MEETING AGENDA

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

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

C. *Approval of the September 17, 2021 MPO Meeting Minutes ..............J. Saylor

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

E. CSVT Project and SR 54 Safety Project Status Reports..........................PennDOT

F. *CSVT Special Impact Study Presentation and Acceptance ..............B. Funkhouser

G. *SEDA-COG MPO 2022 Meeting Dates.............................................J. Saylor

H. *Election of MPO Officers and Member Re-appointments...................J. Saylor

I. *FY 2022-24 Unified Planning Work Program Approval/Resolution.........J. Saylor

J. *Transportation Alternatives Set-Aside Project Recommendations ........S. Herman

K. *Annual Update of Safety Performance Measure Targets ....................S. Herman

L. 2023 Twelve Year Program Update ...............................................S. Herman

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

N. Active Transportation Committee Update...........................................K. Wilde

O. Member Forum.................................................................................J. Saylor

P. Adjournment..................................................................................J. Saylor

(*) Action Items
Agenda Item C
MPO VOTING MEMBERS
Mark Colussy, Mifflin County
Lisa Dooley, Town of Bloomsburg (via teleconference)
Lincoln Kaufman, Snyder County (via teleconference)
Brad Kerstetter, Juniata County (via teleconference)
Jack Kyttle, Borough of Berwick (via teleconference)
Shawn McLaughlin, Union County
Steve Phillips, SEDA-COG Board, Multi-Modal Interests (via teleconference)
Dean Roberts, PennDOT Central Office (via teleconference)
Jim Saylor, SEDA-COG
Mark Schultz, PennDOT District 2-0 (via teleconference)
Eric Stahley, Columbia County (via teleconference)

OTHER MPO MEMBERS
Justin Batiuk PennDOT District 3-0 (via teleconference)
Kristin Mulkerin, PennDOT Central Office (via teleconference)
Gene Porochniak, FHWA (via teleconference)
Lauren Russell, Union County

GUESTS
Steve Beattie, Borough of Lewisburg

STAFF PRESENT
Kay Aikey, Program Assistant
Steve Herman, Transportation Planner
Don Kiel, Senior Principal Program Analyst
Kyle Postupack, JRA Property Manager
Jeff Stover, Transportation Program Chief (via teleconference)
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 9:47 a.m.

Public Forum

No comments were received from the general public.
Approval of the June 25, 2021, Meeting Minutes of the SEDA-COG MPO

*Mr. Phillips made a motion to approve the minutes from the June 25, 2021, MPO meeting; Mr. Stahley seconded the motion; motion carried.*

TIP Administrative Modifications and Amendments

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

*Mr. Colussy made a motion for the MPO to approve the TIP administrative actions as presented for PennDOT District 2-0; Mr. McLaughlin seconded the motion; motion carried.*

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

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

Mr. Saylor stated that the MPO was asked to adopt an amendment to the TIP at the June meeting. After the meeting there was a small technical correction to the funding type for part of the total funding. This does not have to be voted on again by the MPO; this is being presented as an informational item to make sure it is clear about how the money is broken out and added to the TIP. The updated chart for this amendment was provided in the meeting packet.

The following handouts were also provided in the meeting packet:
- Summary of Transportation Projects in the SEDA-COG Region Approved for TIP Addition Pending Available Funding/Actions by Other Parties – Mr. Saylor stated there have been no changes since June 2021.
- Simplified listing of county TIP sheets.

Mr. Saylor stated that the Commerce Drive project in Mifflin County that previously went through the process has had a cost overrun, and as a result, the county is going to reapply for Local Access Road Program funds from ARC in the round that will accept full applications this December. This was to go to the SEDA-COG Board in August but didn’t get there so it is expected to come up at the September 22nd board meeting. This is an informational item and doesn’t require any changes.

CSVT Project and SR 54 Safety Project Status Reports

Mr. Batiuk provided the following update:

**Northern Section** – The contractor recently began asphalt paving. This will continue until October. The wearing course will be placed in 2022. Completion is expected in late 2022.

**Southern Section** – PennDOT is waiting on right-of-way clearance which is expected in a few days. PennDOT hopes to be able to advertise the first contract soon.

More information is available at [http://www.csvt.com/](http://www.csvt.com/)

An update on the SR 54 Safety Project will be provided at the November meeting.
Adoption of 2021 Regional Operations Plan

A copy of the 2021 Regional Operations Plan was provided in the meeting packet. Mr. Saylor stated that the full update to the Regional Operations Plan was done in 2018. PennDOT has moved from having a Regional Operations Plan for each district to having four plans across the state. PennDOT Districts 2-0, 3-0 and 9-0 are in the same plan and held a series of stakeholder meetings through the summer and fall of 2018. The plan was adopted in December 2018 and over the last couple of months PennDOT has been working on a minor interim update. The MPO was brought in as stakeholders and were given the chance to identify additional projects. The plan identifies needs related to intelligent transportation systems such as things like cameras, weather stations, variable message signs, signal improvements and similar projects. Staff participated in stakeholder calls and in proposing additional projects drawn from the Danville Area Traffic Study, the Long Range Transportation Plan Update and some of the PennDOT Connects sessions that were held in the region. Since the last plan was completed, staff was able to update and expand one project from the old plan and have four new projects added. A brief summary is provided in the meeting packet. The full addendum of the plan which is packaged as an appendix to the original plan was included in the email sent by Mr. Herman. If the MPO adopts the Regional Operations Plan the significance is that it will nominate these four or five projects listed for the region as the MPO’s top priorities for traffic systems management and operations funding moving forward.

Mr. Colussy raised a question regarding the CSVT Signal Improvements project on Table 2: Interim Update for Regional Operations Plan Project Additions and asked if that project brings the opportunity for a new funding package to offset some funding for the roadway improvements. Mr. Saylor replied that it would not bring any new funding to the table. It is looking at the signals on the Routes 11 and 15 strip. There is funding for about four of those signals plugged into the CSVT where they have direct impacts. The idea of carrying this forward is as it gets closer to opening of the Southern Section, a study would be done and would apply for something like Green Light-Go or the MPO would try to find other TIP funding so that the whole coordinated system of 20 signals still works the way it should.

Mr. McLaughlin made a motion for the MPO to adopt the 2021 Regional Operations Plan update as presented; Mr. Colussy seconded the motion; motion carried.

2023 Twelve Year Program Update

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

- 2023 General and Procedural Guidance Changes Talking Points
- Comparison of Funding Levels for Draft 2023-2026 and 2021-2024 SEDA-COG MPO Transportation Improvement Programs
- 2023 TIP Update Timeline
- Table of the Top 3 Priority Projects for Additional Transportation Infrastructure Funding

Mr. Colussy stated that a sub-group not spelled out in the seven sub-groups of “subject matter experts” in the talking points is Active Transportation and wanted to make sure those efforts are not going unnoticed.

Mr. Saylor stated that when talking about the shift in funds between PennDOT District 2-0 and District 3-0, the funding comes into the MPO as a planning area and there is some discretion on how it is split between the districts. The MPO staff level recommendation is that the way the funds
are broken out between the districts within the MPO should follow the same formulas used to allocate it between the various MPOs.

**Local Bridge Prioritization Projects for 2023 TIP**

Ms. Wilde reviewed the 2023 TIP Bridge Prioritization Process included in the meeting packet. She stated that a more in-depth ranking of the projects was included in an email that Mr. Herman had sent out. Ms. Wilde stated she will be sending out information in 2022 for those members who need a refresher on the prioritization process.

Mr. Colussy commented that he appreciated the efforts of Ms. Wilde working through the process with Mifflin County. Mr. Schultz thanked Ms. Wilde for her efforts working with the counties and municipalities.

*Mr. Colussy made a motion for the MPO to accept the local bridge prioritization projects for the 2023 TIP as presented; Mr. Kaufman seconded the motion; motion carried.*

**Transportation Alternatives Set-Aside Program Update**

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

- Transportation Alternatives Set-Aside Projects Status Update – 2018 Funding Round
- List of 2021 TA Set-Aside Round Pre-applications

Mr. Herman stated that full applications are due October 15th. The MPO review committee will meet November 16 at the Union County Government Center to hear the applicant’s presentations. Project recommendations will be presented to the full MPO at its meeting scheduled for November 19th. Currently there are 140 pre-applications submitted on the statewide level; five are from the SEDA-COG region. PennDOT is projecting at least $18 million to be available state-wide with a possibility of an additional $18 million contingent on Congress acting on a new federal transportation bill.

**Proposed SEDA-COG MPO 2022 Meeting Dates**

A copy of the proposed 2022 MPO meeting dates was provided in the meeting packet. Committee members were asked to review the dates and see if there are any conflicts. These dates will be finalized at the November MPO meeting.

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

Mr. Saylor reviewed the SEDA-COG MPO Staff Activity Report – September 2021 provided in the meeting packet.

Mr. Saylor stated that at the last MPO meeting he discussed submitting two projects to PennDOT for funding through the PennDOT Connects Program and those have both been approved. The UPWP has been updated to include those projects which are the Hogan Blvd. Study in Clinton County looking at bicycle and pedestrian concerns and the 522-Corridor Study in Snyder County. A preliminary meeting has been held for each of those projects and staff is working with the consultant team on the scope and draft work orders. The funding for these projects expires June 30, 2022, and
because of where the Master Agreement is for the UPWP, there is no possibility to extend that funding period or carry it over.

Since the last MPO meeting, staff has been working on the draft UPWP for FY 2022-2024. The budgets have been added and the split between projects is lining up with how staff thinks they will be spending their time. The UPWP guidance indicates that there is a small amount of SPR funding available for Year One and that is competitive on a statewide basis and can be used for various planning studies. It is 80% federal funding, and 20% local match needs to be brought to the table. As done in previous years, staff wants to make sure that MPO members are aware of this opportunity. Staff has included brief scopes for three projects that could be considered. None of these are a definite at this point and are all labeled S3. The idea is that staff would narrow this down in the final UPWP that the MPO will be asked to adopt at the November meeting. Mr. Saylor asked MPO members to let staff know by October 20 if they have planning studies that should be considered. Depending on what comes in, staff will work on the prioritization to figure out what can be submitted. Based on what has been seen for previous years, the way this selection is made is by looking at what has committed local match.

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

- Table of Recently Accessed Highway Occupancy Permit Applications
- SEDA-COG MPO Limited English Proficiency Plan

Mr. Colussy stated that one of the concentrated areas of folks that do not speak English very well is in Mifflin County, West Germanic known as Pennsylvania Dutch. Mifflin County deals a lot with Amish people. Mr. Colussy stated the plan identifies providing feedback to the Amish and they do not have phones or internet. Mr. Colussy offered using the Mifflin County office as a satellite office for one-on-one outreach to the Amish.

Additional handouts provided in the meeting packet:

- SEDA-COG MPO TIP Local Project Tracking
- SEDA-COG MPO TIP Project Updates
- Requests to Add Projects to the SEDA-COG MPO TIP

**Active Transportation Committee Update**

Ms. Wilde stated that the next meeting of the Active Transportation Committee is scheduled for November 10. The following 2022 meetings were approved: February 16 and May 18. Ms. Wilde and Ms. Ellison were approved for a second term as Chair and Vice-Chair of the committee. Work will begin on creating branding for the committee. Members interested in this are asked to let Ms. Wilde know, and a link will be sent for the next Community Engagement and Outreach Work Group Meeting.

**Member Forum**

The following items were included in the meeting packet:

- Items of Potential Interest to MPO Members as of September 2021.
- Flyer on the PennDOT Virtual Innovation Days in November.
- Summary of the Pennsylvania Transportation Revenue Options Commission Final Report and Strategic Funding Proposal.

Mr. Saylor stated that the draft of the Statewide Long Range Transportation and Freight Plans will be available for comment later this month. The link for those will be shared with MPO members as they are available.

Members were asked for feedback as to whether to continue with virtual/hybrid meetings and if the meetings should be held at SEDA-COG or the Union County Government Center.

**Adjournment**

With there being no further comments, Mr. Saylor adjourned the meeting at 11:12 a.m. The next regular meeting of the MPO is scheduled for November 19, 2021.
Agenda Item D
## District 2-0 SEDA-COG

**Overall Change Amount:** $0

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**Narrative:**

MPMS# 110354- Construction Phase- Increase to meet low bid amount.

Funding used is NHPP (federal)

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

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**Narrative:**

MPMS# 114972- Construction Phase- Increase to meet updated estimate.

Funding used is STP (federal)

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<td>114972</td>
<td>Clinton</td>
<td>120</td>
<td>323</td>
<td>SR 120 Slide Restoration II</td>
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**Narrative:**

MPMS# 106321- Construction Phase- Add Funding for the SR 1005 Wall Repair.

Funding used is A-185 (state)

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<td>103</td>
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<td>2020 SEDACOG Bridge Preservation</td>
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Narrative:

MPMS# 110829 - Preliminary Engineering phase - Add PE phase to FFY 2022 at the request of the project manager. This project's Construction phase is funded with Enhanced Maintenance Program 409 Funding.

*The FD phase FFY 2022 programmed amount for MPMS# 110829 was removed and it's FFY 2023 amount increased by the amount removed in FFY 2022, the total amount for the project phase is not changing.

Funding used A-581(state)

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<td>110829</td>
<td>Northumberland</td>
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Narrative:

MPMS# 103234 - Construction phase - Add CON phase to cover Department Force Leveling costs.

Funding used A-581(state)

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Narrative:

MPMS# 6872 - Final Design phase - Increase FD phase to cover Construction Engineering costs during Construction.

Funding used NHPP (Federal)

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Funding used - NHPP (Federal)
MPMS#’s 116676, 116677, and 116686 - Construction phase - Add CON phase in FFY 2022 to cover Flood Debris removal estimated costs on FED AID Route that were deemed ineligible for FFL reimbursement.

Funding used is A-581 (state)

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MPMS# 115578 - Preliminary Engineering phase - Add PE phase for department force core sample drilling. Construction phase is funded with A-409 state enhanced maintenance funds.

Funding used - A-581(state)

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MPMS# 114101 - Final Design phase - Change FD funds from BOF to 185 to better utilize project funding.

Funding used A-185(state)

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MPMS# 98396 - Preliminary Engineering phase - Increase PE funds from due to additional Consultant activities for signing and plan review .

Funding used A-185(state)
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<td>Columbia</td>
<td>1012</td>
<td>007</td>
<td>SR 1012 over Tributary to Briar Creek</td>
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<td>MPMS Number</td>
<td>Route/Road</td>
<td>Location</td>
<td>Project Name</td>
<td>Requested by/Sponsor</td>
<td>Description</td>
<td>Estimated Cost / Funding Request</td>
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<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. Pending convenience store/gas station/restaurant/tire store development in Hemlock Township has an approved TIS that requires installation of a traffic signal and left turn lanes at this intersection that must be completed by 6/24/2024.</td>
<td>TBD</td>
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<tr>
<td>111618</td>
<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>
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<tr>
<td>115607</td>
<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>
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Agenda Item F
Central Susquehanna Valley Transportation Project

SPECIAL IMPACT STUDY

NOVEMBER 2021
Executive Summary

BACKGROUND
The Central Susquehanna Valley Transportation project, or “CSVT”, is a major public works project currently under construction within the region. With full construction expected to be completed in 2027, the CSVT project is anticipated to break open bottlenecks in Selinsgrove and Northumberland, and separate long-distance through traffic from local traffic. While the improvements will improve highway safety, lessen congestion, and reduce travel time for freight haulers and the public, the project will naturally create unintended consequences that will need to be addressed by planners and public officials.

The project area traverses the Metropolitan Planning Organization (MPO) regions of Lycoming County (Williamsport Area Transportation Study) and SEDA-Council of Governments. Both MPOs have collaborated with the Pennsylvania Department of Transportation (PennDOT) in preparing this study report which documents the region’s existing conditions, provides forecast for future growth in population and employment, and offers a set of recommendations for addressing a post-CSVT environment. The study’s purpose was to develop an action plan that ensures orderly land development patterns, smart growth, and a safe, efficient multi-modal transportation system that is responsive to the impacts of the project’s completion.

The study area is focused on the corridors of Interstate 180 and US 15 with other surrounding roadways of interest identified throughout the study process, including US 220, US 522, and PA 45 through Lewisburg Borough. Key study tasks included an existing conditions assessment, land use visioning, traffic modeling and safety assessments, evaluation of strategies and the development of an implementation plan.

UNDERSTANDING EXISTING CONDITIONS
The report summarizes the region’s existing conditions as they pertain to travel demand, traffic congestion, and highway safety. Understanding these components of the existing transportation network sets the stage for understanding the potential impacts that CSVT may have in the future.

Travel Demand
Traffic volumes on US 15 and PA 147 have historically been consistent and stable. The highest demand has been on the heavily commercialized area of US 15 in and around Shamokin Dam, where US 11 and PA 61 intersect. Vehicle probe data reveal that nearly half of all passenger traffic in Shamokin Dam is local to the area, with 27 percent destined for outside the area. For
commercial haulers, the rates are 12 percent and 69 percent, respectively. Truck share of the traffic stream is higher on PA 147, where rates are as high as 27 percent just south of Interstate 80.

Traffic Congestion
The study process identified several bottleneck locations, including: US 15 in Shamokin Dam, Lewisburg, and Allenwood, and PA 147 in Northumberland Borough. Most traffic delay occurs on Fridays, most likely influenced by commercial activity in Selinsgrove and Lewisburg.

Highway Safety
The MPOs used a network screening tool in identifying areas most prone to crashes on the existing transportation network within the study area. Facilities examined included ramps, ramp terminals, and speed change lanes. Existing high crash segments identified included: US 15 in Shamokin Dam, Lewisburg, Allenwood, and South Williamsport; PA 147 in Northumberland; and PA 54 near Turbotville.

PLANNING FOR THE FUTURE
Land Use Forecasts and Growth
Along with transportation-related impacts, the CSVT Project is anticipated to impact land use growth and patterns throughout the region. The study collaborated with the MPOs, PennDOT, local municipalities, and other partners to develop a regional land use vision for the study area, which is intended to inform the identification of potential future traffic and safety impacts and identify ways to best monitor changing conditions within the study area.

Potential areas of development were identified based on developability factors such as vacancy, appropriate zoning, slopes less than 25 percent, outside of floodplains. Weighting factors included parcel area, presence of sewer and water infrastructure, growth areas identified in county comprehensive plans, known developments, historic population and employment growth, and distances to transportation infrastructure. Upon determining development potential, growth rates for both future population and employment growth were established, and this growth was allocated to the parcels deemed developable to create the mid- to long-term land use vision.

Developability and identification of proposed developments were also informed by outreach with county planners, municipal staff and officials, sewer and water authorities, and Focus Central PA. Of the 78 planned and contemplated developments identified, 37 percent of those developments were located within one mile of an existing interchange or new interchange being constructed as part of CSVT. Additional insights assisted in further understanding of existing utility infrastructure and future infrastructure expansion efforts.
The analysis found that the anticipated completion of the CSVT project will have significant influence on land use projections near the interchanges of I-180 compared to other areas within the region.

The regional land use vision along with the study’s recommendations can be viewed via an interactive web map here: Williamsport Area Transportation Study (WATS) (arcgis.com). Further instruction on how to use the web map can be found in the Planning for the Future section of this report.

Traffic Modeling
The study process used PennDOT’s statewide travel demand model to understand levels of diversion, or how travel patterns would be expected to change, post-CSVT. Traffic volumes on US 15 are expected to decrease significantly at various locations throughout the corridor while other roadways adjacent to CSVT (such as US 522 and US 220) are expected to experience increases in traffic. Several east-west connections are also anticipated to be affected, including PA 45 in Lewisburg, PA 642 through Milton, and PA 44 in Watsontown. The modeling results provide valuable insights to inform future planning.

