>
</tr>
<tr>
<td>Long Range Transportation Plan (LRTP)</td>
<td>June 25, 2021</td>
<td>June 2026</td>
</tr>
<tr>
<td></td>
<td></td>
<td>June 2026</td>
</tr>
<tr>
<td>Transportation Improvement Program (TIP)</td>
<td>June 19, 2020</td>
<td>June 2022</td>
</tr>
<tr>
<td></td>
<td></td>
<td>June 2022</td>
</tr>
<tr>
<td>Public Participation Plan (PPP)</td>
<td>December 12, 2014</td>
<td>As needed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>June 2022</td>
</tr>
<tr>
<td>Coordinated Public Transit Plan</td>
<td>September 20, 2019</td>
<td>As needed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>September 2024</td>
</tr>
<tr>
<td>Environmental Justice Evaluation of Benefits &amp; Burdens</td>
<td>June 2020</td>
<td>June 2022</td>
</tr>
<tr>
<td></td>
<td></td>
<td>April 2022</td>
</tr>
<tr>
<td>LRTP Performance Measures Report</td>
<td>March 2021</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td></td>
<td>April 2022</td>
</tr>
<tr>
<td>Local Technical Assistance Program (LTAP) Annual Report</td>
<td>July 2021</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td></td>
<td>July 2022</td>
</tr>
<tr>
<td>MPO Strategic Plan</td>
<td>March 22, 2019</td>
<td>As needed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>March 2024</td>
</tr>
<tr>
<td>Regional Operations Plan</td>
<td>December 7, 2018</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>December 2023</td>
</tr>
<tr>
<td>Title VI Policy &amp; Procedures</td>
<td>January 27, 2017</td>
<td>As needed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>June 2022</td>
</tr>
<tr>
<td>Limited English Proficiency Plan</td>
<td>January 27, 2017</td>
<td>As needed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>June 2022</td>
</tr>
<tr>
<td>Local Bridge Prioritization Scoring</td>
<td>September 2021</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>September 2023</td>
</tr>
<tr>
<td>Middle Susquehanna Regional Bike/Ped Plan</td>
<td>May 17, 2019</td>
<td>As needed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>May 2024</td>
</tr>
<tr>
<td>Annual List of Federally Obligated Projects</td>
<td>November 2021</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td></td>
<td>November 2022</td>
</tr>
<tr>
<td>MPO Planning Process Review by FHWA/FTA/PennDOT</td>
<td>September 2019</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>September 2024</td>
</tr>
<tr>
<td>Functional Classification Revisions</td>
<td>January 2020</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>January 2023</td>
</tr>
</tbody>
</table>

**STAFFING AND WORK PROGRAM DEVELOPMENT**

Staff support for the SEDA-COG MPO is provided by SEDA-Council of Governments, PennDOT District 2-0 Office (Clearfield), PennDOT District 3-0 Office (Montoursville), and PennDOT Central Office (Harrisburg). These organizations work together to prepare transportation plans and programs, propose project priorities, and complete technical studies to be used by the MPO Coordinating Committee to make policy decisions and fulfill its responsibilities.
The major policy decisions required of the MPO, and the day-to-day work tasks completed by the SEDA-COG staff are detailed in the UPWP. The UPWP is prepared by MPO staff, in cooperation with PennDOT and FHWA, then reviewed by and adopted by the MPO Coordinating Committee. SEDA-COG staff initiated the FY 2022-2024 UPWP development process in April 2021. A Coordination meeting with PennDOT and FHWA staff was held on May 27, 2021. A Draft FY 2022-24 UPWP was shared with the full MPO membership, area transit operators, and the Federal Transit Administration in June 2021. In addition to requesting input on the core tasks and descriptions, stakeholders were asked to submit any proposals for supplemental planning studies. Following discussion at the September 2021 MPO meeting, a revised UPWP was submitted for review by PennDOT and FHWA on September 24, 2021. The finalized FY 2022-24 UPWP was adopted by the MPO Coordinating Committee in November 2021 and subsequently submitted to PennDOT for approval. The MPO’s resolution approving the FY 2022-24 UPWP is included as Exhibit 1.

Funding to complete the work tasks in the UPWP comes from the Federal Highway Administration, Federal Transit Administration, and the Pennsylvania Department of Transportation. The federal and state funds must be matched by local funds, which are primarily contributed by SEDA-COG, with occasional support from counties, municipalities, and organizations for special studies. The federal and state funds are made available through a legal agreement and work orders executed by PennDOT and SEDA-Council of Governments, on behalf of the SEDA-COG MPO.

The following pages provide details about the transportation planning activities to be completed in Fiscal Years 2022-24. Major priorities to be worked on during this period include:

- Revamping the MPO’s Public Participation Plan, Limited English Proficiency Plan, and Title VI Procedures.
- Supporting PennDOT in implementing the Project Development PennDOT Connects/Local Government Collaboration process, and helping local partners pursue funding opportunities for their planning objectives.
- Implementing and reporting on the priority actions included in the 2019 SEDA-COG MPO Strategic Plan.
- Supporting the MPO Active Transportation Committee and implementing the 2019 Middle Susquehanna Regional Bicycle and Pedestrian Plan.
- Helping to implement recommendations from the 2020 Danville Area Transportation Study.
- Helping to implement recommendations from the 2021 CSVT Special Impacts Study.
- Prioritizing local bridge candidates for the 2025 Transportation Improvement Program.
- Facilitating new shared ride, microtransit or fixed-route transit studies/pilot initiatives.

FOR MORE INFORMATION

SEDA-Council of Governments
201 Furnace Road
Lewisburg, PA  17837
Telephone: 570-524-4491
Fax: 570-524-9190

Jim Saylor, Transportation Planning Program Director  jsaylor@seda-cog.org
Steve Herman, Principal Transportation Program Analyst  sherman@seda-cog.org
Katherine Lewis, GIS/Transportation Program Analyst  klewis@seda-cog.org
Don Kiel, Senior Principal Transportation Program Analyst  dkiel@seda-cog.org
Jeff Stover, Transportation Program Chief  jstover@seda-cog.org
Kay Aikey, Transportation Program Assistant  kaikey@seda-cog.org

The SEDA-COG MPO website may be accessed at:
https://seda-cog.org/departments/transportation/seda-cog-metropolitan-planning-organization
The following tasks will be completed by SEDA-COG staff. If feasible, consultant assistance might be used for certain high priorities and studies. Supporting agencies for the below activities include PennDOT, FHWA, counties, municipalities, transit operators, and the SEDA-COG Joint Rail Authority.

1. PLANS AND PROGRAMS

Deliver a comprehensive, cooperative, and continuing (3-C) metropolitan transportation planning process for the SEDA-COG planning region, in accordance with the requirements of the FAST Act, in partnership with PennDOT and under the guidance of the Federal Highway Administration.

Plan Maintenance

- Long Range Transportation Plan (LRTP)
  - Maintain/amend the current 2021 SEDA-COG Long Range Transportation Plan (LRTP) as needed in accordance with the current federal transportation legislation requirements.
  - Begin the process of updating the LRTP at least 30 months in advance of the June 2026 adoption deadline.
  - Coordinate with PennDOT, FHWA and FTA on the development of transportation performance measures for both the LRTP and the TIP. (Continue to monitor performance measures for the SEDA-COG MPO region with an annual performance measures report.)
  - Utilize the Project Development PennDOT Connects/Local Government Collaboration meetings to initiate all new projects being considered for inclusion in the LRTP updates and the TIP/Twelve Year Program (TYP).