Highway Safety Opportunities
An analysis using methodologies outlined in AASHTO’s Highway Safety Manual was conducted to identify existing interchange features that are experiencing an excess number of crashes and thus should be given attention as CSVT Project impacts to transportation and land use occur. The interchange features examined were the same as those in the Existing Conditions analysis and were ranked by “excess cost”, or the greatest opportunity for return on infrastructure investment. Top ranked locations included the US 15/Market Street/Lewisburg ramp terminals on Interstate 180 east and westbound; the Basin Street Speed Change Lane off onto I-180; and the westbound I-180 on ramp at Faxon from Northway Road.

IMPLEMENTATION: WHAT COMES NEXT?
The desired result of the study was to create an action plan that will ensure orderly land development patterns, smart growth, and a safe, efficient multi-modal transportation system. The study team collaborated to develop an implementation plan to help the MPOs, PennDOT and other implementing agencies proactively monitor and prepare for the potential impacts that CSVT may bring. A series of strategies were developed and organized into major categories, including: Land Use, Economic Development, Traffic Operations, Safety, Multimodal Transportation, and Planning and Administration. Each strategy includes supporting information such as agency lead, planning-level cost estimates, and recommended timing for implementation. Initial action steps are also provided to assist in the transition to the implementation phase.

As part of the implementation process, a CSVT Study Implementation Task Force will be convened to administer the implementation plan and its strategies. This newly formed group will consider the plan’s menu of offerings as it monitors implementation progress. While it is unlikely that every recommendation will be implemented or acted upon, they were designed to encourage improvement in the conduct of government programs and operations and are addressed to parties with the authority to act. Along with the formation of the task force,
essential steps in implementation also involve ongoing stakeholder engagement and assistance from the region’s municipalities and the public to monitor the changes observed as CSVT opens to traffic. The engagement and participation of these groups is an essential step in the successful mitigation of CSVT’s potential impacts and the fulfillment of the study’s needs and vision.
Implementation Strategies & Next Steps

STUDY RECOMMENDATIONS

The team organized the study recommendations into several categories, including land use; economic development; traffic operations; safety; multimodal transportation; and planning and administration. The implementation plan includes supporting information, including implementing agency lead, planning-level cost estimates, and recommended timing. Other action steps were also provided to assist in making the transition from planning to implementation.

The reader should note that PennDOT consistently works with municipalities throughout the District to identify projects to improve traffic flow. Several of the study recommendations include monitoring interchange off-ramps or signal re-timings based on potential traffic projections. The reader should also note that any future developments within the study area will be subjected to the HOP process and signalizing interchanges or re-timings will be based on the results of a TIS. Any signing or roadway geometry upgrades suggested within this report should ideally be addressed through future roadway reconstruction projects or related upgrades and not as stand-alone projects in order to maximize the use of available dollars unless there is an immediate severe crash pattern that needs addressed.

The study recommendations offer a framework for the MPOs, PennDOT, and their stakeholders in what needs to be accomplished to prepare for CSVT's impacts. A critical component of the study's implementation strategy includes monitoring and addressing the impacts of the CSVT Project as it opens to traffic. Local government stakeholders and the public are encouraged to assist in this essential implementation step to fulfill the vision and needs identified in this study. The Williamsport and SEDA-COG MPOs hold regular meetings that are open to the public and provide an opportunity to voice transportation concerns. The MPOs' 3C planning process (continuous, cooperative, and comprehensive) provides the essential framework in which implementation of this study's recommendations can be successful.

Successful mitigation of CSVT’s impacts will rely heavily on regular and routine stakeholder participation and involvement. The creation of a CSVT Study Implementation Task Force will serve as the primary body responsible for administering the study's implementation plan under the aegis of the MPOs and PennDOT. The Task Force should meet on a quarterly basis. Meeting frequency over the long-term can be reevaluated and adjusted as new CSVT traffic patterns reach equilibrium and as local land use management practices improve.

Study recommendations are organized by the following categories:\footnote{Legend for estimated costs:}
- **Traffic Safety (TS)** to address hotspots with excess crashes based on Highway Safety Manual (HSM) analyses.
- **Traffic Operations (TO)** including vehicle navigation aids, signing, signal timings, etc.
- **Transportation Enhancements (TE)** including multimodal improvements, traffic calming, Complete Streets, etc.
- **Land Use (LU)** to address updates to existing and creation of new county and local plans, policies, and ordinances.
- **Economic Development (ED)** including projects to improve infrastructure to facilitate job growth and community development.
- **Planning and Administration (PA)** to continue coordinating planning efforts across the CSVT study area.
Traffic Safety (TS)

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<th>Lead Entity</th>
<th>Estimated Cost</th>
<th>Timeframe</th>
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<tr>
<td>TS-1</td>
<td>Pavement Markings – Entire I-180/PA 147 Corridor</td>
<td>Update pavement markings at exit and entrance ramps and gores to meet current PennDOT and MUTCD Standards. Add painted chevrons in selected gore areas.</td>
<td>PennDOT</td>
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- **Issues/Concerns:** Excess crashes per HSM analyses have been identified at a number of an entrance and exit ramps and along speed change lanes in the existing condition: specifically, at Interchanges 26, 17, and at the I-80 Interchange. Additional traffic on this corridor and motorists unfamiliar with the area as a result of the CSVT project will benefit from positive guidance provided by updated pavement markings at all interchanges.

- **Recommendation Details:** Increase width of solid white edge and lane lines at gores of entrance and exit ramps to 8” in keeping with PennDOT standards depicted in PennDOT Publication 111. Similarly, upgrade all auxiliary lane pavement markings along merge lanes and auxiliary lanes to meet Pub. 111 details (8” skips). Add or revise gore stripes at interchanges that have experienced excess crashes (26, 17, and I-80 interchange) to meet MUTCD requirements for chevron shape and orientation. This will encourage motorists to align with and stay in acceleration lanes prior to merging.

- **Implementation:**
  - **Considerations:** Upgrades to interchanges that have experienced excess crashes should occur in the near term. Updating of entire corridor should occur concurrent with or prior to the implementation of the CSVT project.
  - **Support Partners:** PennDOT
  - **Potential Funding Sources:** Maintenance budget, concurrent with annual (bi-annual?) striping maintenance or concurrent with resurfacing projects.

- **PennDOT Notes:**
  - Existing gores appear to be 8” lines as per Pub 111. Gore areas could benefit from adding ‘Chevron’ small paint pavement marking configuration. However, a review of MUTCD requirements indicate that some of the wider paint lines and painted chevrons in the neutral gore area are optional.
  - PennDOT will review crash report details at the ramp locations and speed change lanes to identify causation factors, and unless there is a prominent crash pattern at a particular location, markings will be reviewed for upgrades during future resurfacing and reconstruction projects and the cost funded by those projects. If a prominent crash pattern, addressable by pavement markings is found, the department will update pavement markings with the annual Freeway Line Paint Contract, department forces, or other means.

| TS-2 | Signing at I-80/I-180/PA 147 Interchange | Reevaluate advance guide sign and lane designation configuration to provide updated advance guide signing for Freeway-to-Freeway Interchange (Per MUTCD figure 2E-34) | PennDOT | $$$$ | ??? |

- **Issues/Concerns:** Excess crashes per HSM analyses have been identified along a number of the collector-distributor roads and speed change lanes at the I-80 Interchange. Any confusion regarding lane assignment or movement can lead to excess crashes. Clear and properly-spaced guide signs can help mitigate this. Additionally, completion of the CSVT project should be expected to involve a redistribution of traffic and concurrent changes in wayfinding and destination signing, creating a concurrent need to address guide sign changes at this interchange. Completion of CSVT may also result in a desire to update/revise the guide signing at the I-80/US 15 interchange to the west of this interchange to revise the destinations/wayfinding.
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<tr>
<td><strong>Recommendation Details:</strong></td>
<td>Reevaluate the advance and interchange guide signs and lane designation configuration at this freeway to freeway interchange. Potentially relocate overhead (OH) guide sign structures and add additional OH/cantilever structures to provide updated advance guide signing that follows the MUTCD recommendations for Freeway to Freeway Interchanges (MUTCD figure 2E-34).</td>
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<td><strong>PennDOT Notes:</strong></td>
<td>Modification of existing signing for the I-80 WB Off-ramp to I-180 WB would likely be valuable – adding advisory speed to sign and having ‘Exit Only’ below the sign. Moving sign structures does not appear to be necessary. Sign structures are typically evaluated for upgrades and replacement with larger reconstruction projects and the cost absorbed by the project.</td>
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<td>o <strong>Considerations:</strong></td>
<td>Updating of guide signs for the interchange should occur concurrent with completion of the CSVT project, since the interchange traffic flow interactions will very likely exhibit more freeway to freeway operational attributes, and the guide signing should be upgraded to match.</td>
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<td>o <strong>Support Partners:</strong></td>
<td>PennDOT</td>
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<td>o <strong>Potential Funding Sources:</strong></td>
<td>to be absorbed as part of any larger reconstruction project</td>
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<td>TS-3</td>
<td>Susquehanna Trail Interchange (Exit 1/ I-180)</td>
<td>Basic countermeasures for stop-controlled intersection</td>
<td>PennDOT</td>
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<td><strong>Issues/Concerns:</strong></td>
<td>Excess crashes per HSM analyses have been identified at the eastbound I-180 ramp terminal intersection with Susquehanna Trail. The crash history indicates vehicles running the stop sign or turning vehicles stopped in traffic were the primary factors. The projected employment buildout in the vicinity of this interchange suggests an increase in traffic volume will likely access these ramps in the future, exacerbating any underlying existing safety issues.</td>
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<td><strong>Recommendation Details:</strong></td>
<td>Implement basic safety countermeasures for stop-controlled intersections at the eastbound ramp terminals. A review of Google Maps indicates a number of these basic countermeasures have been implemented in the recent past and any benefits from this implementation are not yet reflected in the crash history. The district traffic unit should review crash details and potentially implement sign upgrades and other counter measures for running stop signs crashes at this location, if justified.</td>
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<td>o <strong>Considerations:</strong></td>
<td>Additional traffic generated in the future from the projected employment buildout may exacerbate underlying safety issues at this intersection/interchange. Initial analysis of crash history suggests the addition of left turn lane bays to remove stopped/turning traffic from the Susquehanna Trail through movement flow may be warranted in the future. As adjacent and nearby properties are developed, thus increasing nearby traffic volume, HOP reviews may include a reevaluation of this potential need.</td>
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<td>o <strong>Support Partners:</strong></td>
<td>PennDOT</td>
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<td>o <strong>Potential Funding Sources:</strong></td>
<td>Maintenance Budget (for low-cost sign upgrades/countermeasures)</td>
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<td>TS-4</td>
<td>Revise EB off- ramp terminal configuration and related signal</td>
<td>PennDOT</td>
<td>$ - $$</td>
<td>1 - 3 years</td>
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- **Issues/Concerns:** Excess crashes per HSM analyses have been identified at the EB ramp terminal intersection with E 3rd St. The ramp terminal intersection is signalized; however, the off-ramp leg is a right-turn only, is not clearly channelized, and the off-ramp approach is not signalized. The ramp is clearly angled to encourage right turns only and discourage all other movements. Any motorist attempting a left turn or going straight through the intersection is likely deliberately trying to make a left turn despite it being restricted to right turn only. Additional channelization still might not stop this from occurring, and could be an impediment during emergency situations, resurfacing operations, and accommodating large loads. Adding signal timing phases or running additional movements through this signal would likely add to the congestion already experienced on SR 2014 between Montoursville and Loyalsock during peak hours. PennDOT has not received any public complaints regarding the design of this intersection.

- **Recommendation Details:** Study the intersection and revise the signal and the channelization of the right turn lane /EB off-ramp to provide clear guidance to motorists. The intersection movements should be observed to determine whether there is cross intersection demand and mitigations should be adjusted accordingly. Options could include:
  - Revise geometry to provide more clear channelization of off-ramp right turn.
  - Construct a channeling island for positive guidance.
  - Increase signing from off-ramp reinforcing no left turn or through movements through signalized intersection
  - Double-up (both sides of ramp) and oversize ‘All Traffic Must Turn Right’ signs. (Note: Installing on the left may likely result in the sign getting knocked off the concrete barrier, unless it’s installed prior to the barrier.)
  - Move stop sign to increase conspicuity, and move ‘All Traffic Must Turn Right’ sign to below the stop sign.
  - Install R3-5R (Right Turn Only) sign where existing ‘All Traffic…’ sign is. Install ‘No Left Turn’ sign on back of ‘Keep Right’ sign in median.

Other intersection and signal improvements to address the excess crash history at this ramp terminal intersection would include:
  - adding reflectorized strips on the backplates of the signal heads;
  - adding a near-side signal head for Old Montoursville Road; and
  - adding a signal ahead sign to Old Montoursville approach.

- **Implementation:**
  - **Considerations:** Some of the lower cost mitigations such as painting in a channelizing island and increased signing could occur in the near term, while more expensive, complex solutions/mitigations are being designed/developed. The employment projections indicate that the area across from the off-ramp on Old Montoursville Road is expected to experience growth in the future. If this destination draws traffic off I-180 EB, then any redesign considerations should take this future trip generation movement into account.
  - **Support Partners:** PennDOT
  - **Potential Funding Sources:** Maintenance Budget, Operations Budget, HSIP Funds, GLG Funds
**Recommendation**

Seasonal Issues/Concerns:

- Excess crashes per HSM analyses have been identified along the WB on-ramp, the internal merge area within the ramp, and the speed change lane/merge area with I-180. A number of rear-end crashes cited vehicles approaching stopped traffic, indicating unexpected congestion and potential sight distance issues. This could be an indication of motorists unfamiliar with the area and local traffic patterns utilizing this ramp and/or inconsistent upstream congestion on I-180 (both potentially due to the area being a Little League destination). Mainline I-180 traffic volume growth expected with the completion of the CSVT may exacerbate the merge conflicts and accentuate any underlying safety issues at this ramp.

- Recommendation Details: Study traffic operation of ramp and upstream traffic flow. Consider reconstruction of portions of ramp and speed change lane to extend/lengthen/clarify merge areas of both the incoming side ramp and the main ramp into the I-180 travel lanes. Adjust vertical curve/grade of ramp to improve sight distance for accelerating vehicles coming over the rise toward I-180 (a number of crashes cite rear-end crashes of cars coming over the ramp crashing into vehicles stopped in traffic). During the design phase of future reconstruction projects the Department can evaluate crash patterns and assess the need to lengthen ramps make geometry adjustments.

- Implementation:
  - Considerations: Operations and crash analysis should occur during times of normal traffic and during times of Little League activity.
  - Support Partners: PennDOT
  - Potential Funding Sources: NHPP; STP; APD

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**Recommendation**

Seasonal Issues/Concerns:

- Excess crashes per HSM analyses have been identified along the WB off-ramp speed change lane at the Basin St. exit. The speed change lane is adjacent to the exit-only lane for Exit 27A, which is a relatively unusual lane configuration. While it is possible that the advance guide signs for the combined exit numbers (located just east of the pedestrian overpass and at the start of the exit only lane) are confusing to motorists (implying that Basin St and Market St are both US 15 South routes), widespread confusion over the signage has not been observed. Additional and revised guide signing, and standard auxiliary lane pavement markings may help clarify lane assignments and destinations for the potentially high proportion of out-of-town traffic (Little League). Additionally, there is a “Visitor Info” sign attached to the OH sign support at the beginning of the auxiliary and exit lane guide sign location. It is not clear where the “Visitor Info” destination is, and this may also lead to destination/lane assignment confusion for “Visitores.” Additionally, some of the crash history associated with this speed change lane could be associated with queueing from the Market St. off-ramp/adjacent auxiliary lane. Mainline and Market St. Interchange WB off-ramp traffic volume growth expected with the completion of the CSVT may exacerbate the conflicts through this area and accentuate any underlying safety issues. While confusion over the Visitor Info sign has not been observed, it could be changed to a ground mount sign with an arrow.

- Recommendation Details: Study traffic operation of Basin St. off-ramp and interaction with adjacent Market St. exit-only auxiliary lane. Consider adding an additional Basin St. exit guide sign near physical gore of ramp (similar to that shown in MUTCD Figure 2E-34 B - Example of Signing for Successive Exit Ramps with a Dropped Lane at the Second Exit), and updating auxiliary lane pavement markings to meet Pub 111 for full length of exit only lane. Revise wording on advance guide signs to indicate clearly that US 15 S is only 27A/Market St. exit (i.e., Basin St. listed first, then US15 S shield and Market St. under. An example of a similar configuration is located at Exit 32-31A on I-95 S in Md. near
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<td>mm 34.</td>
<td>May also consider more detailed general service and tourist information signing with distance and exit numbers to assist tourists in accessing the correct interchange for their destination and not inducing hesitancy on the interstate as they navigate to their destination.</td>
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<td><strong>PennDOT Notes:</strong> Exit 32-31A are one exit lane. PennDOT has not received calls on these signs being confusing and believes signage at Basin exit is clear. An ‘Exit only’ sign below Basin St sign could be added as a potential improvement.</td>
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<td>• <strong>Considerations:</strong> Potential mitigations and suggestions associated with this location vary greatly in scope and cost. Some of the mitigations/solutions can be implemented quickly, and some could be expensive and design intensive. Effects of queueing for the Market St. WB exit only lane and the Basin St. exit lane require additional study. Traffic modeling suggests that completion of the CSVT project is expected to relocate a good deal of Williamsport destination traffic off of US 15, meaning a number of tourists will not pass the Little League Hall of Fame on their way into town. Thus, it can be expected that additional wayfinding may be necessary on I-180 to address tourist needs, and the distribution of trips on and off these exits may vary significantly during high tourist seasons as compared to “averages”. There is currently recurring congestion caused by capacity during peak hours on multiple approaches to the SPUI. Two major ones include the US 15 left onto I-180 WB and the I-180 WB off ramp to US 15.</td>
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<td>• Additional wayfinding signs would only be allowed as per Pub 46 and paid for by entity, which is the current standard.</td>
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<td>• <strong>Support Partners:</strong> PennDOT</td>
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<td>• <strong>Potential Funding Sources:</strong> Maintenance Budget, Operations Budget, Specific Service Sign (Pub 212.121) and Tourist Oriented Directional Signs (Pub 212.123)</td>
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| TS-7 | US 15 South/Market St Interchange (Exit 27A/I-180) | Evaluate and install intersection and traffic signal enhancement/conspicuity measures for unusual intersection configuration | PennDOT | $ - $$$ | 1 - 4 years |

**Issues/Concerns:** Excess crashes per HSM analyses have been identified at the EB and WB ramp terminal intersection with Market Street. The ramp terminals and their associated geometry constitute an unusual intersection design and operation known as a SPUI (Single Point Urban Intersection). This type of design creates a large single intersection with a very large uncontrolled area in the middle, which can lead to driver confusion for drivers unfamiliar with this intersection type, particularly drivers turning left or right. Based on traffic modeling, completion of the CSVT project will likely lead to very different traffic patterns through this intersection, since it is forecast that a not-insignificant portion of US 15 NB through traffic, currently turning left through this SPUI, will likely be already diverted onto I-180 and continuing on the mainline I-180 to US 15 N, never using this intersection. Similarly, SB US 15 through traffic currently turning right is expected to continue on I-180 EB, post-CSVT. Conversely, more traffic is anticipated to be accessing tourism destinations in South Williamsport (e.g., Little League) via I-180 over US 15 in the future.

**Recommendation Details:** Consider intersection enhancement and conspicuity measures found to be effective at other unusual intersection configurations that share some similar attributes with the SPUI; particularly pavement color treatments for shoulders and island areas to more clearly delineate the travel way, similar to use of color on truck aprons and color on increased shoulder/turning areas at roundabouts. Consider use of lane designation signs on the mast arms and signal head per lane, found to be effective for helping motorists understand their lane designations at diverging diamond interchanges. Study the intersection and revise the signal timing and phasing once traffic patterns settle out; as signal timing and delay can contribute to safety. Current crash history indicates the right turn EB off ramp traffic green arrow overlap with WB off ramp green may be contributing to out of lane crashes; this should be investigated to see if revised lane markings or phasing should be implemented, or a merge lane introduced to keep these separate movements in their lanes until they can safely establish right-of-way. Other intersection and signal improvements to address the excess crash history at this ramp terminal intersection would include:
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<td>o Install object markers or delineators on islands</td>
<td>o Evaluate advance route and directional signing on ramps to help unfamiliar motorists select correct lane for desired destinations</td>
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<td>o Update signal backplates to include retro-reflective strips to help with signal conspicuity</td>
<td>o A number of crashes occurred in wet or icy conditions. Consider HFST-type bridge treatments or consider additional attention in winter conditions. Similarly, consider all-weather pavement markings for improved retro-reflectivity</td>
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- **Implementation:**
  - **Considerations:** Some of the lower cost mitigations such as painting and signing could occur in the near term, while more expensive, complex solutions/mitigations are being designed/developed. Recommend providing alternate timing plans for Little League and other high tourist seasons, as they are likely to experience significantly different trip distributions, with the potential for unexpected queueing onto I-180 (and related rear-end crashes). Ramp preemption timing and location should be reevaluated, concurrent with signal timing revisions. Redesign considerations should take future trip redistribution movements into account. The intersection movements should be observed (both during typical days and during high tourist season when motorists are more likely to be unfamiliar with the SPUI operation) to determine the level of positive guidance needed and mitigations should be adjusted accordingly.
  - Extreme care should be exercised in exploring traffic signal phase changes. It should be noted that modifying SPUI timing phases to prevent the EB and WB overlap movements as referenced above could take away the signal timing and capacity-adding benefits of a Single Point Urban Interchange (SPUI) and could exacerbate current capacity/congestion issues.
  - Adding additional signal heads or signs to existing arms may be limited to what they were originally designed for. Installing additional poles or increasing the size of signal poles may be limited without additional structure modifications. The current poles are not mounted to the bridge deck, but rather go through a hole and are mounted to the piers.
  - **Support Partners:** PennDOT
  - **Potential Funding Sources:** Maintenance Budget, Operations Budget, GLG Funds
## Traffic Operations (TO)

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Description</th>
<th>Lead Entity</th>
<th>Estimated Cost</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>TO-1</td>
<td>Regional Wayfinding Signage for Trucks</td>
<td>Evaluate signage needs for trucks traveling through the corridor and those destined for points west of the Susquehanna River</td>
<td>PennDOT District 3</td>
<td>$$</td>
</tr>
</tbody>
</table>

### Issues/Concerns:
Ensure that long distance truck travel remains on CSVT and I-180, limiting trucks through Shamokin Dam and Lewisburg on US 15. Efforts to limit trucks will support local initiatives to provide multi-modal improvements including bike and pedestrian infrastructure in those areas anticipated to experience traffic reductions as a result of the CSVT. Trucks destined to points west of the Susquehanna should be directed to US 15 to limit travel on PA 45 into Lewisburg from the CSVT. Coordinate with other regional planning partners and PennDOT District Offices on whether US 522 is serving long-distance truck travel from CSVT to the Pennsylvania Turnpike and what role signage could play at addressing regional truck corridor concerns. Wayfinding will only be addressed through PA Tourism Signing Trust to add to the Logo program or the TOD program.

### Recommendation Details:
Coordinated study between PennDOT, MPO, municipalities to better identify signing details and engineering requirements.

### Implementation:
- **Considerations:** Can be implemented in short term. May require coordination with state, regional, and/or local freight stakeholders.
- **Support Partners:** PennDOT District 3 as lead with support SEDA-COG and municipalities
- **Potential Funding Sources:**

| TO-2 | Regional Wayfinding Signage for Regional Travelers | Develop a regional wayfinding initiative to enhance visibility and promote visits to historic, shopping, dining, and recreation destinations in area | WATS/SEDA-COG | $$ | Short-term |

### Issues/Concerns:
Completion of the CSVT will have impacts on businesses along the US 15 and CSVT corridors. To support economic development, traffic enhancements and regional safety, additional signage will be needed to better inform motorists of key destinations and appropriate access points.

### Recommendation Details:
The wayfinding initiative will require significant coordination with local businesses to determine important destinations that may require wayfinding and signage. Additional coordination with PennDOT District 3 is needed to identify appropriate signage design and locations. Wayfinding will only be addressed through PA Tourism Signing Trust to add to the Logo program.

### Implementation:
- **Considerations:** Can be implemented in short term. Will require coordination with local business stakeholders.
- **Support Partners:** PennDOT District 3 can support engineering assessments; municipalities can help inform economic needs and priorities
- **Potential Funding Sources:**
### Recommendation

<table>
<thead>
<tr>
<th>TO-3</th>
<th>Description</th>
<th>Lead Entity</th>
<th>Estimated Cost</th>
<th>Timeframe</th>
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</thead>
<tbody>
<tr>
<td>US 15 Traffic Signal Re-Timing</td>
<td>Conduct studies to revise traffic signal timings along the corridor based on changes to traffic volumes due to completion of CSVT</td>
<td>PennDOT District 3</td>
<td>$$</td>
<td>Short-term</td>
</tr>
</tbody>
</table>

#### Issues/Concerns:
- Completion of the CSVT is expected to reduce traffic volumes on US 15, especially from Selinsgrove through Lewisburg. A comprehensive signal timing initiative may be required where traffic volumes are impacted the most. Signal timings updates will improve access to key businesses and limit congestion for cross-streets. Improvements may also support other multi-modal initiatives in Shamokin Dam and Lewisburg.
- **Recommendation Details:** Traffic signal retiming efforts will be led by PennDOT District 3. SEDA-COG and local municipalities should provide insights to PennDOT on any traffic signal operation issues after completion of the CSVT.
- **Implementation:**
  - **Considerations:** Signal timing changes will require continued monitoring of traffic volume changes on US 15 after the CSVT completion. Spot intersection turning movement counts should be conducted 1-2 years after roadway completion to assess changes to travel patterns.
  - **Support Partners:** PennDOT District 3 as lead with support from SEDA-COG and municipalities
  - **Potential Funding Sources:** GLG

#### PennDOT Notes:
The US 15 corridor in Kelly Township will have controller upgrades and tied into PennDOT’s Maxview system to use signal performance metrics for retiming the corridor. This will be completed with a GLG project within the next 2 years. US 11/15 in Shamokin Dam and Monroe Township will have the same system to evaluate timings.

### Recommendation

<table>
<thead>
<tr>
<th>TO-4</th>
<th>Description</th>
<th>Lead Entity</th>
<th>Estimated Cost</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection Improvements near PA 45/CSVT Interchange</td>
<td>Evaluate need for intersection control modifications at PA45/CSVT interchange off-ramps and PA 45/Housel Run Road.</td>
<td>PennDOT District 3</td>
<td>$$</td>
<td>Medium-term</td>
</tr>
</tbody>
</table>

#### Issues/Concerns:
- Traffic modeling projections indicate potential increases of traffic on PA 45 west of the PA 45 / CSVT interchange towards Lewisburg with the completion of the CSVT. Future development to the north at the Milton Area Industrial Park may also exacerbate traffic demand on PA 45. Several intersections are currently controlled by a stop sign or flashing beacon. These include the off-ramps from CSVT and the intersection of PA 45 and Housel Run Road. Other intersection control devices should be evaluated if intersection volumes increase. Any mitigation needed to address future development should be addressed through the HOP process.
- **Recommendation Details:** PennDOT District 3 can conduct a traffic signal warrant analysis if significant changes to traffic volume occur or if other safety issues are identified. Other intersection control options can also be assessed to address issues. In addition, signage and/or truck restrictions can complement intersection improvements to limit truck access to the interchange just north of PA 45.
- **Implementation:**
  - **Considerations:** Support from SEDA-COG and local municipality in monitoring any issues that may be occur at this intersection. This will include review of ongoing HPMS traffic counts and information from PennDOT’s crash data system. Spot intersection turning movement counts could be conducted 1-2 years after roadway completion to assess changes to travel patterns.
  - **Support Partners:** PennDOT District 3 as lead with support SEDA-COG and municipalities
  - **Potential Funding Sources:** HSIP
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<tr>
<th>Recommendation</th>
<th>Description</th>
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<th>Timeframe</th>
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</thead>
<tbody>
<tr>
<td>TO-5</td>
<td>Intersection and Capacity Enhancements on Industrial Park Road</td>
<td>Evaluate need for intersection control modifications and spot capacity improvements at or near Industrial Park Road/CSVT interchange.</td>
<td>PennDOT District 3</td>
<td>$$</td>
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</table>

- **Issues/Concerns:** The continued expansion of the Milton Area Industrial Park will attract additional vehicular and truck traffic to this interchange. The current off-ramp intersections are stop-controlled and may create ramp queues if truck volumes increase significantly. Other spot capacity improvements may be needed just west of the interchange based on the growth of the industrial park and potential other commercial establishments. Such improvements may be addressed through development traffic impact studies. Issues and needs may be exacerbated if this interchange adds a truck stop or other amenities for regional truck travel.
- **Recommendation Details:** PennDOT District 3 can conduct a traffic signal warrant analysis if significant changes to traffic volume occur or if other safety issues are identified. Other intersection control options can also be assessed to address issues. Other land use changes included the addition of truck stops or other commercial amenities may impact the strategies and timing.
- **Implementation:**
  - **Considerations:** Support from SEDA-COG and local municipality in monitoring any issues that may be occur at or near this interchange. This will include review of ongoing HPMS traffic counts and information from PennDOT’s crash data system and assessing local land use changes.
  - **Support Partners:** PennDOT District 3 as lead with support SEDA-COG and municipalities
  - **Potential Funding Sources:**
<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Description</th>
<th>Lead Entity</th>
<th>Estimated Cost</th>
<th>Timeframe</th>
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</thead>
<tbody>
<tr>
<td>TO-6</td>
<td>Intersection Improvements and timing updates near PA 642/CSVT Interchange</td>
<td>Evaluate need for intersection control modifications at PA 642/CSVT interchange off-ramps and signal retiming at PA 642/Turbot Avenue.</td>
<td>PennDOT District 3</td>
<td>$$</td>
</tr>
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</table>

- **Issues/Concerns:** Traffic modeling projections indicate potential increases of traffic on PA 642 at or near the PA 642 / CSVT interchange. PA 642 provides east-west access to the town of Milton. Land use growth is forecast east of the interchange and may generate more traffic. Several intersections are currently controlled by a stop sign. These include the off-ramps from CSVT. The PA 642 and Turbot Avenue intersection is the key east-west signal into Milton. The signal may require traffic timing changes if significant traffic volumes changes occur. Other intersection control devices should be evaluated if intersection volumes increase. This interchange may also serve as a viable location for a rest area or amenities, which may create additional traffic demand.

- **Recommendation Details:** PennDOT District 3 can conduct a traffic signal warrant analysis if significant changes to traffic volume occur or if other safety issues are identified. Other intersection control options can also be assessed to address issues. Other land use changes included the addition of truck stops or other commercial amenities may impact the strategies and timing.

- **Implementation:**
  - **Considerations:** Support from SEDA-COG and local municipality in monitoring any issues that may be occur at this intersection. This will include review of ongoing HPMS traffic counts and information from PennDOT’s crash data system and assessing land use changes. Spot intersection turning movement counts could be conducted 1-2 years after roadway completion to assess changes to travel patterns.
  - **Support Partners:** PennDOT District 3 as lead with support SEDA-COG and municipalities
  - **Potential Funding Sources:** GLG

| TO-7 | Intersection Improvements at PA 54/ Susquehanna Trail Intersection | Evaluate need for intersection control modifications at PA 54/Susquehanna Trail Intersection. | PennDOT District 3 | $\$ | Short-term |

- **Issues/Concerns:** The PA 54/Susquehanna Trail Intersection is currently controlled by a flashing yellow beacon. The local municipality has noted some current safety concerns at this intersection. Future development at this interchange and the completion of the CSVT may further increase traffic volumes in the vicinity of the intersection.

- **Recommendation Details:** PennDOT District 3 can conduct a traffic signal warrant analysis if significant changes to traffic volume occur and to evaluate current safety issues. It is recommended the intersection be analyzed in the short term as it has been noted as an existing safety concern. Other intersection control options can also be assessed to address issues. Other land use changes may impact the strategies and timing.

- **Implementation:**
  - **Considerations:** Support from SEDA-COG and local municipality in monitoring any issues that may be occur at this intersection. This will include review of ongoing HPMS traffic counts and information from PennDOT’s crash data system and assessing land use changes.
  - **Support Partners:** PennDOT District 3 as lead with support SEDA-COG and municipalities
  - **Potential Funding Sources:** HSIP
<table>
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<th>Recommendation</th>
<th>Description</th>
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<th>Estimated Cost</th>
<th>Timeframe</th>
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<tbody>
<tr>
<td>TO-8</td>
<td>Intersection Improvements on PA 405  Implement recommendations from the Muncy Area Corridor Management Plan on PA 405 including signal modifications and additional through/turn lanes</td>
<td>PennDOT District 3</td>
<td>$</td>
<td>Medium-Long Term</td>
</tr>
</tbody>
</table>
| **Issues/Concerns:** | The I-180/PA 405 interchange is currently designed to support additional traffic volume growth. With the completion of CSVT, there is the potential for more regional through travel on I-180. This exit provides a significant number of amenities including restaurants. As a result, some increase in traffic volume may occur on PA 405 just east of the current interchange. The additional traffic may create need to adjust signal timings along the corridor and the possible addition of spot capacity improvements.  
**Recommendation Details:** Improvements should be coordinated with the recommendations from the Muncy Area Corridor Management Plan. PennDOT District 3 can conduct assessments to evaluate signal timing changes that are needed. It is not expected that additional traffic signals or turning lanes will be needed.  
**Implementation:**  
- **Considerations:** Support from Williamsport MPO and local municipality in monitoring any issues that may be occur along this corridor. This will include review of ongoing HPMS traffic counts and information from PennDOT’s crash data system and assessing land use changes.  
- **Support Partners:** PennDOT District 3 as lead with support SEDA-COG and municipalities  
- **Potential Funding Sources:** HSIP; GLG |
| TO-9 | Improvements on Lycoming Mall Drive and Lycoming Mall Road  Implement recommendations from Muncy Area Corridor Management Plan on Lycoming Mall Drive and Lycoming Mall Road including capacity and signal improvements | PennDOT District 3 | $$$ | Medium-Long Term |
| **Issues/Concerns:** | Significant development is expected near Exit 15 and Exit 17 of I-180. Based on the new development, traffic modeling projects significant increases to traffic on key roads in the vicinity of these two interchanges. The new development includes the expanded Geisinger facilities, expansion and repurposing of the Lycoming Mall, and the Lycoming Crossing. CSVT may increase corridor through travel in the corridor and result in more trips to these locations.  
**Recommendation Details:** The details of recommendations should be coordinated with the Muncy Area Corridor Management Plan. These enhancements may include signal modifications and capacity improvements on Lycoming Mall Road (SR 2049) and Lycoming Mall Drive.  
**Implementation:**  
- **Considerations:** Support from the local municipality in monitoring any issues that may be occur along this corridor. This will include review of ongoing HPMS traffic counts and information from PennDOT’s crash data system and assessing land use changes.  
- **Support Partners:** Williamsport MPO and municipalities  
- **Potential Funding Sources:** STP; GLG |
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<th>Recommendation</th>
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<th>Lead Entity</th>
<th>Estimated Cost</th>
<th>Timeframe</th>
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<tbody>
<tr>
<td>TO-10 US 220 Improvements</td>
<td>Spot safety improvements and shoulder widening along US 220 east of I-180 to Hughesville</td>
<td>PennDOT District 3</td>
<td>$$</td>
<td>Medium-Term</td>
</tr>
</tbody>
</table>

- **Issues/Concerns:** Traffic modeling indicates 10-20% growth in vehicle and truck travel on US 220 with the completion of the CSVT. Due to the increases in traffic and trucks, spot safety improvements may be required that may include shoulder widening or other capacity improvements.

- **Recommendation Details:** The details of recommendations will require more study and evaluation from local, regional and state planning partners. Recommendations may be coordinated with the long-term vision of the corridor and other improvements planned for other locations on US 220 outside the corridor.

- **Implementation:**
  - **Considerations:** Support from SEDA-COG and local municipality in monitoring any issues that may occur along this corridor. This will include review of ongoing HPMS traffic counts and information from PennDOT's crash data system and assessing land use changes. Additional traffic counts may be needed 1-2 years after the CSVT completion to evaluate impacts on regional travel and truck travel patterns. Available origin-destination data may also support the evaluation.
  - **Support Partners:** Williamsport MPO and municipalities
  - **Potential Funding Sources:** STP

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<tr>
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<th>Timeframe</th>
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<tbody>
<tr>
<td>TO-11 CSVT Emergency Access</td>
<td>Evaluate improvements or other protocols to ensure emergency vehicles have access to incidents within the corridor</td>
<td>PennDOT District 3</td>
<td>$$</td>
<td>Short-Term</td>
</tr>
</tbody>
</table>

- **Issues/Concerns:** Stakeholders for the CSVT study have noted the importance of providing methods for emergency access vehicles to respond to incidents along the CSVT and I-180 corridor.

- **Recommendation Details:** Further evaluation is needed to determine strategies for emergency access vehicles to access key locations along the corridor. Strategies may include the design of emergency turn-around access points between exits or the application of other emergency management practices of responders.

- **Implementation:**
  - **Considerations:** Support from PennDOT District 3 and emergency providers to identify issues and potential strategies.
  - **Support Partners:** PennDOT District 3 as lead with support SEDA-COG and municipalities
  - **Potential Funding Sources:** TIP

<table>
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<tr>
<th>Recommendation</th>
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<th>Lead Entity</th>
<th>Estimated Cost</th>
<th>Timeframe</th>
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</thead>
<tbody>
<tr>
<td>TO-12 Regional Wayfinding</td>
<td>Develop a regional wayfinding initiative to enhance the visibility and promote visits to historic, shopping, dining, and recreation destinations in the study area.</td>
<td>SEDA-COG WATS MPO</td>
<td>$</td>
<td>5 years</td>
</tr>
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</table>

- **Additional Details:** Construction of the CSVT will result in diversion of traffic that has historically traversed many of the study area’s communities. Developing a regional wayfinding initiative will ensure travelers on the CSVT and within the study area’s communities are aware of the historic, recreation, and commercial opportunities through a branding campaign to market the region.

- **Support Partners:** Susquehanna River Valley Visitors Bureau, Lycoming County Visitors Bureau
- **Potential Funding Agencies/Sources:** DCED/CFA Multimodal Transportation Program, PennDOT Multimodal Transportation Fund
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<th>Estimated Cost</th>
<th>Timeframe</th>
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</thead>
<tbody>
<tr>
<td>TO-13</td>
<td>Traffic Signal Upgrade and Replacement</td>
<td>SEDA-COG WATS MPO</td>
<td>$</td>
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</table>

- **Additional Details:** Many municipalities in the study area will be required to make traffic signal improvements as the result of CSVT construction. Supporting municipal funding requests will ensure municipalities can effectively improve and maintain signals. Municipalities identifying potential traffic signal upgrade projects that could be potentially funded through Green Light-Go:
  - Kelly Township
  - Loyalsock Township
  - Monroe Township
  - Shamokin Dam Borough
  - South Williamsport Borough

PennDOT has reached out to all the preceding municipalities regarding potential projects using GLG funding.