- Transportation Improvement Program (TIP)
  - Modify/amend the current TIP as required, according to the established TIP MOU provisions. Adopt the Draft FFY 2023-2026 TIP and submit all required information per the TIP Checklist. FHWA and FTA regulations, as well as PennDOT’s General and Procedural Guidance require that documentation of the process used by the MPO/RPO for project selection and prioritization for TIP updates be included with the TIP submittal package.
  - Convene county level meetings to identify candidate projects for the 2025-2028 TIP update.
  - In cooperation with PennDOT and transit operators, prepare Annual Listing of Federally Obligated Projects for TIP Highway and Transit Projects, as required by federal regulation. The listing must be published on the MPO website annually by December 29th.

- Other Required Plan updates
  - Maintain additional plans required for the metropolitan transportation planning program, completing a regular review and update process in accordance with state and federal guidelines, including the following activities:
UPWP for the next update cycle in 2023.

- Maintain the joint Coordinated Public Transit – Human Services Transportation Plan for the Williamsport and SEDA-COG MPOs.
- Maintain the implementation of the Title VI/Non-discrimination Policy for the SEDA-COG region, and update as required in preparation for the 2023-2026 TIP update.
- Continue to facilitate opportunities for all populations to participate in the planning and programming process, including minority, non-English speaking and Limited English Proficiency (LEP), low-income, and disabled populations. As appropriate, develop communication materials to enhance participation of these groups. As needed, procure LEP services within the confines of the UPWP agreement and state procurement guidelines.
- Ensure compliance with FTA Circular 4702.1B by submitting Title VI Program documents to PennDOT.
- Review and evaluate the effectiveness of the procedures and strategies in the Public Participation Plan and update as required in preparation for the 2023-2026 TIP update and 2026 LRTP.
- Review the Limited English Proficiency Plan, update demographics data and update plan as required in preparation for the 2023 or 2025 TIP updates.
  - Maintain and complete updates to locally developed planning products that support the metropolitan planning process, including the SEDA-COG MPO performance measures report, an annual report of the traffic counts completed, the Strategic Plan for the MPO, the Middle Susquehanna Regional Bicycle and Pedestrian Plan, and annual reports for the LTAP program.
  - Ensure coordination with local, county and regional planning processes, including the development and maintenance of comprehensive plans, hazard mitigation plans, the SEDA-COG Comprehensive Economic Development Strategy, the PennDOT Regional Operations Plan and other relevant planning efforts. Where requested or appropriate, share data and participate as a stakeholder or steering committee member to facilitate the completion of local plans.

**Planning Process**

- Conduct regular meetings for the SEDA-COG MPO to allow for maintenance of the TIP, to keep members informed on the status of the program, on the availability of funding programs, to facilitate member and stakeholder input into the plans and projects at the MPO level and facilitate coordination between state, regional and local planning processes.
  - Where required or requested, facilitate regional scoring and prioritization processes to facilitate member input.
  - Provide meeting notices, agendas, and meeting materials not less than five working days prior to meetings and distribute the meeting minutes within 30 working days after the meetings.
- Maintain, develop, and present orientation materials for new SEDA-COG MPO members or those interested in receiving refreshers on transportation planning processes.
- Conduct county level meetings to identify local priorities for the 2025-2028 TIP update, and as
requested to provide information on plans, projects or the planning process.
  o Maintain and update processes for project prioritization, and identification of future projects for the TIP and LRTP.

- Convene meetings and support subcommittees in support of planning efforts.
  o Continue to support the Central Pennsylvania Transportation Coalition or other public transportation assemblies as stakeholder groups for transit issues.
  o Continue to support the Middle Susquehanna Active Transportation Committee focused on bicycle and pedestrian related issues.
  o Provide regular updates on the activities of these groups to the MPO members.

- Where requested and as appropriate, attend regular meetings to provide input, gather information, identify opportunities for cooperation, and report on the activities of the MPO. Continue to participate in regular meetings for groups, including the following:
  o The SEDA-COG Board of Directors
  o The Greater Susquehanna Valley Chamber of Commerce Transportation Committee
  o The Clinton County Economic Partnership Transportation Committee
  o The rabbittransit Transportation Partnership on Mobility
  o The SEDA-COG Natural Gas Cooperative
  o The WATS MPO Coordinating Committee
  o The WATS MPO Transit Advisory Committee

- Participate in workgroups, committees, and ad-hoc groups at the regional and statewide level in support of the planning process.
  o Participate in equal opportunity, non-discrimination and DBE trainings offered by PennDOT, FHWA and FTA, as well as training for the Commonwealth’s Small Business Procurement Initiative and the Small Diverse Business Program.
  o Participate in semi-annual planning partners meetings.
  o Participate in additional training sessions identified by PennDOT, such as previous sessions on bicycle/pedestrian facilities design, implementation of the PennDOT Connects Initiative and implementation of the OMB Super Circular requirements.
  o Participate in a range of seminars, trainings and conferences to maintain staff credentials, develop skill sets, and increase the state of the practice available to the program.

- Provide technical assistance to PennDOT and other transportation providers as necessary. Assistance may come from non-traditional technical resources, such as county planning, academia, or other public or private planning expertise.

- Document land use planning activities within MPO planning processes and ensure coordination with respective Comprehensive Planning, Long Range Transportation Plans (LRTP), and related Freight plans. Initiate any changes in the process that may be identified as part of the documentation.

- Identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as: access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation. Utilize PennDOT’s Extreme Weather Vulnerability Assessment to: incorporate flooding resiliency into TIP projects; enhance County Hazard Mitigation Planning; and improve emergency preparedness.
• Work with resource agencies to evaluate the impacts of the Marcellus Shale industry as related to asset management strategies in the MPO LRTP. Work with MPO members, adjoining counties and other stakeholders to develop strategies and actions to expand sustainable utilization of Marcellus Shale gas.

• Partner with PennDOT to advance opportunities to manage travel demand. Travel behavior change should be considered by supporting a broad range of commuting alternatives to single occupancy vehicle (SOV) travel.

• Integrate cultural resources into the MPO planning process with coordination through, and information from FHWA and the PennDOT Environmental Policy and Development Section.

• Develop intergovernmental planning processes for multi-municipal, corridor-focused land-use/transportation assessments for targeted geographic areas. Areas targeted should be reflective of place-based circumstances, including but not limited to population growth or decline, shifts in human and economic resources, and other regional trends identified in regional Long Range Plans, and should precede the identification of specific TIP projects. Planning activities should be initiated in collaboration with county, local and PennDOT District stakeholders and should be consistent with available program resources, PennDOT and MPO planning tools. Planning activities shall also be consistent with county, and to the greatest extent possible, municipal comprehensive plans. Planning activities should lead to better consideration of land-use priorities and transportation network operations in the selection and prioritization of highway, bridge, transit, bicycle/pedestrian, and multi-modal projects.

Project Development and Delivery

Work with PennDOT Districts and MPO members to advance projects on the TIP and LRTP, and to identify candidate projects for future updates. Where needed, collaborate with members to identify other funding sources for advancing local transportation projects.

• Assist PennDOT in implementing the Program Development and Project Delivery Process to ensure that all projects are advancing, completed on time, and within budget. Participate in PennDOT Connects collaboration meetings; scoping field views; design field views; status, advisory committee, and public meetings; and other activities associated with ongoing project implementation. Provide context determination and facilitate local input into the PennDOT Connects project screening forms and project development process.

• Implement the Program Development and Project Delivery Process to improve efficiency of project implementation through sound land use/transportation/economic development linkages.

• Partner with PennDOT in developing strategies to advance to conclusion, modify, or implement plans and projects that are outside of the region’s fiscal constraint based upon cash flow.

• Monitor and advance, in conjunction with PennDOT, non-traditional projects including Appalachian Regional Commission (ARC) Local Access Road Projects, competitive discretionary awards, etc. identified by the MPO, PennDOT and Transit operators, and projects programmed on the TIP.

• Participate in activities associated with planning, development, and delivery of projects advanced through the PennDOT and PA Department of Community and Economic Development Multimodal Transportation Fund (MTF) Program.
• Work with PennDOT to promote public/private partnerships (P3s) and incentive/innovative financing opportunities in support of community and economic development.