- **Support Partners:** SEDA-COG, WATS MPO
- **Potential Funding/Technical Assistance Sources:** GLG

<table>
<thead>
<tr>
<th>TO-14</th>
<th>Address Increasing Truck Travel in Communities Throughout the Study Area</th>
<th>SEDA-COG</th>
<th>$</th>
<th>Near-term</th>
</tr>
</thead>
</table>

- **Additional Details:** Several municipalities in the study area reported safety and congestion concerns with trucks travelling through their communities. Comprehensively assessing the issues throughout the study area will document concerns and lead to project prioritization:
  - Lewisburg Borough: Truck concerns are well documented in the 2019 Market Street Corridor Study prepared by Lewisburg Borough.
  - Selinsgrove and Penn Township have concerns with existing and future truck traffic exiting at Selinsgrove and travelling west on PA 522
  - Selinsgrove Borough is working on an ordinance to limit truck lengths; Milton Borough is working on an ordinance limiting parking along Mahoning Street (SR 642)
  - McEwensville Borough would like to assess ways to reduce truck speeds in the Borough.

- **Support Partners:** SEDA-COG
- **Potential Funding/Technical Assistance Sources:** PL funds; PennDOT Connects
<table>
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<th>Estimated Cost</th>
<th>Timeframe</th>
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</thead>
<tbody>
<tr>
<td>TO-15</td>
<td>Support funding requests for the construction of roundabout and supporting pedestrian connections in Kelly Township to facilitate efficient movement of traffic near the US 15 corridor.</td>
<td>Kelly Township</td>
<td>$$$$</td>
<td></td>
</tr>
</tbody>
</table>

- **Additional Details:** In 2017, Kelly Township assessed potential transportation improvements along the US 15 corridor. One of the projects identified included the installation of a roundabout and improved pedestrian connections at the intersection of JPM Road and Hospital Drive. The project will facilitate the efficient movement of traffic to/from Evangelical Community Hospital and development along the US 15 corridor. While the project has received funding, including DCED/CFA Multimodal Transportation Program funding in 2021, additional funding would ensure the project’s successful completion. A roundabout is a good fit for the context of the area and will increase the intersection’s capacity and minimize future crash severities.
- **Support Partners:** SEDA-COG
- **Potential Funding Agencies/Sources:** PennDOT Multimodal Transportation Fund
## Transportation Enhancements (TE)

<table>
<thead>
<tr>
<th>Recommendation</th>
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<th>Lead Entity</th>
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<th>Timeframe</th>
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</thead>
<tbody>
<tr>
<td>TE-1</td>
<td>Shamokin Dam Bike and Pedestrian Improvements</td>
<td>Implement bike and pedestrian strategies and recommendations from the Shamokin Dam Comprehensive Plan</td>
<td>Shamokin Dam Borough</td>
<td>$$</td>
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</tbody>
</table>

- **Issues/Concerns:** With the completion of the CSVT, it is anticipated that the US 15 will see significant reductions in traffic volume through Shamokin Dam. The reduction of traffic volumes provides opportunities to implement multi-modal transportation investments.
- **Recommendation Details:** The Shamokin Dam Comprehensive Plan provides recommended strategies to improve bike and pedestrian travel in Shamokin Dam.
- **Implementation:**
  - **Considerations:** Continue monitoring of traffic on US 15 with completion of CSVT. Evaluate strategies and develop design alternatives in coordination with PennDOT District 3 and MPO.
  - **Support Partners:** The municipality will serve as lead with support of SEDA-COG and PennDOT District 3
  - **Potential Funding Sources:** TA Set-aside

| TE-2           | Market Street Corridor Improvements | Work with sponsors of the Market Street Corridor Study in addressing improvement needs | Lewisburg Borough | $$ | Medium-term |

- **Issues/Concerns:** The CSVT is expected to affect regional travel patterns and access. These impacts will include changes to traffic volumes on PA 45 (Market Street) and US 15 in Lewisburg. The implementation of the recommendations from the Market Street Corridor Study will be important to ensure Market Street operates and supports the community vision. This will ensure the safety of vehicles, bikes and pedestrians in Lewisburg. The study has noted key issues along the Market Street corridor including truck traffic, safety for pedestrians and bicyclists, high travel speeds and noise levels.
- **Recommendation Details:** The Market Street Corridor Study provides a list of improvements to support the corridor vision and safety for all travelers in Lewisburg. Recommendations include the evaluation of truck prohibitions, signal timing, pedestrian crossings, reductions to speed limit, and other streetscape enhancements on Market Street.
- **Implementation:**
  - **Considerations:** Continue monitoring of traffic on PA 45 and US 15 with completion of CSVT. Evaluate strategies and develop design alternatives in coordination with PennDOT District 3 and MPO.
  - **Support Partners:** The municipality will serve as lead with support of SEDA-COG and PennDOT District 3
  - **Potential Funding Sources:** TA Set-aside
  - **PennDOT Note:** Additional truck traffic on Market Street during the time of the study was impacted by detoured traffic from the Northumberland Duke St. Project. A speed study completed at the borough’s request did not support lowering the speed limit. Moreover, truck crash statistics for Market Street (PA 45) do not support restricting trucks.
### Recommendation

<table>
<thead>
<tr>
<th>TE-3</th>
<th>Support Existing Transit Demonstration Projects and Reevaluate Fixed Route Service</th>
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</table>

Continue to support existing effort to expand shared ride, on demand, and microtransit services. Based on outcomes, reevaluate regional fixed route service in the future.

- **Lead Entity:** PennDOT SEDA-COG
- **Estimated Cost:** $
- **Timeframe:** 5 years

• **Additional Details:** PennDOT and SEDA-COG have been working with rabbittransit on providing shared ride, on demand, and micro-transit services in Union, Snyder, Montour, Columbia, and Northumberland counties. Expanding transit services to a regional fixed route delivery model will be evaluated based on demand and ridership levels associated with current demonstration projects provided by rabbittransit.

• **Support Partners:** SEDA-COG, WATS MPO, additional partners to be identified.

• **Potential Funding Sources:** PennDOT Multimodal Transportation Fund; DCED/CFA Multimodal Transportation Program
## Land Use (LU)

<table>
<thead>
<tr>
<th>Recommendation</th>
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<th>Lead Entity</th>
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<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU-1</td>
<td>Locations for Future Travel and Truck Rest Areas</td>
<td>Conduct further planning evaluations and coordination to identify potential locations for future rest areas along CSVT and I-180</td>
<td>Municipality</td>
<td>$</td>
</tr>
</tbody>
</table>

- **Issues/Concerns:** With the completion of the CSVT, it is anticipated that the corridor will experience more long-distance travel both for vehicles and trucks. Additional rest areas with amenities will be required to support regional travel.
- **Recommendation Details:** Additional planning efforts can be conducted to coordinate on the best locations for travel amenities or truck stops. Several exit locations have been identified for initial consideration. These include:
  - CSVT/Industrial Park Road (current industrial park and significant numbers of trucks highlight opportunity at this location)
  - CSVT/PA642 (potential development east of interchange may support future truck stop or rest area)
  - I-180 Exit 1 (vicinity to I-80 may support locations as viable for truck stop or rest area)
- **Implementation:**
  - **Considerations:** Regional and local municipalities will need to further evaluate needs and land availability within vicinity of primary exits.
  - **Support Partners:** SEDA-COG
  - **Potential Funding Sources:** PL


- **Issues/Concerns:** With the completion of the CSVT, it is anticipated that the US 15 will see significant reductions in traffic volume through multiple communities from Hummels Wharf north to Williamsport. The reduction of traffic volume provides opportunities to implement strategies to support other modes of travel using a “complete streets” vision. Along PA 522, traffic calming in Middleburg may be required to limit the negative impacts on safety due to increasing truck travel.
- **Recommendation Details:** The SEDA-COG MPO and Lycoming County Planning Commission can work to engage municipalities in identifying a vision for these corridors. Improvements may focus on reduction of travel speeds, traffic calming measures, bike and pedestrian facilities and streetscape to improve the corridor value to the community.
- **Implementation:**
  - **Considerations:** Continue monitoring of traffic on US 15 with completion of CSVT. Evaluate strategies and vision with community stakeholders.
  - **Support Partners:** Support SEDA-COG and PennDOT District 3
  - **Potential Funding Sources:** PL
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<tbody>
<tr>
<td>LU-3</td>
<td>SEDA-COG CEDS Update</td>
<td>Incorporate data from the CSVT Impact Study into the SEDA-COG CEDS 2025 update.</td>
<td>SEDA-COG</td>
<td>$</td>
</tr>
<tr>
<td>LU-3</td>
<td></td>
<td></td>
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<tr>
<td><strong>Additional Details:</strong></td>
<td>SEDA-COG’s most recent Comprehensive Economic Development Strategy (CEDS) was completed in 2020 with the next 5-year update to be complete in 2025. Incorporating data from the CSVT Impact Study and economic focused recommendations from recommended corridor management plans into the CEDS will be useful in developing future actions for the 2025 CEDS update.</td>
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<tr>
<td><strong>Support Partners:</strong></td>
<td>SEDA-COG Counties and Municipalities</td>
<td></td>
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<tr>
<td><strong>Potential Funding Sources:</strong></td>
<td>Operating budget</td>
<td></td>
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<tr>
<td>LU-4</td>
<td>County Comprehensive Plan Updates</td>
<td>Incorporate data from the CSVT Impact Study into Lycoming, Northumberland, Union, and Snyder County comprehensive plans</td>
<td>County Planning Departments</td>
<td>$</td>
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<tr>
<td>LU-4</td>
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<tr>
<td><strong>Additional Details:</strong></td>
<td>Lycoming County Comprehensive Plan Update (2017), Northumberland County Comprehensive Plan (2005), and Snyder County Strategic Comprehensive Plan (2001) each include reference to the CSVT. When comprehensive plan updates are due, incorporating current data from the CSVT project into each county’s plan will be useful in adjusting existing county growth areas; modifying actions relative to protecting agricultural lands and environmentally sensitive areas; and determining future housing, commercial, industrial needs in proximity to the CSVT.</td>
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<tr>
<td><strong>Support Partners:</strong></td>
<td>Municipalities and economic development organizations in each county.</td>
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<tr>
<td><strong>Potential Funding/Technical Assistance Sources:</strong></td>
<td>PennDOT Connects Technical Assistance, DCED Municipal Assistance Program</td>
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</tr>
<tr>
<td>LU-5</td>
<td>Multi-Municipal Comprehensive Planning</td>
<td>Implement recommendations and/or update existing multi-municipal comprehensive plans within the study area. Develop new multi-municipal comprehensive planning partnerships to leverage municipal resources and addresses mutual goals and concerns.</td>
<td>County Planning Departments</td>
<td>$</td>
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<tr>
<td>LU-5</td>
<td></td>
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<tr>
<td><strong>Additional Details:</strong></td>
<td>Several multi-municipal comprehensive plans have been developed in the study area and opportunities for additional multi-municipal comprehensive planning exists. Municipalities should review recommendations from previous plans and focus on implementation actions particularly those pertinent to the CSVT.</td>
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<td>Recommendation</td>
<td>Description</td>
<td>Lead Entity</td>
<td>Estimated Cost</td>
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</tr>
<tr>
<td>LU-5A</td>
<td>Implement Lycoming County Multi-Municipal Comprehensive Plan Recommendations</td>
<td>Planning Area Municipalities</td>
<td>$</td>
<td>0-3 years</td>
</tr>
</tbody>
</table>

- **Additional Details**: Lycoming County worked with municipalities in each planning area to update and adopt multi-municipal comprehensive plans in 2017. Each multi-municipal comprehensive plan identified several Implementation Strategies along with Priority Issues and Projects. Several projects have been implemented and municipalities should continue to work on project implementation, particularly the following projects which would help mitigate land use impacts and improve pedestrian and bicycle access when the CSVT is fully constructed. *(Note: A few of these projects are also referenced in subsequent recommendations.)*
  - Loyalsock Township: Establish a greenway and trail along Millers Run to connect the Susquehanna River Walk with Loyalsock Township’s schools and recreation center.
  - Muncy Township: Develop John Brady Drive access controls per recommendations of the Muncy Area Corridor Access Management Plan.
  - Muncy Borough/Fairfield Township/Muncy Township: Complete the pedestrian/bike trail connecting the Montoursville Bikepath to the Lycoming Mall and Muncy Borough.
  - Muncy Borough/Muncy Creek Township: Consider a joint municipal zoning ordinance for Muncy Borough and Muncy Creek Township to regulate future growth in a cooperative manner.
  - Gregg Township (Union County): Complete the Allenwood/Montgomery Trail.
  - Gregg Township (Union County): Improve Access to the Susquehanna River.

- **Support Partners**: Lycoming County Planning & Community Development
- **Potential Funding/Technical Assistance Sources**: PennDOT Connects Technical Assistance, DCNR Community Conservation Partnerships Program, DCED/CFA Act 13 Greenway, Trails and Recreation Program
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<th>Estimated Cost</th>
<th>Timeframe</th>
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<tbody>
<tr>
<td>LU-5B</td>
<td>Northumberland County Multi-Municipal Comprehensive Planning</td>
<td>Northumberland County Municipalities</td>
<td>$</td>
<td>0-3 years</td>
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<td></td>
<td>Develop a multi-municipal comprehensive plan for municipalities in northern</td>
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<td></td>
<td>Northumberland County and assess the 2009 Point Township/Northumberland Borough Comprehensive Plan for recommendation implementation.</td>
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</table>

- **Additional Details:** With the completion of the CSVT in Northumberland County, opportunities exist to develop new multi-municipal planning efforts and update an existing joint comprehensive plan. Multi-municipal comprehensive planning is beneficial to address mutual goals and concerns, leverage financial and staff resources, and position municipalities for future implementation funding opportunities. Comprehensive plans for several municipalities in the northern portion of Northumberland County were adopted between the 1970s and 1990s. Lewis Township and Turbotville Borough adopted a multi-municipal comprehensive plan in 2001 and West Chillisquaque updated its plan in 2020. Point Township and Northumberland Borough updated their joint comprehensive plan in 2009.
  - Develop a multi-municipal comprehensive plan through an intermunicipal cooperative agreement for municipalities in northern Northumberland County to include the Boroughs of Milton, Turbotville, and McEwensville; and the Townships of Delaware, East Chillisquaque, Lewis, and Turbot. Incorporate input from West Chillisquaque which recently completed a comprehensive plan update.
  - Assess recommendations from the 2009 Northumberland Borough and Point Township joint comprehensive plan and consider implementing recommendations that address future growth associated with completion of the CSVT such as but not limited to: updating Point Township zoning to plan for the CSVT interchange area around Ridge Road, developing access management standards for the Ridge Road, US 11, and PA 147 corridors and identifying locations for future road networks through adoption of an official map.
- **Support Partners:** Northumberland County Planning
- **Potential Funding/Technical Assistance Sources:** PennDOT Connects Technical Assistance, DCED Municipal Assistance Program
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<th>Estimated Cost</th>
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<tbody>
<tr>
<td>LU-5C</td>
<td>Snyder County Joint Comprehensive Planning</td>
<td>Develop a joint comprehensive plan for Monroe Township and Shamokin Dam Borough to address mutual goals and concerns, and leverage financial and staff resources.</td>
<td>Snyder County Municipalities</td>
<td>$</td>
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</table>

- **Additional Details:** The southern section of the CSVT will impact future land use patterns in both Shamokin Dam Borough and Monroe Township. While both municipalities updated their comprehensive plans in 2016, completing a multi-municipal comprehensive plan for the next 10-year update period (2026) will ensure the municipalities plan jointly for future land uses. Collaborative efforts will leverage financial and staff resources and position municipalities for future funding opportunities for implementation.
  - Develop a joint municipal comprehensive plan for Monroe Township and Shamokin Dam Borough.
- **Support Partners:** Snyder County Planning
- **Potential Funding/Technical Assistance Sources:** PennDOT Connects Technical Assistance, DCED Municipal Assistance Program

| LU-5D | Union County Multi-Municipal Comprehensive Planning | Review recommendations from the 2010 multi-municipal comprehensive plans prepared in conjunction with Union County Planning and Economic Development, prioritize, and continue to implement actions. | Union County Municipalities | $ | 5 years |

- **Additional Details:** Multi-Municipal Comprehensive Plans were prepared for study area municipalities in the Central Planning Area and Eastern Planning Area. While a few actions have been implemented, there are opportunities to implement additional actions. A few actions are listed below, and thorough evaluation is suggested for current relevancy, municipal capacity, funding feasibility, and regional prioritization.
  - Implement comprehensive plan recommendations in the Eastern Planning Area (Lewisburg Borough and White Deer, Kelly, East Buffalo Township) such as, but not limited to: adopting access management ordinances to improve traffic flow and safety, adopting official maps to identify future locations for streets and sidewalks, implement multi-use trails, and revising parking regulations to reduce spaces and allow for shared parking.
  - Implement comprehensive plan recommendations in the Central Planning Area (Buffalo Township, Union Township) such as, but not limited to: adopting access management ordinances to improve traffic flow and safety, adopting official maps to identify future locations for streets and sidewalks, adopting municipal zoning, and determining the feasibility of central water and sewer in the Winfield Secondary Growth Area.
- **Support Partners:** Union County Planning and Economic Development
- **Potential Funding/Technical Assistance Sources:** PennDOT Connects Technical Assistance, DCED Municipal Assistance Program
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<tr>
<td>LU-6 Preparation of Access Management Plans and Implementation of Existing Plans and Studies</td>
<td>Prepare access management plans along select corridors in the study area to address future access management and evaluate and continue to implement recommendations from existing access management plans and studies.</td>
<td>SEDA-COG WATS MPO</td>
<td>$125,000 per plan</td>
<td>5 years</td>
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</table>
| | **Additional Details:** Use build out scenario data provided through the CSVT Impact study as a starting point to address access management along and near the corridors in the study area using PennDOT Publication 574 on Access Management. Continue to prioritize and implement recommendations from existing access management plans and studies.  
  o US 522 Corridor Selinsgrove Borough, Penn Township: Prepare an access management plan from Selinsgrove Borough west through Penn Township to address access to US 522 via the Selinsgrove interchange, increasing truck traffic pressure on Selinsgrove Borough, and increasing development along the US 522 corridor in Penn Township.  
  o Review, prioritize, and coordinate implementation of access management projects in Union County as identified in the following documents:  
    ▪ US 15 Smart Transportation Corridor Improvement Plan Implementation (2012, Lewisburg Borough, East Buffalo Township).  
    ▪ Market Street Corridor Study (2019, Lewisburg Borough).  
    ▪ HRG Identified Kelly Township Potential Improvements (2017, Kelly Township). | | |
| | **Support Partners:** Lycoming, Snyder, and Union County planning and economic development partners; municipalities along each corridor. | | |
| | **Potential Funding/Technical Assistance Sources:** PennDOT Connects Technical Assistance, DCED Municipal Assistance Program, others TBD | | |
| LU-7 Preparation of Corridor Master Plans | Prepare corridor master plans along select corridors in the study area to address future land use, development, and redevelopment opportunities when traffic is diverted to the CSVT. | SEDA-COG WATS MPO | $125,000 per study | 5 years |
| | **Additional Details:** Develop corridor master plans to assess future land use and redevelopment opportunities along select corridors in the study area.  
  o US 11/15 Corridor from Selinsgrove Borough north to Union and Northumberland Counties: Prepare a corridor master plan for the US 11/15 corridor to include Selinsgrove Borough, Shamokin Dam Borough, and Monroe Township to focus on redevelopment and revitalization opportunities in the corridor when a portion of traffic is diverted to the CSVT.  
  o US 15 Corridor from South Williamsport, Lycoming County to Gregg Township, Union County: Prepare a corridor master plan to focus on development, preservation, and revitalization opportunities along the US 15 corridor when a portion of thru traffic is diverted to the CSVT (Note: Top Viable Project under Priority Issue # 6 of the US-15 South Multi-Municipal Comprehensive Plan). | | |
<p>| | <strong>Support Partners:</strong> SEDA-COG; Lycoming, Snyder, and Union County planning and economic development partners; municipalities along each corridor. | | |
| | <strong>Potential Funding/Technical Assistance Sources:</strong> PennDOT Connects Technical Assistance, DCED Municipal Assistance Program | | |</p>
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<tbody>
<tr>
<td>LU-8</td>
<td>Consider implementing county-led Transfer of Development Rights programs to preserve agricultural land by shifting development toward locations around CSVT interchanges where more intensive development is planned</td>
<td>County Planning Departments</td>
<td>$</td>
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</table>

- **Additional Details:** Several municipalities within the CSVT study area have updated their zoning ordinances to include or expand highway commercial and industrial zones, allowing for more intensive development to support anticipated CSVT growth. To further protect and preserve agricultural resources, counties and municipalities could implement a Transfer of Development Rights (TDR) program. By entering into Intergovernmental Cooperation Planning and Implementation Agreements enabled by the Municipalities Planning Code, development rights on agriculturally zoned land could be transferred to county growth areas near appropriately zoned CSVT interchanges. Counties and municipalities would adopt an ordinance to establish TDR Sending Overlay Districts (sending areas) and receiving areas located in specified zoning districts in proximity to CSVT interchanges. (*Note: Establishing municipal TDR programs was identified as a recommendation in the Northumberland County Comprehensive Plan, Snyder County Comprehensive Plan, and Union County Comprehensive Plan.*)
  - Convene a meeting with county planning officials to discuss the benefit of TDR programs as a tool to preserve farmland. Discuss the mechanics of a program, including identifying sending and receiving areas. Work with county commissioners and municipalities to determine the level of interest in implementing a TDR and a funding mechanism for program implementation and management.

- **Support Partners:** Municipalities; SEDA-COG; county planning departments
- **Potential Funding/Technical Assistance Sources:** PennDOT Connects Technical Assistance, DCED Municipal Assistance Program

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<tr>
<td>LU-9</td>
<td>Assist study area municipalities in updating land use documents and using new land use tools, maximizing multi-municipal approaches where amenable.</td>
<td>County Planning Departments, Study Area Municipalities</td>
<td>$</td>
<td>2 years</td>
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</table>
### Recommendation | Description | Lead Entity | Estimated Cost | Timeframe
---|---|---|---|---
**Additional Details:** Municipal outreach conducted as part of the CSVT Impact Study resulted in identifying several ordinance updates required to ready municipalities for CSVT completion. Multi-municipal recommendations are suggested to the maximum extent possible.

- **Study Area**
  - Conduct ordinance reviews and suggest ordinance revisions to reduce parking requirements for the purpose of identifying shared parking strategies and facilitating redevelopment of excess parking areas for other uses. *(Note: Reducing parking requirements was identified as a strategy for Muncy Township as part of the 2017 Montoursville-Muncy Planning Area Comprehensive Plan.)*

- **Lycoming County**
  - Muncy Borough, Muncy Creek Township: Continue intermunicipal cooperation to address infrastructure needs such as, but not limited to, stormwater, water, sewer, and electricity. *(Note: Joint zoning was recommended in the 2017 Muncy Creek Planning Area Comprehensive Plan.)*

- **Northumberland County**
  - Lewis Township, Turbotville Borough: Consider re-establishing joint zoning to meet common land use needs and concerns in both municipalities.
  - Lewis Township: Consider incorporating a village center district in Lewis Township’s zoning ordinance to address citizen concerns and provide a mix of residential and small-scale commercial uses along portions of PA 54.
  - Milton Borough: Adopt an ordinance limiting parking along Broadway Street (PA 642) in Milton Borough to improve safety along the corridor.
  - Point Township: Complete and adopt zoning ordinance revisions to address growth associated with CSVT completion and the Ridge Road interchange. *(Note: Underway and recommended in the 2009 Northumberland Borough-Point Township Joint Comprehensive Plan.)*
  - Point Township: Prepare and adopt an official map to plan for future transportation and recreational needs. *(Note: Recommended in the 2009 Northumberland Borough-Point Township Joint Comprehensive Plan.)*

- **Snyder County**
  - Monroe Township: Update the Township’s zoning ordinance to address growth associated with the Winfield interchange and future completion of the CSVT southern section. *(Note: An interchange overlay with Shamokin Dam Borough was considered but was not pursued.)*
  - Selinsgrove Borough: Support the development of an ordinance to limit the length of trucks travelling through the Borough to address safety and congestion. *(Note: Discussing with PennDOT District 3-0.)*

- **Union County**
  - Kelly Township: Adopt an access management ordinance as recommended in the Eastern Planning Area Action Plan of the 2010 Union County Comprehensive Plan.
  - Kelly Township: Consider adopting an official map to identify future street and sidewalks for the West Milton Secondary Growth Area as recommended in the Eastern Planning Area Action Plan of the 2010 Union County Comprehensive Plan.
  - Union Township: Consider adopting municipal zoning consistent with the Union County Future Land Use Map and adopting an official map to plan for future growth in the Winfield Secondary Growth Area as recommended in the Central Planning Area Action Plan of the 2010 Union County Comprehensive Plan.

**Support Partners:** County planning agencies, study area municipalities, SEDA-COG, WATS MPO

**Potential Funding Sources:** PennDOT Connects Technical Assistance, DCED Municipal Assistance Program
## Economic Development (ED)

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<th>Estimated Cost</th>
<th>Timeframe</th>
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<tbody>
<tr>
<td>ED-1</td>
<td><strong>Infrastructure Expansion and Maintenance</strong> Support the extension and installation of infrastructure such as water, gas, sewer, and stormwater in County Growth Areas and in appropriately zoned land near the CSVT corridor to facilitate economic growth.</td>
<td>Municipalities</td>
<td></td>
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<tr>
<td>ED-1A</td>
<td><strong>Sewer line upgrade and maintenance in South Williamsport and Duboistown Boroughs</strong> Support public funding requests for South Williamsport Borough and City of Williamsport to jointly complete upgrades to sewer lines throughout the municipalities.</td>
<td>South Williamsport Borough and City of Williamsport</td>
<td></td>
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<tr>
<td>ED-1B</td>
<td><strong>Implementation of Eighth Street/Vincent Avenue sewer regionalization project</strong> Support public funding requests and agency approvals for Delaware Township and Lewis Township to extend and install sewer infrastructure as part of the Eighth Street/Vincent Avenue Sewer Project.</td>
<td>Delaware Township, Lewis Township</td>
<td></td>
<td>0-3 years</td>
</tr>
<tr>
<td>ED-1C</td>
<td><strong>Sewer Extension in Turbot Township</strong> Conduct further planning evaluations and coordination to identify potential locations for future rest areas along CSVT and I-180</td>
<td>Turbot Township</td>
<td></td>
<td>3-5 years</td>
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</table>

**Additional Details:** Several infrastructure projects required to facilitate development in designated growth areas were identified during municipal outreach conducted as part of the CSVT Impact Study.

**Additional Details:** South Williamsport Borough and Duboistown Borough work collaboratively to share municipal services and equipment. With future opportunities for local reinvestment due to diversion of truck traffic to the CSVT, the municipalities are in the process of upgrading sewer infrastructure.

**Support Partners:** South Williamsport Borough Public Works & Sewer Department, Duboistown Public Works

**Potential Funding Agencies/Sources:** DCED Municipal Assistance Program, PENNVEST, DCED/CFA PA Small Water and Sewer,
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<tbody>
<tr>
<td><strong>ED-1D</strong></td>
<td>Sewer Extension in Kelly Township to support existing and future growth</td>
<td>Support public funding requests for a sewer line extension to serve existing homes and 47 acres of commercially zoned land for potential development near US 15.</td>
<td>Kelly Township</td>
<td>0-3 years</td>
</tr>
<tr>
<td><strong>ED-1E</strong></td>
<td>Consider conducting a central water and sewer feasibility study in Union Township</td>
<td>Consider conducting a study to determine the feasibility of installation of central water and sewer in the Winfield Secondary Planning Area to accommodate future CSVT growth.</td>
<td>Union Township</td>
<td>$</td>
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<tr>
<td><strong>ED-1F</strong></td>
<td>Conduct a feasibility study to assess upgrades to the sewer pump station in West Milton, a Secondary Growth Area in Kelly Township.</td>
<td>Kelly Township</td>
<td>5-10 years</td>
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**Additional Details:** Turbot Township has funded and is conducting a feasibility study to examine the extension of sewer to extend initially to existing homes west of SR 147 near Interchange 15 (Milton, PA 642). Supporting feasibility study recommendations will provide sewer service to existing homes and ensure infrastructure is in place to serve anticipated growth permitted through updated municipal zoning which will be adopted in 2021.

**Support Partners:** Northumberland County Planning

**Potential Funding Agencies/Sources:** DCED/CFA PA Small Water and Sewer, PennVEST, DEP

**Additional Details:** Kelly Township is working to extend sewer capacity from the Kelly Township Municipal Authority pump station on Winter Farm Lane through a gravity fed sewer line connecting behind the Walmart property on US 15. The sewer line extension will serve existing homes along Ziegler Road and provide service to 47 acres of commercially zoned land adjacent to JPM Road, near US 15.

**Support Partners:** Kelly Township Municipal Authority, Union County Planning and Economic Development

**Potential Funding Agencies/Sources:** DCED/CFA PA Small Water and Sewer, PennVEST, DEP

**Additional Details:** A recommendation in the 2010 Central Planning Area Comprehensive Plan recommends Union Township determine the feasibility of central water and sewer in the Winfield Secondary Growth Area.

**Support Partners:** Union County Planning and Economic Development

**Potential Funding Agencies/Sources:** PennVEST, DEP
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| a sewer pump station in West Milton | • Additional Details: West Milton in northern Kelly Township was identified as a Secondary Growth Area in Union County's 2010 comprehensive plan. The existing sewer pump station is not sufficiently sized to accommodate future sewage flows. Upgrading the pump station, which connects to the Kelly Township Municipal Authority treatment plant on Winter Farm Lane will support future planned development.  
• Support Partners: Kelly Township Municipal Authority, Union County Planning and Economic Development  
• Potential Funding Agencies/Sources: DCED/CFA PA Small Water and Sewer, PENNVEST, DEP, | | | |
| ED-1G Support Implementation of MS4 Projects | Support the implementation of municipal stormwater management implementation projects in the CSVT study area to address Municipal Separate Storm Water System (MS4) requirements. | Municipalities | | 0-3 years |
| • Additional Details: Several municipalities within the study area are required to invest in stormwater management infrastructure to addresses federal Clean Water Act requirements administered by PA Department of Environmental Protection. Effectively implementing stormwater best management practices will ensure property in proximity to the CSVT is appropriately positioned for additional growth. Supporting municipal efforts to fund and implement projects will ensure municipalities within the study area can meet MS4 requirements.  
• Support Partners:  
• Potential Funding Agencies/Sources: DEP Growing Greener Plus | | | | |
<p>| ED-2 Redevelopment of Underutilized Properties | Support the redevelopment of underutilized properties throughout the study area by conducting feasibility studies, focusing on those properties that are potential developments of regional significance. | | | |
| • Additional Details: Several properties in the study area have been identified as potential opportunities for reinvestment and redevelopment and are in proximity to the CSVT. Positioning properties for redevelopment will facilitate reinvestment and generate tax revenues long term. (Note: It is anticipated that additional properties will be identified as part of corridor master planning conducted under LU-7.) | | | | |</p>
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<tr>
<td>ED-2A</td>
<td>Conduct a Highest and Best Use Analysis for adaptive reuse of the Lycoming Mall</td>
<td>Muncy Township</td>
<td>$0</td>
<td>0-3 years</td>
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<td><strong>Additional Details:</strong> Evaluating the redevelopment potential of Lycoming Mall is necessary to determine the potential highest and best use the property and will be key to informing future land use ordinance updates to facilitate adaptive reuse. A highest and best use analysis would evaluate the property for uses that are legally permissible, physically possible, financially feasible, and most profitable. Future uses such as industrial, retail, housing, or mixed use would be considered and infrastructure including transportation, water, and sewer would be factored into the analysis.</td>
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<td></td>
<td><strong>Support Partners:</strong> Lycoming County Planning &amp; Community Development, Williamsport/Lycoming Chamber, Lycoming County Water and Sewer Authority</td>
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<td><strong>Potential Funding Agencies/Sources:</strong> DCED/CFA</td>
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<tr>
<td>ED-2B</td>
<td>Support the completion of an economic development study in the City of Williamsport to identify properties for future economic growth once the CSVT is complete.</td>
<td>City of Williamsport</td>
<td>$0</td>
<td>0-3 years</td>
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<td><strong>Additional Details:</strong> The City of Williamsport is commencing an economic development study concentrating on locations near I-180 to evaluate for redevelopment potential and highest and best use to support growth anticipated once the CSVT is completed. The study will assess redevelopment properties including Brownfield properties along the corridor.</td>
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<td><strong>Support Partners:</strong> Lycoming County Planning &amp; Community Development, Williamsport/Lycoming Chamber of Commerce</td>
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<td></td>
<td><strong>Potential Funding Agencies/Sources:</strong> DCED/CFA</td>
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<td>Recommendation</td>
<td>Description</td>
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<td>ED-3</td>
<td>Developing Connections – Sidewalks and Trails</td>
<td>Support the planning and implementation of sidewalk and trail connections throughout the study area including increased connections to the Susquehanna River, to promote economic and community growth.</td>
<td>SEDA-COG WATS MPO</td>
<td>$</td>
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- **Additional Details:** Many sidewalk and trail connections in various stages of planning and implementation were identified in the study area raised by stakeholders through the outreach process. These connections are documented in existing comprehensive plans and studies, and a few were identified during municipal outreach conducted as part of the CSVT Impact Study. Supporting the development and implementation of continued connections, including access to the Susquehanna River, will provide not only additional pedestrian and bicycle connections but also increased recreation and healthy lifestyle benefits for citizens in and visitors to the study area. Sidewalk and trail connections identified include:
  - **Study Area:**
    - Coordinate a review of needed water trail improvements in the study area (West Branch Susquehanna River Water Trail, Middle Susquehanna River Water, North Branch Susquehanna River Water Trail) with Susquehanna Greenway Partnership and Trail Sponsors to ensure Susquehanna River water trail opportunities are maximized.
  - **Lycoming County**
    - Loyalsock Township: Support construction of a bridge pedestrian bridge over Millers Run adjacent to E. 3rd Street in Loyalsock Township to complete the Millers Run Greenway project as identified in the 2017 Greater Williamsport Alliance Planning Area comprehensive plan. Costs to complete the Millers Run Greenway project are estimated at $2.7 Million.
    - Williamsport: Extend planned pedestrian connections from Susquehanna River Walk to locations in the City including Lycoming College and planned softball fields.
  - **Northumberland County**
    - Point Township, Northumberland Borough: Improve pedestrian and bicycle access throughout both communities, particularly opportunities to develop a trail along a former trolley bed and improve access to the Susquehanna River in proximity to the Ridge Road CSVT interchange. Specific studies conducted to assess recreational needs include: The Lake Augusta Study, The Ped - Bike Plan for the Point Township / Northumberland Borough, and the Liberty / Ice Dam Hollow Park Master Plan.
  - **Snyder County**
    - Penn Township: Improve trail connections between Susquehanna University west to East Snyder Park.
    - Selinsgrove Borough: Improve trail connections throughout the Borough and improve pedestrian and bicycle access across US 15 to the Isle of Que and the Susquehanna River.
  - **Union County**
    - East Buffalo Township, Lewisburg Borough: Improve pedestrian, bicycle, and trail connections throughout and between both municipalities, particularly along the US 15 corridor.
    - Lewisburg Borough: Complete trail connections near the Susquehanna River in proximity to Market Street (PA 45).
    - Kelly Township: Complete sidewalk improvements along JPM Road near US 15 to improve pedestrian access for employment and recreation as identified in a list of transportation improvements identified by Kelly Township in 2017.
- **Support Partners:** DCNR, SEDA-COG, WATS MPO, county planners, municipalities
### Potential Funding Sources

- PennDOT Multimodal Transportation Fund; DCED/CFA Multimodal Transportation Program; DCED/CFA Act 13 Greenways, Trails and Recreation Program; DCNR Community Conservation Partnerships Program
## Planning and Administration

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Description</th>
<th>Lead Entity</th>
<th>Estimated Cost</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA-1</td>
<td>Maintain the CSVT Special Impact Study Management Team as an Implementation Task Force</td>
<td>After plan completion, reconvene the study’s Management Team members in a new role as an Implementation Task Force. The Task Force would track the impacts of the CSVT project as it opens to traffic, update data as needed, and track progress of the study’s implementation plan.</td>
<td>WATS MPO SEDA-COG</td>
<td>$50,000/yr.</td>
</tr>
</tbody>
</table>

- **Additional Details:** The new Implementation Task Force can begin meeting shortly after plan completion. Drafting a charter can establish the foundation of the Committee’s new role and ensure all members are dedicated to working toward the same vision. The Task Force should provide liaisons to both MPO boards. It should be noted that this study report provides the best summary of what was known as of the date of its acceptance (November 2021). The Task Force will need to be flexible in its approach to implementation as changes unfold, post-CSVT. Task Force members will need to be responsive to emerging events that were unknown at the time of this report’s adoption.

- **Potential Funding Sources:** PennDOT Connects Technical Assistance; PL funding

| PA-2 | Coordinate and Track Progress on the Implementation of Existing Studies | Coordinate and track progress implementing existing plans conducted in the study area, focusing on recommendations pertinent to the CSVT. | WATS MPO SEDA-COG | $ | Ongoing |

- **Additional Details:** Many comprehensive plans, corridor access management plans, and other studies have been conducted in the study area. Each document contains its own set of recommendations with implementation assigned to municipalities, counties, and other partners. Several of the recommendations are pertinent to impacts associated with the CSVT and have been implemented and some have not. SEDA-COG and WATS MPO should coordinate and track implementation progress and work with counties and municipalities to implement those pertinent to the CSVT. (Note: Several recommendations listed below as part of the CSVT Impact Study are identified in existing planning documents and studies.)

- **Support Partners:** Study area counties, municipalities

- **Potential Funding Sources/Technical Assistance:** Operating budgets, PennDOT Connects Technical Assistance; PL funding
| PA-3 | Maintain the CSVT Special Impact Study Web Map | Maintain the CSVT Impact Study Web Map to ensure current data is available to support transportation, land use, and economic development planning and programming in the study area. | WATS MPO SEDA-COG | $ | Ongoing |

- **Additional Details:** Maintaining and adding to the existing information included in the CSVT Special Impact Study Web Map as a tool for regional partners will be beneficial to plan for and program future transportation, land use, and economic development projects. WATS MPO could host the tool online and provide access to regional partners to upload information.
- **Support Partners:** CSVT Management Team
- **Potential Funding/Technical Assistance Sources:** Operating budgets
Agenda Item G
2022 SEDA-COG MPO Meeting Dates

The MPO meetings are usually held on a Friday, unless otherwise notified. While six (6) MPO meetings are normally scheduled, additional meetings may occasionally be needed for special actions. MPO subcommittee meetings may also be scheduled for addressing local bridge, bike/ped, aviation, or other transportation matters.

MPO meetings will be held at SEDA-COG’s office: 201 Furnace Road, Lewisburg, PA 17837. Meetings will typically begin at 9:30 a.m. and last until 11:30 a.m. A virtual meeting option will be offered via RingCentral teleconference/webconference capabilities.

Proposed 2022 Meeting Dates

February 4
April 8
June 10
August 19
October 7
November 18
Agenda Item H
SEDA-COG Metropolitan Planning Organization (MPO)
2021
(SEDA-COG Board, County and Municipal Appointees - Staggered, Four-Year Terms)

The MPO carries out the transportation planning process for an eight-county area that includes
the Bloomsburg-Berwick Urbanized Area (UZA) under agreement with PennDOT and in
accordance with current Federal and State Regulations.

The MPO includes 17 voting members, with 3 members appointed by the SEDA-COG Board
of Directors, 8 members appointed by their respective County Commissioners, 2 members
appointed by their Municipal Councils, 3 members appointed by PennDOT and one member
appointed by the SEDA-COG Transportation Program.