• Identify and implement innovative financing mechanisms for major capital projects, such as the Pennsylvania Infrastructure Bank (PIB). Promote the PIB as a tool for financing transportation projects, including community reinvestment projects. Work with PennDOT to identify and support sustainable sources of revenue.

• Establish and document a process to coordinate changes to the TIP and LRTP to ensure fiscal constraint, to strengthen the linkage between planning and programming, and to expedite the project delivery process. Guidance on fiscal constraint, asset management needs and targets for preservation for the LRTP project lists are available from PennDOT and FHWA.

• Participate in Transportation Impact Studies (TISs) and review of Highway Occupancy Permits (HOPs) to ensure planned development is coordinated with sound land use/transportation linkages/economic development, and that all transportation modes have been adequately considered.

• Provide input to PennDOT in efforts to identify any training and planning activities targeted to county and local governments, conservation districts and community stakeholders (e.g., Smart Growth, Complete Streets, implementation tools, PennDOT One Map, functional classification, HPMS and traffic counting, PennDOT Connects forms, access management, compliance with the Americans with Disabilities Act (ADA), connectivity, interchange area development, transportation impact fees, and energy savings.

• As part of the Transportation Systems Management and Operations Initiative (TSMO), continue to assess the need and appropriateness of traffic operations and Intelligent Transportation Systems (ITS) elements through the LRTP and TIP. Traffic operations/ITS projects and strategies deployed in a region should be consistent with PennDOT’s TSMO and Traffic Operations Policies and Guidelines. The projects should be included in the Regional Operations Plan (ROP).

• Participate in data driven safety planning activities and road safety audits that lead to better consideration of safety in the selection and prioritization of highway and transit projects.

<table>
<thead>
<tr>
<th>Task 1. Plans and Programs</th>
<th>Total Budget</th>
<th>Fed. PL</th>
<th>Fed. MPP</th>
<th>State MLF</th>
<th>Local FHWA</th>
<th>Local FTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year 1</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Year 2</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

Major tasks completed in previous FY 2020-22 UPWP:

• Completed and adopted 2021-2024 TIP.
• Approved administrative modifications and amendments to the 2021-2024 TIP.
• Prepared Annual List of Federally Obligated Projects.
• Completed and adopted 2023-2026 TIP.
• Completed and adopted 2021-2045 LRTP.
• Completed LRTP Regional Performance Measures Annual Reports.
• Prepared FY 2022-24 UPWP and Exhibits.
• Implemented SEDA-COG MPO 2019-2023 Strategic Plan.
• Implemented 2019 Coordinated Transit Plan.
• Supported consultant team in developing CSVT Special Impacts Study.
• Prepared notices, agendas, minutes, and summaries for meetings.
• Participated in meetings of various local organizations and committees.
• Organized PennDOT Connects training/technical assistance for local governments.
• Provided assistance to sponsors of several Transportation Alternatives, Green Light-Go, Multimodal Fund, ARLE, and ARC Local Access Road projects. Served on panel for user testing of new TA Set Aside application built on same environment as Connects.
• Participated as members of several PennDOT planning and funding work groups.

Major tasks to be completed in FY 2022-24 UPWP:

• Modify and amend the 2023-2026 TIP as needed.
• Work with PennDOT and local officials to prepare the 2025-2028 TIP by June 30, 2024.
• Prepare Annual List of Federally Obligated Projects by December 30, 2022 and December 30, 2023; post these listings on the SEDA-COG website.
• Continue annual monitoring and reporting on performance measures included in the 2021-2045 LRTP.
• Amend the 2021-2045 LRTP as needed.
• Support implementation of the Project Development PennDOT Connects/Local Government Collaboration process.
• Implement and track progress for 2019 SEDA-COG Strategic Plan actions.
• Assist with implementing recommendations from the 2020 Danville Area Transportation Study.
• Assist with implementing recommendations from the 2021 CSVT Special Impacts Study.
• Facilitate public transit feasibility studies and pilot initiatives.
• Document and track PennDOT Connects collaboration meetings, project scoping field views, project design field views, and related project meetings attended by SEDA-COG staff.
2. DATA, TOOLS AND ANALYSIS

Local Data Coordination

Work with counties and other stakeholders in the region to assemble, maintain and refresh regional GIS data for the region. Facilitate regular updates and quality reviews of the data produced. Promote use of the data in planning and land use analysis efforts.

- Maintain locally created data layers, including the following:
  - Major employers
  - Critical facilities
  - Locally owned bridges less than 20 ft. long
  - Regional freight and intermodal facilities
  - Official and unofficial park and ride locations
  - Sewer and water service areas
  - Industrial parks
- As appropriate, convene annual sessions for regional GIS users to discuss tools, techniques and data available.
- Publicize opportunities to provide local input into processes to improve data at the state and national level, such as efforts surrounding the American Community Survey.
- Work to develop additional data sets as needed. Conduct analysis and research to identify data sources and issues.
- Ensure that the MPO has access to PennDOT’s SharePoint website for efficient document and information sharing purposes.
- Maintain or pursue access to other data tools and sources within PennDOT systems as appropriate.

Data Collection

- Collect traffic count data to support prioritization and designation efforts. Publish traffic counts collected on an annual basis.
- Assist PennDOT with Asset Management activities, including inventories of locally owned bridges less than 20 ft., locally owned non-federal aid roadways, sidewalks, traffic signals, etc.
- Work with PennDOT and other MPOs/RPOs to develop minimum data collection requirements for freight facilities and bicycle/pedestrian facilities, including consideration of purchasing data collection equipment for such facilities.
- Verify and update roadway inventory and performance measures on Highway Performance Monitoring System (HPMS) sample sections. Submit HPMS data to PennDOT by the first Friday in December of each calendar year. In support of HPMS, appropriate MPO staff will attend the annual HPMS workshop sponsored by PennDOT and participate in bi-annual quality reviews.
- Collect and conduct QA reviews for HPMS samples.
- Comply with PennDOT’s Traffic Safety and Assistance Program (TCSAP) procedures. Purchase safety equipment, as needed.
• Continuously monitor and evaluate procedures used for collecting statistical data (race, sex, national origin/limited English, age, disability, income, etc.) of participants in, and beneficiaries of, transportation programs by tracking participation in public meetings and reviewing new regional Census data.

Tools and Analysis

Develop analysis methodologies and tools to support the planning process. Maintain data used and share results, tools and methodologies as appropriate.

• Conduct geographic analysis to support scoring processes for local bridge prioritization, LRTP project selection, and regional input into TA Set Aside and other appropriate programs.
• Continue to use regional GIS data and locally developed tools to support context determination for the PennDOT Connects and project development process.
• Review existing Functional Classification Roadway Designation maps and make recommended changes for roadway functional classification, National Highway System, National Highway Freight Network, NHS intermodal connectors, and urbanized boundary updates for MPO, at a minimum of every 10 years in conjunction with the Census.
  o Continue analysis, meetings with local officials/surrounding planning partners, and technical submissions that need to carry over from FY 20-22 UPWP. Repeat these efforts in conjunction with the decennial Census, at a minimum.
  o Coordinate with PennDOT as requested to jointly identify and integrate a prioritization concept that identifies critical multimodal transportation facilities and intermodal connectors that support the state’s economy and that connects the regions of the state to important employment centers, workforce catchment areas and national and international markets.
• Upon release of the official urbanized areas based on the 2020 Census, review the need to smooth out irregularities in the SEDA-COG MPO’s urbanized area boundary.
• Consider MS4 related improvements inside the urbanized area boundary that need to be made in conjunction with transportation system improvements.
• When requested, use Decision Lens or other prioritization tools to provide comparative analysis of projects and strategies to support transportation decision making.
• Work with PennDOT, FHWA, and FTA to implement provisions of the current federal legislation, including performance measures and targets; freight provisions; accelerated project delivery/environmental streamlining; and implementation of the Transportation Alternatives Set-Aside Program. Monitor current discussions and implement (when appropriate) final rulemaking/legislation as related to reauthorization of transportation legislation in cooperation with, and with guidance provided by FHWA/FTA and PennDOT. Maintain data and procedures for a local performance based planning process, and work with PennDOT and FHWA to refine the process and synchronize it with statewide and federal requirements.
• Work with PennDOT and local Transit operators to review and update cooperative Planning Agreements to accurately document the collaborative planning process and determine respective and mutual roles, responsibilities, and procedures governing cooperative efforts in carrying out the federal and state required transportation planning processes. The review/update should occur every four to five years or if there has been a change in the
structure/relationship among the operators or a change in federal responsibilities/requirements.