REPRESENTATIVES APPOINTED BY SEDA-COG BOARD

<table>
<thead>
<tr>
<th>Area of Representation</th>
<th>MEMBER</th>
<th>TERM EXPIRES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Interests</td>
<td>Michele Holman</td>
<td>12/31/2023</td>
</tr>
<tr>
<td>Multi-Modal Interests</td>
<td>Steve Phillips</td>
<td>12/31/2023</td>
</tr>
<tr>
<td>SEDA-COG Board Member at Large*</td>
<td>Commissioner Richard Ridgway</td>
<td>12/31/2023</td>
</tr>
</tbody>
</table>

*MPO bylaws state that the member at large should be chosen from one of the commissioners
of the three counties in the UZA – Columbia, Montour or Northumberland.

REPRESENTATIVES APPOINTED BY OTHER BODIES

<table>
<thead>
<tr>
<th>Area of Representation</th>
<th>MEMBER</th>
<th>TERM EXPIRES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clinton County</td>
<td>Katie de Silva</td>
<td>12/31/2022</td>
</tr>
<tr>
<td>Columbia County</td>
<td>Eric Stahley</td>
<td>12/31/2021</td>
</tr>
<tr>
<td>Juniata County</td>
<td>Brad Kerstetter</td>
<td>12/31/2021</td>
</tr>
<tr>
<td>Mifflin County</td>
<td>Mark Colussy</td>
<td>12/31/2022</td>
</tr>
<tr>
<td>Montour County</td>
<td>Greg Molter</td>
<td>12/31/2024</td>
</tr>
<tr>
<td>Northumberland County</td>
<td>Justin Skavery</td>
<td>12/31/2021</td>
</tr>
<tr>
<td>Snyder County</td>
<td>Lincoln Kaufman</td>
<td>12/31/2024</td>
</tr>
<tr>
<td>Union County</td>
<td>Shawn McLaughlin, AICP, CPRP</td>
<td>12/31/2024</td>
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<tr>
<td>Town of Bloomsburg</td>
<td>Lisa Dooley</td>
<td>12/31/2022</td>
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<tr>
<td>Borough of Berwick</td>
<td>Jack Kyttle</td>
<td>12/31/2022</td>
</tr>
<tr>
<td>PennDOT Central Office</td>
<td>Carey Mullins</td>
<td>*</td>
</tr>
<tr>
<td>PennDOT District 2-0</td>
<td>Mark Schultz</td>
<td>*</td>
</tr>
<tr>
<td>PennDOT District 3-0</td>
<td>Jonathan Ranck</td>
<td>*</td>
</tr>
<tr>
<td>SEDA-COG Transportation Program</td>
<td>James Saylor, P.E., PTOE</td>
<td>*</td>
</tr>
</tbody>
</table>

*Seat is assigned to the appointing body, who selects a representative from available staff as
appropriate.

OFFICERS
Chair – James Saylor (SEDA-COG)
Vice Chair – Carey Mullins (PennDOT Central Office)
Agenda Item I
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), as per 23 CFR § 450.310.

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, and ad hoc subcommittees on Local Bridge, Aviation, and Local Access Road issues. MPO staff also support a Central PA Transportation Coalition and a Fixed Route Transit Advisory Group that focus on transit issues.

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 Task S1: 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>
</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
- Route 11 Access Management Plan in Montour County (if approved for supplemental funds)
- Downtown Danville Area Circulation Study (if approved for supplemental funds)
- SEDA-COG Regional Economic Development Study (if approved for supplemental funds)
- City of Shamokin Hydrology and Hydraulics Study
- Borough of Lewisburg Signing 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 Program and a Limited English Proficiency (LEP) Plan facilitate access to the information and services provided by the SEDA-COG MPO.

Plan/Activity Milestones

The below table reflects the milestone dates (as of November 2021) for major planning documents/requirements/core activities that are addressed by the SEDA-COG MPO:

<table>
<thead>
<tr>
<th>Plan/Activity</th>
<th>Current Adoption/Completion</th>
<th>Next Required Adoption</th>
<th>Targeted Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unified Planning Work Program (UPWP)</td>
<td>November 22, 2019</td>
<td>January 2022</td>
<td>November 2021</td>
</tr>
<tr>
<td>Long-Range Transportation Plan (LRTP)</td>
<td>June 25, 2021</td>
<td>June 2026</td>
<td>June 2026</td>
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<tr>
<td>Transportation Improvement Program (TIP)</td>
<td>June 19, 2020</td>
<td>June 2022</td>
<td>June 2022</td>
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<tr>
<td>Public Participation Plan (PPP)</td>
<td>December 12, 2014</td>
<td>As needed</td>
<td>June 2022</td>
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<tr>
<td>Coordinated Public Transit Plan</td>
<td>September 20, 2019</td>
<td>As needed</td>
<td>September 2024</td>
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<tr>
<td>Environmental Justice Evaluation of Benefits &amp; Burdens</td>
<td>June 2020</td>
<td>June 2022</td>
<td>April 2022</td>
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<tr>
<td>LRTP Performance Measures Report</td>
<td>March 2021</td>
<td>Annually</td>
<td>April 2022</td>
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<tr>
<td>Local Technical Assistance Program (LTAP) Annual Report</td>
<td>August 2021</td>
<td>Annually</td>
<td>August 2022</td>
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<td>MPO Strategic Plan</td>
<td>March 22, 2019</td>
<td>As needed</td>
<td>March 2024</td>
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<tr>
<td>Regional Operations Plan</td>
<td>September 17, 2021</td>
<td>As needed</td>
<td>December 2023</td>
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<td>Title VI Program</td>
<td>January 27, 2017</td>
<td>As needed</td>
<td>June 2022</td>
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<tr>
<td>Limited English Proficiency Plan</td>
<td>January 27, 2017</td>
<td>As needed</td>
<td>June 2022</td>
</tr>
<tr>
<td>Local Bridge Prioritization Scoring</td>
<td>September 2021</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>
<td>May 2024</td>
</tr>
<tr>
<td>Annual List of Federally Obligated Projects</td>
<td>November 2021</td>
<td>Annually</td>
<td>November 2022</td>
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<td>MPO Planning Process Review by FHWA/FTA/PennDOT</td>
<td>September 2019</td>
<td></td>
<td>September 2024</td>
</tr>
<tr>
<td>Functional Classification Revisions</td>
<td>January 2020</td>
<td></td>
<td>January 2023</td>
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</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, and reviewed 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 17, 2021 MPO meeting, a revised UPWP was submitted for review by PennDOT and FHWA on September 21, 2021. The finalized FY 2022-24 UPWP was adopted by the MPO Coordinating Committee on November 19, 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 Program.
- 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. Consider updating the Plan in 2024.
- Supporting the MPO Active Transportation Committee and implementing the 2019 Middle Susquehanna Regional Bicycle and Pedestrian Plan. Consider updating the Plan in 2024.
- Helping to implement recommendations from the 2020 Danville Area Transportation Study.
- Helping to implement recommendations from the 2021 CSVT Special Impacts Study and support potential Williamsport MPO supplemental planning funded activities for implementation.
- Prioritizing local bridge candidates for the 2025 Transportation Improvement Program.
- Facilitating new vanpool, shared ride, microtransit or fixed-route transit studies/pilot initiatives.
FOR MORE INFORMATION

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The SEDA-COG MPO website may be accessed at:
https://seda-cog.org/departments/transportation/seda-cog-metropolitan-planning-organization
SEDA-COG MPO FY 2022-24 UPWP
Actions and Procedures

The following tasks will be completed by SEDA-COG staff. If feasible, consultant assistance might be used for certain high priorities and studies. Unless specified otherwise, the below tasks apply to both years 1 and 2 of the UPWP. 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 2025-2028 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.
  - Conduct county level meetings, also involving PennDOT District and Central Office staff, to discuss candidate and carry-over 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:
    - Maintain the SEDA-COG Unified Planning Work Program (UPWP). Adopt the FY

- Maintain the joint Coordinated Public Transit – Human Services Transportation Plan for the Williamsport and SEDA-COG MPOs.
- Maintain 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, use the vendor SEDA-COG currently contracts with for telephone-based interpretation services and procure other 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 and 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 Advisory Committee
  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, SEDA-COG Natural Gas Cooperative 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 also be supportive of 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.

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Major tasks completed in previous FY 2020-22 UPWP:

- Modified and amended the 2021-2024 TIP as needed.
- 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.
• Supported consultant team in developing Hogan Boulevard Bike and Pedestrian Safety Study.
• Supported consultant team in developing Route 522 Corridor 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, local officials, and other stakeholders to prepare and adopt the 2025-2028 TIP by June 30, 2024.
• Prepare Annual List of Federally Obligated Projects by December 29, 2022 and December 29, 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; initiate work on the next LRTP update (2026-2050).
• 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 Counting 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/FTA 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 or MOUs 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. Similarly, cooperate biennially to develop the MOU for TIP revisions.

- 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 ArcGIS Hub site developed for the LRTP update, the regional transit resources online map or 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 and public outreach activities.
- 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, 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.

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Major tasks completed in previous FY 2020-22 UPWP:

- Maintained and refined locally created data layers (major employers, critical facilities, etc.) that were shared with 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 analysis 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 the first Friday in December of each year.
• Continue to maintain and improve GIS tools such as the ArcGIS Hub site developed for the 2021-2045 LRTP update and the regional transit resources map.
• 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 and PennDOT 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.

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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.
S1. 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 August 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>
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<td>FY 2022-23</td>
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<td>FY 2023-24</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 virtual training in response to the COVID-19 pandemic.

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

- Continue identifying priority training lists.
- Schedule and facilitate LTAP course training.
- 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.
- Further integrate LTAP with related transportation activities and programs.
- Seek to again sponsor hands-on Equipment Operator Training workshops.
S2. 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, but may include efforts to support implementation of the recommendations of the 2021 CSVT Special Impacts Study, the planned update to the 2019 MPO Strategic Plan, the planned update to the Coordinated Public Transit Plan, technical assistance in the development of safety projects, technical assistance in developing a regional performance measures dashboard, and/or data collection to support the local bridge prioritization process.

<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>
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<td>FY 2022-23</td>
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<td>$7,846.34</td>
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<tr>
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<td>$31,218.43</td>
<td>$6,181.57</td>
<td>$4,287.25</td>
<td>$3,517.36</td>
<td>$1,545.39</td>
</tr>
</tbody>
</table>

Major tasks completed in previous consultant work orders:

- Prepared the 2016 and 2021 SEDA-COG Long-Range Transportation Plans.
- 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 future consultant work orders for plan updates and support:

- May include public outreach support for the planned update to the Coordinated Public Transit Plan.
- May include facilitation services provided in support of the update to the MPO Strategic Plan.
- May include facilitation services provided in support of the planned 2026 update to the LRTP, coordination for which will have to begin in January 2024.
<table>
<thead>
<tr>
<th>Work Task</th>
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<th>Federal MPP</th>
<th>State MLF</th>
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<td><strong>$58,250.00</strong></td>
<td><strong>$20,500.00</strong></td>
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## Seda-Council of Governments
### FY 2023-2024 UPWP
#### Budget Summary

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<th>Work Task</th>
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<th>Federal PL</th>
<th>Federal MPP</th>
<th>State MLF</th>
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**Base Program Total**

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<tr>
<td>S1. Local Technical Assistance Program (LTAP)</td>
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<td>S2. Plan Updates and Support</td>
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<td>$4,287.25</td>
<td>$3,517.36</td>
<td>$1,545.39</td>
</tr>
</tbody>
</table>

**Supplemental Program Total**

|                     | $81,750.00       | $66,218.43  | $6,181.57   | $4,287.25 | $3,517.36  | $1,545.39|

**TOTAL BUDGET**

|                     | $783,750.00      | $552,000.00 | $82,000.00  | $71,000.00| $58,250.00 | $20,500.00|
RESOLUTION
SEDACOG METROPOLITAN PLANNING ORGANIZATION
2022-2024 UNIFIED PLANNING WORK PROGRAM

RESOLUTION 2021-2

RESOLUTION of the SEDA-COG Metropolitan Planning Organization (MPO) to approve submission of the 2022-2024 Unified Planning Work Program (UPWP) to appropriate funding agencies.

WHEREAS, the 2022-2024 UPWP documents all transportation and transportation-related planning activities to be undertaken within the SEDA-COG MPO region from July 1, 2022 through June 30, 2024; and

WHEREAS, the 2022-2024 UPWP identifies planning tasks to be performed by SEDA-COG MPO staff and partner staff using planning assistance funding from the Federal Highway Administration, the Federal Transit Administration, and the Pennsylvania Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED that the SEDA-COG Metropolitan Planning Organization approves submission of the 2022-2024 Unified Planning Work Program.

I, James Saylor, HEREBY CERTIFY that I am Chairman of the SEDA-COG Metropolitan Planning Organization (MPO); that the foregoing resolution was adopted, in accordance with the Bylaws, by the Members of said MPO at a meeting duly called and held on the 19th day of November 2021, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.

______________________________
James Saylor, SEDA-COG MPO Chairman
Potential FY 2022-24 Supplemental Planning Studies

Danville Area Route 11 Access Management Plan

Enlist consultant support for preparing an access management plan for the US Route 11 corridor in the Danville area to address anticipated development activity and promote safe and efficient use of the transportation network. Access management plan recommendations could include strategies such as corridor access projects, encouraging enaction of municipal ordinances to improve safety and capacity and, and recommending adoption of official maps to reserve land for future transportation improvements. The plan will consider effective ingress and egress from US 11 and interconnecting roads, along with efficient spacing and design to ensure the functional integrity of the road network is maintained and enhanced.

<table>
<thead>
<tr>
<th>Danville Area Route 11 Access Management Plan</th>
<th>Total Budget</th>
<th>Fed. PL</th>
<th>Fed. MPP</th>
<th>State MLF</th>
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<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
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</table>

Major tasks to be identified in consultant work order. As part of the access management plan, specific recommendations should consider the implications of the planned development and future development to be determined. Anticipated recommendations would include items such as:

- Adopt Official Maps – Encourage municipalities to adopt an official map to designate future corridors for public improvements.
- Coordination with Danville Area School District, Geisinger, and other major businesses or attractions on planned building expansions, future reuse of vacated facilities, and new development.
- TBD
- TBD

Scope, budget, and match are to be determined for potential submission of this study request in 2022. All activities expected to be completed by the end of year one unless a time extension is required.
### Downtown Danville Area Circulation Study

The Danville Area Transportation Study (DATS) identified a variety of signal and intersection improvements for the Danville downtown area, including the geometric improvements, roundabout installations, roadway realignments and extensions, and operations improvements. Since the original study was completed, two major employers have announced plans to occupy facilities in the downtown area that would bring over 300 new jobs to the area. The study would expand on the analysis completed as part of DATS, considering traffic from the new developments and providing feasibility assessments for the improvements.

<table>
<thead>
<tr>
<th>Downtown Danville Area Circulation Study</th>
<th>Total Budget</th>
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Major tasks to be identified in consultant work order. As part of the circulation study, specific recommendations should consider the implications of the planned development and future development to be determined. Anticipated recommendations would include items such as:

- Coordination with PennDOT, Danville Borough, Mahoning Township, Strong Industries, and Green Thumb Industries on development plans.
- TBD
- TBD

Scope, budget, and match are to be determined for potential submission of this study request in 2022. All activities expected to be completed by the end of year one unless a time extension is required.
S3. SEDA-COG Regional Economic Development and Transportation Study

The SEDA-COG Long Range Transportation Plan noted several factors that may significantly impact freight and economic development across the region. These trends/opportunities may be easily visible, such as the increase in large-scale warehousing developments, the expansion of railway shipping, or the impact of changing weather patterns on aging transportation infrastructure. They may be less visible such as the increase in utility scale solar installations in rural environments, the shift from traditional work models to telecommuting, the increase in new housing starts, increased vacancy of commercial buildings due to the pandemic, increased demand for a workforce, and the increased demand for electric vehicles and charging infrastructure stations (both passenger vehicles and trucks) and the demand on the utility networks. This study will build on the data sources and tools developed to support the 2021 Long Range Plan for the SEDA-COG MPO, and use them as the foundation for the development of a regional economic development and transportation strategy.

For the region to remain competitive, leaders in area need to understand these trends and develop an actionable strategy for addressing and capturing the trends/opportunities. SEDA-COG proposes to convene a series of workshops across 11 counties with state leaders, local and county officials, business leaders, local and regional economic development providers, county/municipal authorities, and other key stakeholders to discuss issues, collect data and input, exchange information, identify specific projects, and develop a regional implementation strategy to guide leaders in the region in establishing a vision for the region. This vision will result in the development of a focused strategy to identify specific projects that will allow for the leaders to make the necessary investments in infrastructure to capture the economic opportunities, to increase economic competitiveness, to foster job growth and to recover from the impacts of the COVID 19 Pandemic. Projects identified will help the transportation and infrastructure networks to meet the mobility and economic development needs of the region, and identify land use policies that will help shape the demands on the system to support continued mobility.

<table>
<thead>
<tr>
<th>Task S3. SEDA-COG Regional Economic Development and Transportation Study</th>
<th>Total Budget</th>
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</table>

Major tasks include the data collection, analysis and mapping of the data collected, stakeholder engagement, and the development of a GIS-based tool to store and share the data and outcomes of the analysis and engagement.

Data Collection

Data collection will build on models and procedures developed for the CSVT Special Impact Study completed by the WATS MPO in 2021. This effort considered the impact of induced development in corridors impacted by major highway construction. The study included development of a web-based GIS tool to share land use data in an easily accessible format. Data including zoning, designated growth
areas, access to sewer and water utilities, vacant parcels, and housing construction will be collected from county sources. This will be supplemented by regional data sources identified for the 2021 Long Range Plan update, including employment data, congestion, flooding risk, mining production, and heavy freight data.

Stakeholder Engagement
Engagement will include completion of four regional workshops with local stakeholders to consider the mapping produced and consider the following issues:

- Impacts of emerging industries such as large-scale warehousing, controlled environment agriculture, plastic recycling, shale related manufacturing, and environmental tourism
- New residential construction and housing patterns along existing and new transportation corridors
- Economic impacts from the COVID 19 Pandemic
- Vacant properties ready for development and/or redevelopment properties along existing and new transportation corridors
- Sustainability and infrastructure vulnerability to extreme weather events (increase resilience)
- Modernization and expansion of core water, stormwater, broadband, and sewer infrastructure
- Changes in vehicle and freight technology and related infrastructure needs, and the particular needs of passenger and freight centers with adequate EV charging infrastructure
- Identify required municipal land use controls

The engagement will be closely coordinated with Economic Development and Community Development programs at SEDA-COG. These programs work with larger service areas than the SEDA-COG MPO planning area. As was demonstrated by for the CSVT Special Impact Study, regional collaboration between MPOs can lead to more impactful projects, although all county stakeholders will be given the option to opt out.

Analysis

Analysis of the data collected will be conducted leading up to and based on input gained through the stakeholder engagement efforts. Early analysis will include a factor analysis for future development, considering vacant parcels, utility access, zoning and stakeholder input to identify future development areas, gaps in infrastructure needed to support development and potential projects to address gaps identified. The Corridors of Opportunity approach developed for the 2021 Long Range Plan will be leveraged to present data related to freight activity, resiliency, and congestion.

Post engagement analysis will include review of the input provided and may include clustering approaches to identify areas of concern, further analysis of proposed projects and the development of mapping features to summarize projects, strategies and outcomes of the engagement.

The result will be a vision and strategy for the implementation of specific and prioritized projects, to be implemented at the local and/or county level, but emphasizing opportunities for multi-municipal, regional collaboration and public and private partnerships with specific attention to the following areas:

- Identify Prioritized list of Projects
  - Definition of the project and location
Identify the regional infrastructure needs for successful project implementation
- Define an estimated cost
- Define required entitlements/approvals
- Define an estimated timeline for project
- Define potential key benefits of project
- Define potential public funding opportunities to be leveraged for project implementation

- Identify areas along corridors that should have municipal and/or county land use controls
  - Zoning Regulations – include new uses like EV re-charging stations or solar Power Projects in existing ordinances. Recommend the development of ordinances in areas where there are not current land use controls
  - Subdivision and Land Development Regulations – emphasizing sustainability development strategies, pedestrian friendly, resiliency, stormwater management and innovative development. Recommend the development of ordinances in areas where there is not current land use controls
  - Floodplain Regulations – protection of floodplain areas and promote resilient development

- Identify project sponsorship/leader
- Identify required local and regional partnership (public and private) and collaboration opportunities for project implementation.

Once the draft vision and strategy are prepared, SEDA-COG will facilitate a presentation of the vision and strategy to key local, county, state, and federal partners. The purpose of the presentation will be to inform them of the region’s priorities as well as discuss potential public funding opportunities and the required regulatory approvals.

Tool Development

The final work product will not be a text heavy document. The final work product will be a strategic working and fluid electronic document to be used to prioritize the projects, assign responsibilities, track milestones, communicate with local, county, state, federal and key stakeholders, and to monitor each project’s implementation.

The mapping and analysis developed will be shared using a web-based tool that share the input layers, the projects developed, and conclusions about future land use and strategy implementation. The data will be presented in an easily accessible format, and supplemented by a story map to present an online summary of the major inputs, discussion items, and outcomes of the study.

This approach leverages investments made in the completion of the CSVT Special Impact Study, and expands some of the planning resources created in that effort. In a similar way, it expands techniques and the use of data sources developed for the Long Range Transportation update. It is anticipated that the resources and approaches developed will be further leveraged in future plan updates and project development efforts at the regional level. Similarly, the resources and summary will be available to stakeholders at the county and local level for use in project development, and county and multi-municipal planning efforts.

SEDA-COG hopes to offer a successful process and work product that can be replicated elsewhere in Pennsylvania.
Agenda Item K
Annual Update of Safety Performance Measures Targets

In 2017, PennDOT began developing performance targets for the required five Highway Safety Improvement Program (HSIP) performance measures. PennDOT is required to update the targets annually. Federal regulations require MPOs to establish targets for each safety performance measure within 180 days of PennDOT establishing its targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. The SEDA-COG MPO supported PennDOT’s initial targets for 2018 and has supported PennDOT’s targets in the annual updates ever since then. The PennDOT targets for 2022 reflect a 2% annual fatality reduction and maintaining level suspected serious injuries. The below table shows these values for the SEDA-COG MPO region.

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<thead>
<tr>
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<tbody>
<tr>
<td>Number of Fatalities</td>
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<tr>
<td>Number of Serious Injuries</td>
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<td>Rate of serious injuries per 100 million VMT</td>
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<td>Number of non-motorized fatalities and serious injuries</td>
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* Future VMT estimated to be 0.5% higher per year starting in 2021.

The SEDA-COG MPO must decide whether to support PennDOT’s targets or establish its own targets. Staff recommends that the SEDA-COG MPO again support PennDOT’s HSIP targets. Staff notes that the SEDA-COG MPO does not have the staff resources and technical capacity to establish and monitor its own individual targets.

PennDOT has asked for decisions from the MPOs/RPOs by February 28, 2022. Because the November 19th meeting is the last SEDA-COG MPO meeting scheduled in 2021, staff recommends that the MPO decide on 11/19/21 to support the 2022 state targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT safety targets.

Attached is:

- Correspondence from PennDOT detailing the HSIP performance measure targets for 2022, and the individual targets enclosure that would apply if the MPO supports PennDOT’s targets.

FHWA determines annually whether PennDOT has met, or is making progress toward meeting the established targets, using a rolling five-year average. A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania’s 2020 targets, FHWA will report this determination by March 31, 2022. Preliminary data indicate Pennsylvania did not meet our 2020 targets and will be subject to submitting an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects.

PennDOT Central Office is placing a higher emphasis on systemic safety improvements that have greater probability of reducing fatalities and serious injury crashes. This emphasis, and the shift to data-driven decision
making, is expected to change the way that candidate safety improvement projects are identified, evaluated, and prioritized for funding on the TIP. Additional guidance will be needed from PennDOT to select safety improvements that have greater probability of reducing fatalities and serious injury crashes.

Below are charts illustrating the most recent annual data for fatalities and serious injuries in the SEDA-COG MPO region and the fatality/serious injury targets:
October 14, 2021

Dear Planning Partners:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2022 targets for the following Safety Performance Measures:

1) Number of fatalities
2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
3) Number of serious injuries
4) Rate of serious injuries per 100 million VMT
5) Number of non-motorized fatalities and serious injuries.

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31st each year. The 2022 targets found in Table 1 of the enclosure are based on a data driven trend analysis of the statewide fatality and suspected serious injury numbers (2 percent annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 28, 2022) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level.

MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2021.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania’s 2020 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2022.

Preliminary data indicate Pennsylvania did not meet our 2020 targets and will be subject to the provisions of 23 United States Code § 148 (i). This will require the
Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan will be due June 30, 2022. In addition, we will be required to obligate in Federal Fiscal Year (FFY) 2023 an amount equal to the FFY 2019 HSIP apportionment.

For more information, please visit the FHWA Safety Performance Management website at https://safety.fhwa.dot.gov/hsip/spm/.

Your response is requested before February 28, 2022.

Please complete the following:

____________________________________________________________________
Planning Organization Name
____________________________________________________________________

Select one of the following options for establishing Safety Performance Measures:

☐ The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.

☐ The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO’s Transportation Improvement Program. If choosing this option please notify the Center for Program Development and Management (CPDM) by December 31, 2021.

Concurrence: _____________________________________________    ________________
Authorized MPO/RPO Representative    Date

SUBMIT
Should you have any questions, please contact Casey Markey, Transportation Planning Manager, Center for Program Development and Management, at 717.787.1251 or cmarkey@pa.gov.

Sincerely,

Larry S. Shifflet
Deputy Secretary for Planning

Sincerely,

Michael C. Keiser, P.E.

Michael C. Keiser, P.E.
Acting Deputy Secretary for Highway Administration

Enclosure
Agenda Item L
# 2023 TIP Update Timeline

## Public Involvement

- **Regional STC comments provided to planning partners**
- **Deadline to submit local bridge priorities for scoring**
- **STC TYP public comment period**
- **Draft TIP 30-day Public Comment Period**
- **STIP public comment period**

## TIP Development Milestones

### TIP Update Timeline

- **STC TYP public comment period**
- **Regional STC comments provided to planning partners**
- **Deadline to submit local bridge priorities for scoring**
- **Draft TIP 30-day Public Comment Period**
- **STIP public comment period**

### TIP Development Milestones

- **Environmental Justice Analysis**
- **C.O. Review**
- **Interstate/Statewide Projects released**
- **Final Statewide Financial and General & Procedural Guidance released**
- **Philadelphia Connects Muni meetings on TIP Candidate Projects**

### Public Involvement

- **STC TYP public comment period**
- **Regional STC comments provided to planning partners**
- **Deadline to submit local bridge priorities for scoring**
- **Draft TIP 30-day Public Comment Period**
- **STIP public comment period**

### TIP Development Milestones

- **Summer Planning Partners Meeting**
- **Final Statewide Financial and General & Procedural Guidance released**
- **Environmental Justice Analysis**
- **PennDOT Connects Muni meetings on TIP Candidate Projects**
- **C.O. Review**
- **Interstate/Statewide Projects released**

### Public Involvement

- **STC TYP public comment period**
- **Regional STC comments provided to planning partners**
- **Deadline to submit local bridge priorities for scoring**
- **Draft TIP 30-day Public Comment Period**
- **STIP public comment period**

### TIP Development Milestones

- **Summer Planning Partners Meeting**
- **Final Statewide Financial and General & Procedural Guidance released**
- **Environmental Justice Analysis**
- **PennDOT Connects Muni meetings on TIP Candidate Projects**
- **C.O. Review**
- **Interstate/Statewide Projects released**

### Other Milestones:

- **July 2021 - State Transportation Commission approves the Twelve Year Program.**
- **By 8/31/22 - On behalf of the Governor, PennDOT submits the Statewide Transportation Improvement Program to FHWA/FTA.**
- **By 9/30/22 - PennDOT obtains joint approval of the 2023 Program from FHWA/FTA.**

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**MPO approval to advertise Draft TIP for public comment.**

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**SEDACOG MPO Meetings**

**PennDOT District / Central Office Coordination Meetings**

**TIP Public Comment Period Public Meeting**
2023-2026 Transportation Improvement Program (TIP) Development Schedule
SEDA-COG Metropolitan Planning Organization (MPO)

The 2023 TIP development process is highly collaborative and executed in accordance with state/federal guidance. The TIP is prepared consistent with the SEDA-COG MPO Public Participation Plan.

<table>
<thead>
<tr>
<th>DATE</th>
<th>MILESTONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/19/2021</td>
<td>SEDA-COG staff reviews the 2023 TIP public participation process and comment opportunities with MPO members.</td>
</tr>
<tr>
<td>Spring 2021</td>
<td>SEDA-COG staff meets with county members and PennDOT staff to review local bridge priorities and other candidate projects for the 2023 TIP.</td>
</tr>
<tr>
<td>6/25/2021</td>
<td>SEDA-COG staff reviews the 2023 TIP public participation process and State Transportation Commission public survey comments from the region with MPO members.</td>
</tr>
<tr>
<td>6/29/2021</td>
<td>SEDA-COG participates in 2021 Summer Planning Partners Meeting that is focused on the 2023 TIP Update.</td>
</tr>
<tr>
<td>7/27/2021</td>
<td>PennDOT and SEDA-COG staff hold conference call to coordinate on TIP development and review 2023 TIP funding allocations for counties in PennDOT District 2 and PennDOT District 3 regions.</td>
</tr>
<tr>
<td>8/19/2021</td>
<td>SEDA-COG contacts area transit operators to solicit their carry-over and new projects to include on the 2023-2026 Transit TIP.</td>
</tr>
<tr>
<td>8/20/2021</td>
<td>PennDOT and SEDA-COG staff hold 2nd conference call to coordinate on TIP development and review 2023 TIP funding allocations for counties in PennDOT District 2 and PennDOT District 3 regions.</td>
</tr>
<tr>
<td>9/17/2021</td>
<td>SEDA-COG staff reviews the 2023 TIP development guidance process and timeline. The MPO approves a list of local bridges to use in the prioritization process for the 2023 TIP.</td>
</tr>
</tbody>
</table>
| 9/15, 10/6, 10/21,  
and 11/4/2021       | SEDA-COG staff participates in half-day 2021 Fall Planning Partners Meetings and receives updates about the 2023 TIP development process. |
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/19/2021</td>
<td>SEDA-COG staff reviews the 2023 TIP development process/timeline with MPO members. The 2023 TIP approval meeting dates are scheduled for 2022.</td>
</tr>
<tr>
<td>12/6/2021</td>
<td>PennDOT and SEDA-COG staff coordination meeting to review Draft 2023 TIP carry-over and new projects.</td>
</tr>
<tr>
<td>12/____/2021</td>
<td>Draft 2023 TIP project list completed and submitted to PennDOT Program Center, appropriate District Office(s) and FHWA/FTA. TIP negotiations continue.</td>
</tr>
<tr>
<td>1/____/2022</td>
<td>PennDOT and SEDA-COG staff coordination conference call to review all candidate projects, to agree on projects for inclusion in the 2023 TIP, and to negotiate/resolve any remaining issues.</td>
</tr>
<tr>
<td>2/4/2022</td>
<td>SEDA-COG staff reviews the 2023 TIP development process/timeline, at-a-glance summary of 2023 TIP projects, full listing of Draft 2023 TIP projects, “Spike” project lists for the 2023 TIP, Interstate project lists for the 2023 TIP, major projects implemented/delayed during the prior TIP, and project selection process narrative with MPO members.</td>
</tr>
<tr>
<td>4/8/2022</td>
<td>Draft 2023 TIP is reviewed by MPO members and approved for advertising as part of a 30-day public comment period. All relevant documents placed on SEDA-COG website for public access.</td>
</tr>
<tr>
<td>4/27/2022</td>
<td>SEDA-COG MPO opens public comment period on Draft 2023 TIP.</td>
</tr>
<tr>
<td>5/____/2022</td>
<td>Presentation of Draft 2023 TIP during in-person/virtual public meeting.</td>
</tr>
<tr>
<td>6/1 – 6/15/2022</td>
<td>Statewide Transportation Improvement Program public comment period.</td>
</tr>
<tr>
<td>6/10/2022</td>
<td>The 2023 TIP is formally adopted by the SEDA-COG MPO and submitted to PennDOT.</td>
</tr>
</tbody>
</table>
Agenda Item M
## Planning Process – Plans and Updates:

<table>
<thead>
<tr>
<th>Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Middle Susquehanna Regional Bicycle and Pedestrian Plan</td>
</tr>
<tr>
<td>FY 2020-2022 Unified Planning Work Program (UPWP)</td>
</tr>
<tr>
<td>FY 2022-2024 UPWP</td>
</tr>
<tr>
<td>FFY 2021-2024 TIP</td>
</tr>
<tr>
<td>FFY 2023-2026 TIP Update</td>
</tr>
<tr>
<td>2021 Long Range Transportation Plan (LRTP) Update</td>
</tr>
<tr>
<td>Limited English Proficiency Plan Update</td>
</tr>
<tr>
<td>PennDOT Pathways Initiative</td>
</tr>
<tr>
<td>Transportation Revenue Options Commission Report</td>
</tr>
</tbody>
</table>
transportation funding in Pennsylvania and outlines several potential revenue sources including road user charges, tolling, redirection of funding, fees, and taxes. Analysis of each option includes potential revenue that a given solution could bring the commonwealth, concerns raised by commission members relating to each option, and suggested next steps. Summary of report enclosed.

PennDOT requested additional comments and candidate priority projects that the MPO would like to address if additional funding became a reality. The projects are to be deliverable within the CY 2022-2025 timeframe. The additional project listing (see enclosed) was provided on 9/30/21.

### Planning Process – Project Development:

<table>
<thead>
<tr>
<th>Congressional Member Designated Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>In March, the U.S. House of Representatives Transportation &amp; 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. MPO staff submitted candidate projects in Clinton and Snyder Counties to Rep. Fred Keller for consideration. The Member Designated Project requests submitted by Rep. Keller can be found <a href="#">here</a>.</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2021 ARLE Application Round</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The 2021 PennDOT Automated Red Light Enforcement (ARLE) Funding Program grant round was open until July 1, 2021. More details can be found <a href="#">here</a>. Funding awards may be made by the end of 2021.</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2021 Rail Freight Grant Programs</th>
</tr>
</thead>
<tbody>
<tr>
<td>PennDOT announced the application period for 2021 Rail Freight Assistance Program (RFAP) and Rail Transportation Assistance Program (RTAP) funding on 7/26/21. The application round was open through 8/20/21. MPO staff comments on the applications are enclosed.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Green Light-Go Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>PennDOT announced the application period for FY 21-22 Green Light-Go Program funding on 10/16/21. The application round is open through 1/14/22. Applicants must complete and submit a Pre-Application Project Scoping Form to the appropriate PennDOT District. More info can be found <a href="#">here</a>.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PennDOT Multimodal Applications</th>
</tr>
</thead>
<tbody>
<tr>
<td>The FY 2022-23 round opened on 9/10/21. Applications were due on 11/5/2021. MPO comments on submitted applications are due on 1/28/22. Grant approvals are expected to be announced in 2022; funding will become available in July 2022.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CFA Multimodal Applications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applications for the 2021 CFA Multimodal Transportation Fund round were accepted until 7/31/21. Grant approvals are expected to be announced in November 2021.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Alternatives Set-Aside Applications</th>
</tr>
</thead>
<tbody>
<tr>
<td>PennDOT opened the 2021 Transportation Alternatives Set-Aside Program funding round on 6/28/21. Project sponsors were required to submit a pre-application by 8/16/21 and a full application was due on 10/15/21. There were five applications submitted from the MPO region. More details can be found <a href="#">here</a>. The MPO TA Set-Aside Review</td>
</tr>
</tbody>
</table>
| **SEDA-COG MPO Staff Activity Report**  
*November 2021* |
|---|
| **Committee met on 11/16/21 and makes the enclosed recommendations to the full MPO.**  

**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:  
- SR 1012 Bridge Replacement over Laurel Creek (Mifflin, 10/6)  
| 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.  
Reviewed and commented on Connects proposal forms. Participated in Connects 2021 TIP new start project municipal outreach meetings with municipalities. Submitted two planning study proposals for PennDOT Connects Program funding, both of which were approved, and must be completed by 6/30/22.  

| **Danville Area Transportation Study**  
Worked on follow-ups related to this study funded through the 2018-20 UPWP. Held annual coordination/implementation meeting with local stakeholders on 7/15/21 and identified two potential follow-up supplemental studies to be considered for the FY 22-24 UPWP. The final study report 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. Coordinated with local stakeholders and Commute with Enterprise about starting vanpools in the Berwick area; funds have been committed to subsidize the vanpool costs.  

| **Project Support**  
Attended meetings, participated in calls, and provided continuing support on the following projects:  
- Route 522 Corridor Improvements Study (10/4)  
- Union County Bridge #2 (10/18)  
| Contact staff with questions or for further information  

| **Planning Process – Collaboration:**  
**CSVT Special Impacts Study (led by Williamsport MPO)**  
Participated in Management Team meetings to guide consultant team from Michael Baker International in preparing this study. Draft report is available [here](#) and it will be presented to the MPO for acceptance at its 11/19/21 meeting.  

| **SEDA-COG MPO Member Orientation**  
Updated the MPO member orientation materials. New members joining the MPO since November 2019 were targeted to receive an orientation attended by ten members and staff on 11/9/21.  

| **Other Meetings**  
Represented SEDA-COG MPO in continuing meetings with several organizations, including:  
- SEDA-COG Board of Directors (9/22, 10/27)  
- Greater Susquehanna Valley Chamber of Commerce Transportation Committee (10/8, 11/10)  
- rabbittransit Transportation Advisory Committee (10/20)  

<table>
<thead>
<tr>
<th>SEDA-COG MPO Staff Activity Report</th>
<th>November 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>- PennDOT Connects Steering Committee (10/22, 11/9)</td>
<td></td>
</tr>
<tr>
<td>- Census Public Use Microdata Sample (PUMS) program (10/19, 10/27)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SEDA-COG Joint Rail Authority (JRA)</th>
<th>Participated in project meetings and JRA board meetings.</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEDA-COG Natural Gas Cooperative</td>
<td>Participated in coop board meeting (9/24, 10/15, 11/12), and continued project development meetings.</td>
</tr>
<tr>
<td>FHWA 2021 MPO Freight Program Assessment</td>
<td>Participated in interview with FHWA staff on 10/7/21 to provide answers for FHWA’s 2021 Freight Program Assessment of nationwide MPOs.</td>
</tr>
<tr>
<td>McClure Borough Grant Funding Discussion</td>
<td>Organized virtual meeting on 10/28/21 to assist McClure Borough with grant program options for implementing its McClure Station Park Comprehensive Plan. Attended follow-up field visit on 11/12/21.</td>
</tr>
<tr>
<td>Clinton County Multimodal Strategy</td>
<td>Participated in continuing calls and virtual meetings to refine projects and findings for this strategy.</td>
</tr>
</tbody>
</table>

**Tools, Data Collection and Analysis:**

<table>
<thead>
<tr>
<th>PennDOT Virtual Innovation Days</th>
<th>Promoted and attended PennDOT Virtual Innovation Days held Nov. 2-4, 2021. There were two concurrent sessions in the morning and afternoon of each day and a Virtual Exhibit hall was available here.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Functional Classification Revisions</td>
<td>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.</td>
</tr>
<tr>
<td>Highway Performance Monitoring System (HPMS) Samples</td>
<td>Completed sample section inventory and submitted to PennDOT on 11/10/21.</td>
</tr>
<tr>
<td>PennDOT One Map</td>
<td>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 here.</td>
</tr>
<tr>
<td>SEDA-COG MPO Newsletter</td>
<td>Issued summer edition of electronic MPO newsletter (called “Pathways”) on 9/2/21 using Constant Contact and that was opened by 33% of recipients. The next issue will likely go out in December.</td>
</tr>
</tbody>
</table>

**LTAP:**

<p>| LTAP Classes and Other Municipal Training | Coordinated with PennDOT/PSATS/municipalities about classes. Promoted virtual classes planned through the fall of 2021 (in-person classes resumed in August). Organized four (4) in-person classes and one tech assist during fall 2021. Future class schedule can be found here. |</p>
<table>
<thead>
<tr>
<th>Activity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>LTAP Fall e-newsletter</td>
<td>The fall 2021 LTAP newsletter was distributed in August. It was opened by 27% of recipients. It can be found <a href="#">here</a>.</td>
</tr>
<tr>
<td>LTAP Virtual Drop-in Sessions and Webinars</td>
<td>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.”</td>
</tr>
<tr>
<td>LTAP Annual Report</td>
<td>Prepared and submitted SEDA-COG MPO LTAP Annual Report for FY 2020-2021. It can be found <a href="#">here</a>.</td>
</tr>
<tr>
<td>2021 LTAP Planning Partners Meeting</td>
<td>Presented updates at statewide LTAP Planning Partners meeting on 9/23/21. Contact staff if you would like any presentations or updates.</td>
</tr>
<tr>
<td>Fall LTAP Advisory Committee Meeting</td>
<td>Participated in this statewide advisory committee meeting on 11/5/21. Contact staff if you would like any presentations.</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>91608</td>
<td>SR 1012 over Laurel Creek Bridge Replacement</td>
<td>PennDOT District 2-0</td>
<td>Attended Design Field View held 10/6/2021</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’d</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’d</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’d</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’d</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>
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<tr>
<td>North’d</td>
<td>Washington Twp</td>
<td>T-426 Crissinger 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>
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</tbody>
</table>

*PennDOT Connects letter sent to Chapman Twp for microsurfacing project on SR 104 through this area.*
Transportation Alternatives Set-Aside Projects Status Update
2018 Funding Round

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

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<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>
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</tbody>
</table>

Project involves repairing deteriorated sidewalks, constructing new sidewalks and installing new street lighting on in 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 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

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<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>
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</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 2025.