- Reuse and refine processes developed for plan updates, such as the benefits and burdens analysis and cluster analysis of State Transportation Commission (STC) survey responses, with a focus on safety, mobility, and operations issues.
- Support MPO members, municipalities and programs within SEDA-COG in the development of techniques to use GIS and other analytical tools to improve decision making processes.
- Develop land analysis tools, such as the Targeted Impact Area analysis conducted for the Regional Gas Utilization Study, to guide transportation and economic development decision making. As requested, share the data, outcomes and methodologies to support local land use, transportation and economic development planning.

Public Involvement and Outreach

Collaborate with PennDOT, FHWA, MPO members and local stakeholders to share information on the planning process. Provide information on outcomes and opportunities to participate in the planning process.

- Develop and expand the use of the MPO website and develop and integrate processes to share planning and programming information and the tenets and requirements of current federal legislation in a timely and meaningful manner with the public and tribal governments when developing the LRTP, TIP, PPP, and other major planning documents.
- Provide space on MPO website for PennDOT to share statewide documents (STIP, LRTP, etc.) with the public for review and comments. Continue using social media for MPO public outreach efforts.
- Consider development of MPO website linkages to PennDOT TIP Visualization applications.
- Continue to collaborate with the State Transportation Commission (STC) in the Modernized Twelve Year Program (TYP) Public Outreach Campaign. Continue to work with the STC and PennDOT to garner input by encouraging citizens to take the online survey through various methods including meetings, mass email communications, social media, etc.
- Expand and improve Environmental Justice (EJ) activities to ensure that all stakeholders have the opportunity to become involved in the region’s planning and programming process. Continue including MPO meeting information as part of the MPO website.
- To evaluate potential effects on low-income and minority populations, the MPO should conduct an EJ analysis on both the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The EJ Core Elements approach recommends that specific tasks be included in the analysis. The MPO may include the following tasks:
  - Conduct EJ Core Elements analysis on the TIP and LRTP as part of the update process.
  - Conduct outreach to low-income and minority populations, representatives and other traditionally underserved populations.
  - Update the Public Participation Plan to reflect new outreach strategies, as needed.
  - Participate in after action discussions or work groups to discuss how to better integrate and improve EJ analysis, as needed.
  - Share findings from planning EJ analysis with PennDOT to better inform project level EJ analysis in NEPA as needed.
• Continue to facilitate opportunities for all populations to participate in the planning and programming process, including minority, non-English speaking and Limited English Proficiency (LEP), and low-income groups. As appropriate, develop communication materials to enhance participation of these groups. As needed, procure LEP services within the confines of the UPWP agreement and state procurement guidelines.

• Provide timely information in response to requests from the public and news media.

<table>
<thead>
<tr>
<th>Task 2. Data, Tools and Analysis</th>
<th>Total Budget</th>
<th>Fed. PL</th>
<th>Fed. MPP</th>
<th>State MLF</th>
<th>Local FHWA</th>
<th>Local FTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year 1</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Year 2</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

Major tasks completed in previous FY 2020-22 UPWP:

• Maintained and refined locally created data layers (major employers, critical facilities, etc.) that were served to local officials and used for evaluating transportation projects.
• Convened GIS practitioners’ meetings for regional GIS users to discuss tools, techniques, and available data.
• Supported the SEDA-COG Joint Rail Authority (JRA) in the development of a database to manage information related to the right-of-way and rail infrastructure in the JRA system.
• Created data layers, project matrices, and mapping related to implementing the 2019 Middle Susquehanna Regional Bicycle and Pedestrian Plan.
• Worked with PennDOT’s PA Crash Information Tool for querying crash and injury data.
• Acquired access to and worked with PennDOT’s ePermitting System for reviewing HOP and TIS submissions from the region.
• Used Decision Lens software for prioritizing bridge repairs, transportation alternatives projects, and for supporting coordination between transportation, land use, and economic development.
• Reviewed existing Functional Classification Roadway Designation maps and recommended changes for MPO area.
• Coordinated with U.S. Census Bureau and local officials on input for 2020 Census.
• Collected data and performed quality assurance reviews of HPMS samples.
• Developed initial ArcGIS Hub site, a cloud platform that organizes people, data, and tools, as part of 2021 LRTP.
• Used graphics software to create social media graphics, flyers, and newsletter visuals.
• Began using virtual public involvement techniques and added MPO meetings to new SEDA-COG YouTube channel.

Major tasks to be completed in FY 2022-24 UPWP:

• Continue maintaining regional data layers clearinghouse annually.
• Prepare crash mapping and coordinate with PennDOT, FHWA, and local officials on analyzing traffic safety concerns.
• Complete Environmental Justice Core Elements as part of TIP and LRTP updates.
• Use available data sources and work with PennDOT and FHWA to analyze Safety, Pavement/Bridge, System, and Freight performance measures and targets.
• Collect traffic count data to support project prioritization and planning efforts.
• Continue annual collection and quality assurance reviews of HPMS sample locations by December 15th of each year.
• Continue innovative and virtual public involvement efforts.

3. ADMINISTRATION

Administer the metropolitan transportation planning program under the master agreement and guidelines provided by PennDOT.

• Provide regular invoices and activity reports for the program, observing the following requirements:
  o Submit progress reports to PennDOT no later than 30 days following the reporting period;
  o Provide separate budget tables for each year of the UPWP document;
  o Identify carryover/ongoing supplemental planning tasks as candidates when the UPWP is updated/supplemented;
  o Complete timesheets, expense forms, and reports that will allow UPWP billing to occur;
  o As appropriate, work with FHWA to implement 2 CFR 200 (OMB Super Circular requirements), which address monitoring contractors and sub-recipients, allowable costs, Indirect Cost Allocation Plans, etc.;
  o Ensure that the program is carried out addressing the requirements for Disadvantaged Business Enterprises (DBE) as part of contracting practices. Utilize the new DBE reporting form to report a listing of all contracts, DBE goals and payments on a quarterly basis.
• As requested, participate in Federal Non-Certification Reviews and state Planning Process Reviews – work and coordinate with FHWA, FTA, PennDOT, transit operators, and others in preparation for the state planning process reviews.
• Assist stakeholders in the completion of studies and projects undertaken with Supplemental Planning Funds, including projects carried over from the 2018-2020 or 2020-2022 UPWPs.
• Support staff development through relevant conferences, workshops, and seminars.
• Attend PennDOT Planning Partners’ and other statewide meetings.

<table>
<thead>
<tr>
<th>Task 3. Administration</th>
<th>Total Budget</th>
<th>Fed. PL</th>
<th>State MLF</th>
<th>Local FHWA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year 1</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Year 2</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

Major tasks completed in previous FY 2020-22 UPWP:

• Completed progress reports, invoices, and budget revisions.
• Provided administrative support for sponsors of supplemental planning studies.
• Helped to implement the new OMB Super Circular requirements.
• Considered SEDA-COG MPO Planning Process Review recommendations included in summary findings.
• Executed two (2) work orders for on-call consulting contracts.
• Assisted the American Planning Association (APA) as a reviewer of Emerging Transportation and Infrastructure proposals submitted for the 2021 APA National Planning Conference.

Major tasks to be completed in FY 2022-24 UPWP:

• Continue preparing quarterly progress reports and invoices.
• Implement recommendations included in summary findings from 2019 SEDA-COG MPO Planning Process Review.
• Assist with completing and implementing projects approved for supplemental planning funds.
• Close out two on-call consulting work orders.
Local Technical Assistance Program (LTAP)

The PennDOT Local Technical Assistance Program, PennDOT LTAP, is part of a national initiative to transfer transportation technology through training, technical assistance, and other customer services to municipal elected officials and their staff. PennDOT LTAP provides technical information and proven technologies to meet the growing demands on municipal governments. To expand and promote LTAP services to the 212 municipalities within its 9-county LTAP planning region (Centre, Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union counties), SEDA-COG proposes to assist PennDOT with facilitating LTAP training during Fiscal Years 2022-2024.

Identify Regional Training Needs

- Develop a priority training list that identifies training needs within the region based on historical data, knowledge of region, shifting trends, and PennDOT Municipal Services representatives’ input.
- Using the priority training list, work with PennDOT to schedule training dates.
- In coordination with PennDOT LTAP Director, identify training course locations. Responsibilities to include: logistics, class locations, registration, room set-up, food, etc.
- Identify new regional training or technology issues and provide to the PennDOT LTAP Director for consideration.

LTAP Program Marketing and Outreach

- In conjunction with PennDOT LTAP Director, develop a plan to market the value of LTAP training and technical assistance in the region. Examples of marketing activities may include: integration of LTAP into MPO outreach programs, promotion of technical assistance through the distribution of brochures, targeting municipalities that have not taken advantage of LTAP services, etc. The plan should be developed no later than September 12, 2022.
- Advertise training to all municipalities and PennDOT’s Municipal Services representatives. Promote upcoming LTAP activities at least six (6) weeks prior to the scheduled LTAP class sessions. Promotional activities may include: emails, letters, brochures, website updates, newsletters, postcards, social media, etc.
- In coordination with the PennDOT LTAP Director, develop a plan for LTAP outreach in the region, such as equipment shows, Advisory Committee, COG meetings, etc. Outreach activities should be coordinated with PennDOT LTAP Director and Municipal Services representatives to insure there is no duplication in outreach efforts.

Administration and Reporting

- Work with PennDOT LTAP Director to develop an annual travel budget, which includes costs and justification for outreach activities, for pre-approval no later than August 29, 2022.
- Participate in scheduled conference calls with PennDOT LTAP Director. Determine a regular communication method that will work best for all parties.
- Participate in an annual LTAP MPO/RPO meeting and other PennDOT meetings as required.
Attend LTAP training courses and participate in technical assistance on-site visits in region.

- Participate in regular PennDOT LTAP Advisory Committee meetings.
- Submit quarterly reports detailing all LTAP project activities and expenditures to the PennDOT LTAP Director.
- Develop and submit an annual report that summarizes LTAP activities and details the process used to market LTAP in the region no later than July 31 of each year. The annual report should include an evaluation of training, marketing, and outreach activities, and recommendations for future activities with LTAP in the region.

<table>
<thead>
<tr>
<th>Local Technical Assistance Program (LTAP)</th>
<th>Total Budget</th>
<th>Fed. PL</th>
<th>State MLF</th>
<th>Local FHWA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year 1</td>
<td>$35,000.00</td>
<td>$35,000.00</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Year 2</td>
<td>$35,000.00</td>
<td>$35,000.00</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Major tasks completed in previous FY 2020-22 UPWP:

- Scheduled, marketed, and facilitated over 20 LTAP safety & maintenance courses.
- Trained over 300 students attending LTAP courses.
- Developed LTAP budget, travel, and marketing plans.
- Completed LTAP annual reports.
- Participated in county conventions and regional equipment shows.
- Conducted training interest surveys.
- Participated in LTAP statewide Advisory Committee.
- Revamped LTAP hard copy newsletter format and issued e-newsletters via Constant Contact.
- Sponsored and organized Equipment Operator Training workshops in conjunction with Pennsylvania College of Technology.
- Supported the pivot to exclusively virtual training in response to the COVID-19 pandemic.

Major tasks to be completed in FY 2022-24 UPWP:

- Continue identifying priority training lists and facilitating LTAP courses.
- Continue promoting LTAP technical assistance offerings and attend tech assist on-site visits.
- Continue marketing LTAP through newsletters, flyers, emails, press releases, social media posts, website content, and attendance at county conventions, equipment shows, etc.
- Complete LTAP Annual Report by August 1, 2022 and August 1, 2023.
- Further integrate LTAP with related transportation activities and programs.
- Seek to again sponsor hands-on Equipment Operator Training workshops.
Plan Updates and Support

Enlist consultant support for updates, support, and implementation related to regional plans and needs. Specific uses are yet to be determined.

<table>
<thead>
<tr>
<th>Task S2. Plan Updates and Support</th>
<th>Total Budget</th>
<th>Fed. PL</th>
<th>Fed. MPP</th>
<th>State MLF</th>
<th>Local FHWA</th>
<th>Local FTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year 1</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Year 2</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

Major tasks completed in previous consultant work orders:

- Updated the SEDA-COG Long Range Transportation Plan (LRTP).
- Revised the LRTP project identification and selection process to include a viability model, major projects identified in the regional transportation asset management process, and retaining the innovations accomplished in the 2016 update.
- Updated LRTP performance measures content to reflect current legislation, data, and practices.
- Updated the benefits and burdens methodology to incorporate current guidance such as the EJ Core Elements Methodology.
- Developed a new Corridors of Opportunity approach for the LRTP.
- Developed new LRTP public engagement techniques and products: online survey, ArcGIS Hub site, ArcGIS Storymap, and virtual meetings.
- Created an implementation plan to guide staff and stakeholder efforts through to the next LRTP update.

Major tasks to be completed in consultant work orders for plan updates and support:

- TBD
- TBD
- TBD
- TBD
### SEDA-COUNCIL OF GOVERNMENTS
#### FY 2022-2023 UPWP
#### BUDGET SUMMARY

<table>
<thead>
<tr>
<th>Work Task</th>
<th>Total Task Budget</th>
<th>Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Federal PL</td>
</tr>
<tr>
<td>1. Plans and Programs</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>2. Data, Tools and Analysis</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>3. Administration</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Base Program Total</strong></td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>S1. Local Technical Assistance Program (LTAP)</td>
<td>$35,000.00</td>
<td>$35,000.00</td>
</tr>
<tr>
<td>S2. Plan Updates and Support</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Supplemental Program Total</strong></td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>TOTAL BUDGET</strong></td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Work Task</td>
<td>Total Task Budget</td>
<td>Funding Sources</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>-------------------</td>
<td>----------------</td>
</tr>
<tr>
<td></td>
<td>Federal PL</td>
<td>Federal MPP</td>
</tr>
<tr>
<td>1. Plans and Programs</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>2. Data, Tools and Analysis</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>3. Administration</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Base Program Total</strong></td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>S1. Local Technical Assistance Program (LTAP)</td>
<td>$35,000.00</td>
<td>$35,000.00</td>
</tr>
<tr>
<td>S2. Plan Updates and Support</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Supplemental Program Total</strong></td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>TOTAL BUDGET</strong></td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>
Agenda Item F
## Project Steps and Schedule

### Schedule for 2021 Long Range Plan Update

<table>
<thead>
<tr>
<th>Project Start</th>
<th>2/7/2020</th>
<th>10/31/2020</th>
<th>Project List Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/20/2020</td>
<td>1/19/2021</td>
<td>Project Scoring and Selection</td>
<td></td>
</tr>
<tr>
<td>11/20/2020</td>
<td>1/22/2021</td>
<td>Corridors of Opportunity Analysis</td>
<td></td>
</tr>
<tr>
<td>12/1/2020</td>
<td>12/8/2020</td>
<td>Conduct District Strategy Days</td>
<td></td>
</tr>
</tbody>
</table>

**First Round Outreach**

| 12/1/2020 | 1/29/2021 | Develop Public Outreach Web Site |
| 2/1/2021  | 2/28/2021 | Perform Stakeholder Outreach |
| 2/1/2021  | 2/28/2021 | Perform Public Outreach through Web Site |

| 2/28/2021 | 3/12/2021 | Review Initial Public/Stakeholder Engagement Results |
| 2/28/2021 | 3/19/2021 | Complete Final Draft Plan |
| 2/28/2021 | 3/19/2021 | Project Fiscal Constraint Analysis, Impact Analysis |
| 2/28/2021 | 3/19/2021 | Complete Environmental Justice Assessment |

**Final Edits of Draft Plan**

| 5/21/2021 | 5/21/2021 | Release Final Draft Plan for Public Review and Comment |
| 3/24/2021 | 3/24/2021 | Present Summary of Plan at Agency Coordination Meeting in Harrisburg |

| 6/3/2021 | 6/3/2021 | Virtual Public Meeting |
| 6/22/2021 | 6/25/2021 | Address Final Public/MPO Comments on LRTP |

**Second Round Outreach**

| 5/23/2021 | 6/22/2021 | Public Comment Period |

**Finalization of Plan**

| 6/22/2021 | 6/25/2021 | Adoption of final Plan at MPO Meeting, Publication |

| MPO Adoption | 6/25/2021 |

**Project End | 7/15/2021**
LRTP Report Development

First DRAFT
- 11/20/2020
- First review period for MPO Members
- Steering Committee & Staff comments to be addressed

Second and Public DRAFT
- 5/21/2021
- Second review period for MPO Members
- Consent by MPO Members to solicit public comment

30-Day Public Comment Period
- 5/24/2021 to 6/22/2021
- Public Meeting 6/3/2021
- Steering Committee, Staff, and Public comments to be addressed

Preliminary FINAL
- 6/25/2021
- Presented today for adoption
- Opportunity for final revisions
Changes in LRTP since First Draft (November 2020)

• Agency Coordination Meeting (March) conducted/ results discussed
• Public outreach results completed
  • Online survey (200+ responses)
  • Human services agencies interviews
• Environmental Justice benefits and burdens analysis completed (as appendix)
• Public transit section updated
• Performance measures section expanded/updated (MB)
• Projects (asset management, discretionary) section expanded
• “Corridors of Opportunity”
Changes in LRTP since First Draft (November 2020)

• CSVT section updated
• Fiscal projections updated
• GIS-based hub Web site/Executive Summary/story map completed
• Implementation actions section completed
Public Outreach and Comments Resolution

• During public comment period, comments have been logged and tracked
• 2 individuals/groups submitted written/verbal comments
• 7 distinct comments tracked
• Minor changes will be made to address comments
<table>
<thead>
<tr>
<th>Comment Serial Number</th>
<th>Commenter</th>
<th>Location of Comment</th>
<th>Comment</th>
<th>Status</th>
<th>Comment Resolution</th>
<th>Date of Status Update</th>
<th>Editor</th>
<th>Check</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Angela Harding, Clinton County Commissioner</td>
<td>Starting Page 41, Public Transportation and Ride-Sharing</td>
<td>Multimodal study going on for Clinton County; how will that be reconciled/relate to LRTP?</td>
<td>Unassigned</td>
<td>Some overlap with projects already in LRTP; monitor and coordinate.</td>
<td>6/3/2021</td>
<td>Kiel</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Beth Nidam, rabbittransit</td>
<td>Page 42 - Section 4.2.3.1.2, Fixed Route Services</td>
<td>We suggest including a map of transit services in existence, including the adjacent counties, including fixed routes, color-coding the shared ride provider services areas (perhaps), the designated stop svc, O/D points/routes for inter-city service, and the university shuttle services. The map would certainly highlight the limited service choices and gaps in available service throughout the region, as well as making a good baseline map for future LRTP updates.</td>
<td>Unassigned</td>
<td></td>
<td>6/15/2021</td>
<td>Kiel</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Beth Nidam, rabbittransit</td>
<td>Page 44 - Section 4.2.3.4, Microtransit</td>
<td>rabbittransit is piloting a microtransit service branded Stop Hopper in York County. Stop Hopper designates a vehicle to provide service within a designated service area during regular service areas. Riders use a smartphone app to request a ride to and from any point within the designated area, and pay a low fee of $2.00 per trip ($2.00 one-way in the current trial). In terms of scheduling, the service operates more like a ride-hailing service than traditional shared-ride service, and avoids many of the concerns shared-ride providers face related to eligibility and billing.</td>
<td>Unassigned</td>
<td>Text edits. Bold indicates additions.</td>
<td>6/15/2021</td>
<td>Kiel</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Beth Nidam, rabbittransit</td>
<td>Page 49</td>
<td>In Spring April 2021, rabbittransit will pilot launched a Designated Stop Service serving Columbia, Montour, Northumberland, Snyder and Union counties. Designated Stop Service makes use of shared ride trips scheduled on a regular basis. These trips may be for work or for dialysis or other regular medical trips. Regional facilities such as parks, libraries, and housing complexes along the route are designated as stops. People Anyone wishing to ride should call ahead and schedule a pick-up and drop-off at designated stop locations, and can ride one-way for $2.00, a nominal fee. This provides a low-cost alternative to fixed-route service for limited service areas that coincide with consistent shared-ride trips. Eight routes making both local and regional connections are available. As more services and locations return to normal operations, additional routes may be added. More details about rabbittransit’s Designated Stop Service, routes, stops, and schedules are available at <a href="https://www.rabbittransit.org/shared-ride/designated-stop/">https://www.rabbittransit.org/shared-ride/designated-stop/</a></td>
<td>Unassigned</td>
<td>Text edits. Bold indicates additions.</td>
<td>6/15/2021</td>
<td>Kiel</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Beth Nidam, rabbittransit</td>
<td>Around Page 49</td>
<td>Can we get a map for Designated Service? We can supply a clearer version for your plan upon request. This map is available on our website at the link above.</td>
<td>Unassigned</td>
<td></td>
<td>6/15/2021</td>
<td>Kiel</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Beth Nidam, rabbittransit</td>
<td>Page 49</td>
<td>rabbittransit is also exploring a pilot program to provide the Stop Hopper microtransit service in up to three areas within the SEDA-COG MPO area. Stop Hopper would provide same-day on-demand service in service corridors up to 12 miles long and a few miles wide. Work to refine the service areas and funding options is continuing, and launch is tentatively scheduled for late 2021.</td>
<td>Text edit.</td>
<td></td>
<td>6/15/2021</td>
<td>Kiel</td>
<td></td>
</tr>
</tbody>
</table>
Approval Steps

- No major changes to document or a second comment period required
- We now ask for final adoption!
Agenda Item G
In-Person/Hybrid SEDA-COG MPO Meetings Survey

1. Are you comfortable returning to fully in-person MPO meetings starting in September 2021?
   - [ ] Yes
   - [ ] No

2. Would you prefer having the option to attend the September and future MPO meetings remotely as part of a hybrid meeting using our RingCentral platform? Use the comments field for additional context.
   - [ ] Yes
   - [ ] No
   - [ ] Maybe
   Comments

3. Which of the following safety measures would make it easier, safer or more reasonable for you to attend in-person meetings?
   - [ ] Require all unvaccinated attendees to wear a mask upon entry
   - [ ] Limit in-person participation to voting members only
   - [ ] Hold the meeting in a larger venue that allows more physical distancing
   - [ ] Ask members to have their temperature checked when arriving
   Comments

4. Regarding MPO meeting packets, please indicate below your preference for accessing this information at future meetings.
   - [ ] Hard copy packet printed by staff and provided to me at in-person meeting
   - [ ] Hard copy packet printed by me from electronic version and brought to in-person meeting
   - [ ] Hard copy packet mailed to me for accessing the meeting remotely
   - [ ] Meeting packet accessed electronically by me and viewed on own tablet or PC
   - [ ] Meeting packet projected by staff onto monitors for in-person attendees or via RingCentral for remote participants
5. Contact Info

Name

Company

Email Address
Agenda Item H
A CLOSER LOOK AT YOUR REGION

The State Transportation Commission held its 45-day Public Comment Period for the 2023 12-Year Program (TYP) Update March 1 through April 14, 2021. The public had the opportunity to take the Transportation Survey and participate in an Online Public Forum on either a webinar platform or Facebook Live. In accordance with Governor Tom Wolf’s COVID-19 mitigation efforts, the Public Forum was held online only with a call-in option available. The public could request assistance to participate in the survey or Public Forum by contacting PennDOT’s Program Center by email or phone. All public feedback received was analyzed to better understand public priorities and transportation trends.

Transportation Issues Identified

Statewide, survey participants mapped about 2,500 transportation concerns, 109 of these are located within the SEDA-COG MPO region.

During the mapping exercise, some survey participants discovered their concerns were already addressed by projects on the 2021 TYP. See the map and data below for more details.

Number of Issues Identified

The icons below correspond with the same color dots on the map.

- 25 ROADWAY
- 7 BRIDGE
- 68 BIKING/WALKING
- 7 TRANSIT
- 1 FREIGHT
- 1 CONCERN(S) ALREADY ADDRESSED

Example of a 2021 TYP Project that Addressed Public Concerns

ROOSEVELT AVENUE TO SR 15/11

“A new rail trail is needed to connect Winfield with the rail trail that runs from Mifflinburg to Lewisburg.”

Local Survey Participant
ABOUT THE SURVEY PARTICIPANTS IN YOUR REGION

Over 7,000 individuals participated in the survey statewide, and 129 of the survey participants identified with the SEDA-COG MPO region through feedback provided. Learn more about the participants from this region.

Top Transportation Modes

- DRIVE ALONE
- WALKING
- BICYCLING

Transportation Priorities Ranking

1. ROAD PAVEMENT
   Repairing, restoring, reconstructing and maintaining Pennsylvania's 120,000 miles of state and local roadways to improve your travel

2. BRIDGES
   Repairing, replacing and maintaining Pennsylvania's 31,000 state and local bridges

3. WALKING
   Accessible and connected routes to get you where you need to go safely

4. INTERSTATE HIGHWAY
   Specific, prioritized investments in reconstructing Pennsylvania's 1,868 miles of interstate highways

5. TRAFFIC FLOW
   Using technology to improve traffic flow and construction of new roads and additional travel lanes to safely move people and goods more efficiently

6. TRANSIT
   Accessible and timely public transportation that covers an extensive service area and crosses regions

7. BICYCLING
   Safe bicycle routes and facilities throughout the commonwealth to get you where you need to go

8. PASSENGER RAIL
   Intercity and commuter rail service across Pennsylvania with out-of-state connections

9. FREIGHT
   Modern highways, railways, airports and waterways to support the economy and ensure the efficient movement of goods and services

10. AVIATION
    Modern facilities, operations and a wide range of commercial airline choices at airports
2021

129 SURVEY PARTICIPANTS
109 MAPPED ISSUES
1 RESOLVED

2019

144 SURVEY PARTICIPANTS
110 MAPPED ISSUES
10 RESOLVED

About the Survey Participants

<table>
<thead>
<tr>
<th>Gender/Preference</th>
<th>2021</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>51%</td>
<td>50%</td>
</tr>
<tr>
<td>Female</td>
<td>45%</td>
<td>48%</td>
</tr>
<tr>
<td>Third gender/Nonconforming</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>I prefer to self-describe</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>I prefer not to answer</td>
<td>4%</td>
<td>2%</td>
</tr>
</tbody>
</table>

Responses to demographic questions were optional.

Age

- 2021:
  - Under 25 YEARS: 1%
  - 25-34 YEARS: 9%
  - 35-44 YEARS: 11%
  - 45-54 YEARS: 17%
  - 55-64 YEARS: 19%
  - 65-74 YEARS: 23%
  - 75+ YEARS: 28%

- 2019:
  - Under 25 YEARS: 1%
  - 25-34 YEARS: 9%
  - 35-44 YEARS: 11%
  - 45-54 YEARS: 17%
  - 55-64 YEARS: 19%
  - 65-74 YEARS: 23%
  - 75+ YEARS: 22%

Top Transportation Modes

- 2021:
  1. DRIVE ALONE
  2. WALKING
  3. BICYCLING

- 2019:
  1. DRIVE ALONE
  2. WALKING
  3. BICYCLING

Highest Ranked Priorities

- 2021:
  1. ROAD PAVEMENT
  2. BRIDGES
  3. WALKING

- 2019:
  1. ROAD PAVEMENT
  2. BRIDGES
  3. TRAFFIC FLOW
Agenda Item K
### Opportunities to Provide Review and Comment:

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA Transportation Planning Process Briefing Book</td>
<td>FHWA has updated its Transportation Planning Process Briefing Book. Part 1 discusses transportation planning and its relationship to decisionmaking. Part II presents short descriptions of the key products that are prepared as part of the transportation planning process. More information is available <a href="#">here</a>.</td>
</tr>
<tr>
<td>FHWA Community Connections Innovations Handbook</td>
<td>FHWA published this handbook for States, MPOs, and local governments. It includes a toolbox for advancing Community Connections considerations in the transportation planning, project development, and design processes. More information is available <a href="#">here</a>.</td>
</tr>
</tbody>
</table>

### Funding Opportunities:

<table>
<thead>
<tr>
<th>Opportunity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROUTES Initiative Applicant Toolkit</td>
<td>The U.S. Department of Transportation has released an Applicant Toolkit for the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative. The Toolkit provides user-friendly information and resources to enhance rural applicants’ familiarity with USDOT’s discretionary grant programs and the funding process.</td>
</tr>
<tr>
<td>Transportation Alternatives Set-Aside Program</td>
<td>The 2021 Transportation Alternatives Set-Aside statewide funding round opens on June 28 and closes on October 15, 2021. Find more information <a href="#">here</a>.</td>
</tr>
<tr>
<td>Multimodal Transportation Fund</td>
<td>The Commonwealth Financing Authority announced the latest grant recipients on 4/21/21. See project list <a href="#">here</a>. The next round of Multimodal grants is open till July 31, 2021.</td>
</tr>
<tr>
<td>Multimodal Transportation Fund</td>
<td>PennDOT announced the latest grant recipients on 4/16/21. See project list <a href="#">here</a>. The next round of Multimodal grant applications will open in September 2021.</td>
</tr>
<tr>
<td>Green Light-Go Program</td>
<td>PennDOT accepted FY 20-21 applications until 1/10/20; grant applications were not awarded in 2020, but it’s assumed that applications will be solicited again in 2021.</td>
</tr>
<tr>
<td>ARLE Program</td>
<td>The 2020 ARLE grant awards were announced on 12/7/20. See PennDOT press release <a href="#">here</a>. The 2021 application round is opened till July 1.</td>
</tr>
<tr>
<td>ARC Local Access Road Program</td>
<td>Interested parties should contact SEDA-COG’s Betsy Lockwood regarding candidate local access road projects. Project summaries for 2021 will be due in June 2021.</td>
</tr>
</tbody>
</table>

### PennDOT Project Information:

<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance and Traffic Bulletins</td>
<td>PennDOT District 2 Maintenance &amp; Traffic Bulletins can be found <a href="#">here</a>. PennDOT District 3 Maintenance &amp; Traffic Bulletins can be found <a href="#">here</a>.</td>
</tr>
</tbody>
</table>
## Items of Potential Interest to MPO Members
### As of June 2021

<table>
<thead>
<tr>
<th>Major and Ongoing Construction Projects</th>
<th>PennDOT District 2 Major &amp; Ongoing Construction Projects can be found <a href="#">here</a>. PennDOT District 3 Major &amp; Ongoing Construction Projects can be found <a href="#">here</a>. PennDOT project performance results can be found <a href="#">here</a>.</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA Transportation Projects</td>
<td>Statewide active construction projects and projects included on current TIPs and Twelve Year Plans can be found <a href="#">here</a>.</td>
</tr>
<tr>
<td>PennDOT One Map</td>
<td>PennDOT One Map serves as the GIS visualization portal for planned and completed maintenance activities. PennDOT One Map provides sets of map data which can be exported and queried for attribute data. This application can be found <a href="#">here</a>.</td>
</tr>
</tbody>
</table>

### MPO and Committee Activities:

<table>
<thead>
<tr>
<th>Next MPO Meeting</th>
<th>September Meeting.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO Strategic Plan</td>
<td>Members adopted the current Strategic Plan at the March 22, 2019 MPO meeting. The Plan can be found <a href="#">here</a>.</td>
</tr>
<tr>
<td>Middle Susquehanna Bicycle and Pedestrian Plan</td>
<td>Members adopted the 2019 Bike+Ped Plan at the 5/17/19 MPO meeting. The Active Transportation Committee has been formalized and began meeting in August 2019. More details can be found <a href="#">here</a>.</td>
</tr>
<tr>
<td>Federal Functional Classification Review</td>
<td>Staff recently wrapped up a systematic review of functional classification. The proposed changes are available via a webmap <a href="#">here</a>.</td>
</tr>
<tr>
<td>Local Bridge Subcommittee</td>
<td>Local bridge funding handbook was distributed in 2016; an updated version for 2020 is posted <a href="#">here</a>. County prioritization meetings and scoring process for 2023 TIP occurred in spring 2021.</td>
</tr>
<tr>
<td>LTAP Classes and Other Municipal Training</td>
<td>More details can be found <a href="#">here</a>.</td>
</tr>
<tr>
<td>SEDA-COG Long Range Transportation Plan (LRTP) Update</td>
<td>2016-2040 LRTP was adopted at the 7/15/16 MPO meeting. Final plan electronic version has been posted <a href="#">here</a>. The next LRTP will be due in July 2021.</td>
</tr>
</tbody>
</table>
NADO Members –

Yesterday, a bipartisan bill was introduced in the United States Senate to prevent increasing the population threshold of Metropolitan Statistical Areas (MSA) from 50,000 people to 100,000 people. United States Senators John Thune (R-S.D.) and Mark Kelly (D – Ariz.) introduced the bill in response to a January 19, 2021 Office of Management and Budget (OMB) notice and request for public comment on a proposal to increase the population threshold. The change could impact more than 140 MSAs across the nation and could potentially result in loss of federal funds with a designation change.

NADO and its members have strongly opposed this change and welcome legislative action to protect the MSAs that could be impacted by OMB’s proposal. We have worked hard with a coalition of organizations such as the National League of Cities, the National Association of Counties, the Association of Metropolitan Planning Organizations, and the National Association of Regional Councils to make our voices heard. Special thanks goes to NADO Past President Lynne Keller Forbes from South Eastern Council of Governments in South Dakota for opening the door for NADO to work with Senator Thune’s office on this important legislation.

Below is a joint press release from Senators Thune and Kelly announcing the introduction of the legislation. Please note that others signed on to a letter to OMB earlier this year opposing the population threshold increase including Senators Kevin Cramer (R-N.D.), Deb Fischer (R-Neb.), John Hoeven (R-N.D.), Cynthia Lummis (R-Wyo.), Mike Rounds (R-S.D.), Kyrsten Sinema (D-Ariz.), and Representatives Dusty Johnson (R-S.D.), and Adrian Smith (R-Neb.).

NADO members are encouraged to reach out to your Senators to ask them to support this legislation moving forward. Senate offices should contact Adam Wek in Senator Thune’s office at Adam_Wek@thune.senate.gov to sign on in support of this bill.

Joe McKinney
NADO Executive Director
June 15, 2021

U.S. Sens. John Thune (R-S.D.) and Mark Kelly (D-Ariz.) today introduced the Metropolitan Statistical Area Preservation Act, legislation that would protect more than 140 Metropolitan Statistical Areas (MSAs), including Rapid City, South Dakota, from losing their MSA classifications. Losing this classification could, among other things, harm communities’ access to certain federal funding opportunities and their ability to grow and attract businesses. The bipartisan Thune-Kelly bill would prevent the Office of Management and Budget (OMB) from increasing the minimum population that is currently required to be considered an MSA and ensure these communities retain their classifications.

“Increasing the population threshold that is needed to be considered a ‘metropolitan statistical area’ would adversely affect communities in nearly every state, including South Dakota,” said Thune. “The Metropolitan Statistical Area Preservation Act would protect communities like Rapid City from losing their current classification as a metropolitan area, address concerns I have heard from constituents in western South Dakota, and protect them from potentially losing access to certain federal funds.”

“As we work to beat this virus and rebuild our economy, it’s a priority for me to ensure a strong recovery in rural and small-town Arizona,” said Kelly. “I’ve heard concerns from Mayors across Arizona about how this policy change could impact their ability to support their communities by qualifying for federal transportation, housing, and other funds. That’s why I’m introducing this bipartisan legislation to ensure communities can get the support they need to continue to grow and prosper.”

“Rapid City’s trade area is nearly 150,000 people, so losing its MSA status because its corporate boundary is only 80,000 people is counterproductive,” said Tom Johnson, president and CEO of Elevate Rapid City. “It provides cities incentives for bad growth policies like unnecessary annexation and sprawl and could saddle small cities with excessive infrastructure costs to try and get to a new and arbitrary 100,000 MSA designation. Additionally, as small cities continue to grow and attract talent, it’s critical that they be seen as MSAs by young professionals who are relocating from large cities to small cities, but seeking similar amenities.”

“The National League of Cities thanks Senators Thune and Kelly for stepping up to the calls from America’s cities and towns who are working to meet their economic development and recruitment goals and recover from the recent pandemic,” said Clarence E. Anthony, National League of Cities CEO and executive director. “Every action in Washington can lead to consequences in communities across America which is why it is imperative that Congress continue to ensure they receive and react to valuable feedback from local officials directly when Washington wants to make a change, even when that change is as small as the definition of a metropolitan statistical area.”

“The National Association of Development Organizations endorses this important legislation designed to help protect the status of smaller metropolitan regions across the country,” said Joe McKinney, executive director of NADO. “Maintaining the status of smaller MPO designations will help ensure that they remain eligible to receive federal funding needed to carry out critical planning functions. NADO stands in opposition to OMB’s proposal to change the population standard that constitutes the core of a Metropolitan Statistical Area from 50,000 to 100,000 minimum population. Such a reclassification would effectively redefine existing distinctions between ‘urban’ and ‘rural’ which could have wide-ranging complexities, risks, and potentially harmful impacts. NADO commends Senator Thune’s and Senator Kelly’s leadership in taking steps to protect the status of smaller metropolitan regions, and their eligibility to access federal resources.”

On January 19, 2021, OMB issued a notice and request for public comment on a set of recommendations from the Metropolitan and Micropolitan Statistical Area Standards Review
Committee to revise certain requirements for communities to be classified as an MSA. Among other things, the recommendations would increase the minimum urban area population needed to qualify as an MSA from 50,000 to 100,000.

In response to the OMB notice, Thune, Kelly and a number of their colleagues sent a bipartisan letter to OMB Acting Director Rob Fairweather urging him to reject the recommendations that would increase the minimum urban area population threshold for MSA designations.