MPMS 111606 – Bull Run Greenway Phase 1 – Lewisburg Borough

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</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>Yes.</td>
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</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

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<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>
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</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

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<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>
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</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

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<tbody>
<tr>
<td>Yes.</td>
<td>Yes.</td>
<td>Not Applicable</td>
<td>Yes.</td>
<td>Not Applicable</td>
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</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 has also submitted a TA application for the 2021 round.

MPMS 111461 – Brown Township Streetscape – Mifflin County

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<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>Yes.</td>
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</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 fall 2021.
<table>
<thead>
<tr>
<th>Applicant/Owner</th>
<th>Application</th>
<th>County</th>
<th>SR</th>
<th>Segments</th>
<th>Status</th>
<th>Submit</th>
<th>Response</th>
<th>Issue</th>
<th>Permit Group</th>
<th>Permit</th>
<th>Permit Type</th>
<th>Permit Sub Type</th>
<th>Expire</th>
<th>Close Out</th>
<th>Security Exp Date</th>
<th>District</th>
<th>Eng Firm</th>
<th>Created By</th>
<th>Created</th>
</tr>
</thead>
<tbody>
<tr>
<td>JLM Real Estate Investments, LLC</td>
<td>242921</td>
<td>Northumberland</td>
<td>61</td>
<td>16 - 16</td>
<td>Under Review</td>
<td>11/2/2021</td>
<td>HOP</td>
<td>Driveway</td>
<td>Medium Volume</td>
<td></td>
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<td></td>
<td>05/04/2021</td>
<td>Hoffer, Suzanne R. P.E.</td>
<td>Mike Brinkash</td>
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<tr>
<td>Armagh Township</td>
<td>243837</td>
<td>Mifflin</td>
<td>1005</td>
<td>210 - 210</td>
<td>Under Review</td>
<td>10/22/2021</td>
<td>HOP</td>
<td>Driveway</td>
<td>Local Road</td>
<td></td>
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<td></td>
<td>5/13/2021</td>
<td>LIVIC Civil, LLC</td>
<td>Hunter Cero</td>
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<td>Geisinger Medical Center</td>
<td>225898</td>
<td>Mifflin</td>
<td>655</td>
<td>314 - 314</td>
<td>Under Review</td>
<td>10/20/2021</td>
<td>HOP</td>
<td>Driveway</td>
<td>Low Volume</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>10/16/2020</td>
<td>Kaden Metzger</td>
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<tr>
<td>M &amp; G Realty, Inc.</td>
<td>250702</td>
<td>Northumberland</td>
<td>1022</td>
<td>30 - 30</td>
<td>Returned For Revisions</td>
<td>10/18/2021</td>
<td>11/4/2021</td>
<td>HOP</td>
<td>Driveway</td>
<td>Medium Volume</td>
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<td>8/2/2021</td>
<td>Transportatio Resource Group, Inc.</td>
<td>TRG HOP</td>
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<tr>
<td>Ashok Bhanushali</td>
<td>254360</td>
<td>Montour</td>
<td>642</td>
<td>240 - 240</td>
<td>Returned For Revisions</td>
<td>10/7/2021</td>
<td>10/12/2021</td>
<td>HOP</td>
<td>Driveway</td>
<td>Low Volume</td>
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<td>9/15/2021</td>
<td>Axtman Engineering, LLC</td>
<td>Charles Axtman</td>
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<td>Montour, LLC</td>
<td>253487</td>
<td>Montour</td>
<td>1003</td>
<td>30 - 30</td>
<td>Permit issued</td>
<td>9/20/2021</td>
<td>10/7/2021</td>
<td>10/7/2021</td>
<td>HOP</td>
<td>3036807</td>
<td>Driveway</td>
<td>Minimum Use</td>
<td></td>
<td>10/7/2022</td>
<td>STV Incorporated</td>
<td>Sam Gilbert</td>
<td>9/3/2021</td>
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<tr>
<td>Applicant/Owner</td>
<td>Application</td>
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<td>Permit Type</td>
<td>Permit Sub Type</td>
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<tr>
<td>MPO/RPO</td>
<td>County</td>
<td>MPMS</td>
<td>Project Title</td>
<td>Project Description</td>
<td>Advancing, Enhancing or Adding</td>
<td>Estimated Let Date</td>
<td>Total Estimated Construction Cost</td>
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<tr>
<td>SEDA-COG MPO</td>
<td>Clinton</td>
<td>3850</td>
<td>SR 1001 Improvements</td>
<td>Safety improvement, resurfacing, and retaining wall with pedestrian facilities, on State Route 1001 (Farrandsville Road) from Lockport Heights/Jay Street Bridge to Township Road 359, West River Drive in Woodward Township, Village of Lockport in Clinton County.</td>
<td>Enhancing</td>
<td>4/14/2022</td>
<td>$7,450,000</td>
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<tr>
<td>SEDA-COG MPO</td>
<td>Clinton, Juniata, Mifflin</td>
<td>116858</td>
<td>SEDA-COG Regional Bridge Preservation Program</td>
<td>Bundle implementing preservation work on (10) structures across three counties to address issues noted in NBIS inspection process.</td>
<td>Adding</td>
<td>10/31/2023</td>
<td>$8,000,000</td>
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<tr>
<td>SEDA-COG MPO</td>
<td>Columbia</td>
<td>97736</td>
<td>I-80 East Bound Rest Area</td>
<td>Reconstruction of the I-80 East Bound Rest Area Parking in Mifflin Township, Columbia County.</td>
<td>Advancing</td>
<td>11/1/2025</td>
<td>$6,000,000</td>
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<tr>
<td>SEDA-COG MPO</td>
<td>Columbia, Northumberland</td>
<td>109577</td>
<td>I-80 Bridge Preservation</td>
<td>Bridge Rehabilitation, Bridge Piers Rehabilitation, on four Bridges on Interstate 80 with two in Scott (Township) Columbia County and two in Turbot (Township) Northumberland County.</td>
<td>Adding</td>
<td>12/1/2025</td>
<td>$2,195,000</td>
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<tr>
<td>SEDA-COG MPO</td>
<td>Juniata</td>
<td>116859</td>
<td>Cedar Springs Road/Industrial Park Road Intersection Improvement</td>
<td>Intersection lane, approach and/or traffic control improvements on the intersection of State Route (SR) 2006 and SR 2001 in Fayette Township.</td>
<td>Advancing</td>
<td>12/1/2025</td>
<td>$2,592,000</td>
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<tr>
<td>SEDA-COG MPO</td>
<td>Juniata, Mifflin</td>
<td>4582</td>
<td>Lewistown Narrows Rehab</td>
<td>Highway Restoration on State Routes 22 and 322, Lewistown Narrows, in Mifflin and Juniata Counties.</td>
<td>Advancing</td>
<td>11/7/2024</td>
<td>$8,333,869</td>
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<td>SEDA-COG MPO</td>
<td>Montour</td>
<td>103853</td>
<td>SR 54 Corridor Safety Improvement</td>
<td>Realignment, signalization, and other improvements of the State Route (SR) 54 and SR 642 intersections, Bridge Replacement on SR 642 over Mauses Creek, and relocation of the park and ride Valley and Mahoning Townships Montour County.</td>
<td>Advancing</td>
<td>5/11/2023</td>
<td>$17,350,000</td>
<td></td>
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<tr>
<td>SEDA-COG MPO</td>
<td>Montour</td>
<td>117036</td>
<td>SR 2008 Bloom Road Bike Lanes and Walkway</td>
<td>Resurface Roadway SR 2008 from Cherry Street to Byrd Avenue, Danville Borough and Mahoning Township. Improve existing shoulders along 5,500' of Bloom Road by installing a 5' bike lane and a 5' walkway on the north side, along with a 5' bike lane on the south side.</td>
<td>Adding</td>
<td>12/1/2025</td>
<td>$1,000,000</td>
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<tr>
<td>SEDA-COG MPO</td>
<td>Union</td>
<td>77352</td>
<td>T-421 Mill Road over White Deer Hole Creek (County Bridge #2)</td>
<td>Rehab historic truss that serves as sole access to local properties.</td>
<td>Adding</td>
<td>12/1/2025</td>
<td>$3,000,000</td>
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<tr>
<td>SEDA-COG MPO</td>
<td>Union</td>
<td>116834</td>
<td>Hospital Drive/JPM Road Roundabout</td>
<td>Construct a roundabout, widen and realign approaching roadways, and add sidewalks to connect to commercial and residential properties.</td>
<td>Advancing</td>
<td>12/1/2025</td>
<td>$1,000,000</td>
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<tr>
<td>Southern Alleghenies RPO</td>
<td>Bedford</td>
<td>116801</td>
<td>US 30 - Breezewood to Everett</td>
<td>Surface improvements on US 30 from the end of the 4 lane west of Breezewood to the Juniata River Bridge near Everett (15.4 miles).</td>
<td>Adding</td>
<td>3/1/2024</td>
<td>$9,500,000</td>
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<td>Southern Alleghenies RPO</td>
<td>Fulton</td>
<td>96543</td>
<td>US 522 - PA 30 to the Turnpike</td>
<td>Resurfacing on US 522 from Lincoln Way West (SR 1004) to I-76 Turnpike in Todd and Dublin Townships and McConnellsburg Borough, Fulton County.</td>
<td>Advancing</td>
<td>1/18/2024</td>
<td>$8,000,000</td>
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<tr>
<td>Southern Alleghenies RPO</td>
<td>Huntingdon</td>
<td>116806</td>
<td>PA 453 Corridor Study</td>
<td>Corridor study on PA 453 from Huntingdon Furnace Road to I-99 in Huntingdon and Blair Counties.</td>
<td>Adding</td>
<td>N/A</td>
<td>$250,000</td>
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<tr>
<td>Southern Alleghenies RPO</td>
<td>Somerset</td>
<td>23478</td>
<td>US 219 - US 30 to North Somerset</td>
<td>Surface Improvement and bridge rehabilitate/preservation on US 219 from Turnpike Interchange through the US 30 Interchange in Somerset and Quemahoning Townships, Somerset County.</td>
<td>Advancing</td>
<td>1/11/2024</td>
<td>$14,410,000</td>
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<tr>
<td>Southern Alleghenies RPO</td>
<td>Somerset</td>
<td>116802</td>
<td>US 219 - Jennerstown to Cambria County</td>
<td>Surface improvement on SR 219 from Jennerstown interchange to Cambria County Line.</td>
<td>Adding</td>
<td>3/1/2024</td>
<td>$15,300,000</td>
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<tr>
<td>Southern Alleghenies RPO</td>
<td>Somerset</td>
<td>116803</td>
<td>US 219 - Berlin to Somerset Interchange</td>
<td>Surface improvement on SR 219 from Berlin to the Somerset Interchange.</td>
<td>Adding</td>
<td>3/1/2024</td>
<td>$8,600,000</td>
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<tr>
<td>Southern Alleghenies RPO</td>
<td>Somerset</td>
<td>115845</td>
<td>US 219 - Meyersdale to MD</td>
<td>Final Design and Right of Way for the construction of new limited access 4-lane of US 219 from Meyersdale to Maryland in Somerset County.</td>
<td>Adding</td>
<td>11/5/2026</td>
<td>$36,000,000</td>
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Comments Submitted by SEDA-COG MPO on Pennsylvania’s Draft 2045 Long-Range Transportation Plan (LRTP) and Freight Movement Plan (FMP)

LRTP

1. There’s no reference to Personal Delivery Devices in the document. It seems that topic should be addressed in some fashion in the report.

2. There’s no reference to micromobility devices (scooters, e-scooters, e-bikes, etc.). It seems that topic should be addressed in some fashion in the report.

3. Page 16, Figure 1: The color scheme makes this map difficult to digest. Revise the color scheme so that it is clearly understood as to which population change categories the counties belong. For example, population loss could be shown in shades of red or orange; population growth could be in shades of blue.

4. Page 17, Figure 2: The color scheme makes this map difficult to digest. Revise the color scheme so that it is clearly understood as to which population change categories the counties belong. For example, population loss could be shown in shades of red or orange; population growth could be in shades of blue.

5. Page 22, left column, 5th bullet: Suggest placing the BPN number in parentheses next to the classification text.

6. Page 26, right column, 2nd bullet, 2nd sub-bullet: Perhaps insert hypertext for or call out guides for the referenced tools.

7. Page 27, Figure 9: Label the Y-axis as Percent of Poor Bridges.


9. Page 30, left column, 4th bullet: Define or give more of a reference point for what qualifies as an incident.

10. Page 31: Planning Implications header should be in orange text. Perhaps the Personal Delivery Devices topic could be addressed in the 2nd bullet.

11. Page 32: 4th bullet notes a decrease in the four years prior to the pandemic. Some discussion of the trends and significant impacts of the pandemic on ridership (on at least a statewide basis) would seem to be warranted.

12. Page 33, Figure 13: Should this be titled as Fixed-Route Transit Systems? Just calling it Transit Systems seems misleading.

13. Page 45, blue block: Does this seem to somewhat contradict what is said in the 4th bullet of the left column?

14. Page 52: Consider moving some of the demographics discussion in third paragraph to demographics trends and issues discussion in the Existing Conditions section. It’s a lot to digest.
here, some of the data would be better conveyed with mapping, and the points about workers without access to vehicles would appear to fit as a planning implication in the earlier section.

15. Page 53: Consider adding a discussion of trends and issues related to resilience earlier in the document. Discussion should touch on the excellent vulnerability to extreme weather work that PennDOT has completed and offer some summary mapping. Consider adding a performance measure for number or duration of weather-related closures. As presented, there appears to be little congruence between the issues discussed and the performance measures proposed. More information needs to be presented to clarify the applicability of the measures.

16. Page 57: The Action Plan should be included in the report or provided as an Appendix.

17. Page 61, 3rd column: Insert hypertext for the TPM Resource Toolbox (if publicly available).

FMP

1. There’s no reference to Personal Delivery Devices in the document. It seems that topic should be addressed in some fashion in the report.

2. Page 10: The public-sector Interstate funding for 2007-2019 alone is $5.4 billion, to say nothing of the funding allocated to the NHS, the port and waterway system, and made available to railroads and airports through state and federal programs. This document should summarize the historic public investment.

3. Page 17: There’s an excellent opportunity to present summary statistics for employment in freight-related industries in a map. Just the availability of the data raises questions about how the employment lines up with the various networks. Best application would be development of a storymap or other interactive tool that could incorporate much of the other summary data in the plan.

4. Page 19: Use a higher-resolution map.

5. Page 22: Bottleneck map should use different symbology for the Top 10 and Top 50 bottlenecks. Consider interactive tool, as noted above.

6. Page 24, left column, final bullet: PennDOT has an excellent and accurate map of all the railroads in Pennsylvania. Perhaps make it a link, appendix, or show it in addition to Figures 5, 6, and 7.

7. Page 30: 4th bullet notes the differing needs and priorities for rail facilities prioritizing intermodal traffic. Is it possible to map the rail facilities that predominantly handle intermodal traffic?

8. Page 33: Use a higher-resolution map.

9. Page 34: Third bullet notes over 200 miles of waterways and 200 terminal facilities. A regional scale map showing the waterways and 20 largest facilities would be appropriate.

10. An overall graphic that compares total tonnage by mode would seem to be appropriate.
11. Page 35: Show units for the commodity numbers.

12. Page 48: The plan should include at least a brief discussion of freight related performance measures required under the FAST Act, explaining the measures, the statewide goal setting methodology and current performance.

13. Page 51: The Action Plan should be included in the report or provided as an Appendix.

14. Several Appendix items are referenced in the report, but they aren’t provided on PennDOT’s website for review at this time. The Appendix items should be provided for the final report.
October 28, 2021

Stephen Panko  
Transportation Planning Manager  
Multimodal Deputate  
Bureau of Rail Freight, Ports & Waterways

RE: Comments on FY 2021 Rail Freight Program Applications

Dear Mr. Panko:

We are aware of no negative issues or concerns (related to the project, the applicants, or the servicing railroads) for the following: MCIDC Plaza Track Reconstruction, in Mifflin County, and Standard Steel LLC – 1 New Rail and Rail Rehab, Mifflin County.

We note that the MCIDC Plaza project serves Growmark, FS, LLC, a regional distributor for agricultural products, an important industry for Mifflin County. The Standard Steel project serves the fourth largest employer for Mifflin County and will serve significant freight movements destined to other states.

Please feel free to contact me if you have any questions

James Saylor, P.E., PTOE  
Transportation Planning Program Director  
SEDA-Council of Governments
Agenda Item O
# Items of Potential Interest to MPO Members  
*As of November 2021*

## Opportunities to Provide Review and Comment:

<table>
<thead>
<tr>
<th>Opportunity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PennDOT 2045 Long-Range Transportation Plan and Freight Movement Plan</strong></td>
<td>PennDOT solicited comments on these draft plans from September 20-October 19, 2021. More information is available <a href="#">here</a>.</td>
</tr>
<tr>
<td><strong>FHWA Transportation Planning Process Briefing Book</strong></td>
<td>FHWA has updated its Transportation Planning Process Briefing Book. Part I 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><strong>FHWA Community Connections Innovations Handbook</strong></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>
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## Funding Opportunities:

<table>
<thead>
<tr>
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<tbody>
<tr>
<td><strong>ROUTES Initiative Applicant Toolkit</strong></td>
<td>The U.S. Department of Transportation has released an Applicant Toolkit (Toolkit) for the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative. The Toolkit provides user-friendly information and resources to enhance rural applicants' familiarity with USDOT's discretionary grant programs and the funding process.</td>
</tr>
<tr>
<td><strong>Transportation Alternatives Set-Aside Program</strong></td>
<td>The 2021 Transportation Alternatives Set-Aside statewide funding round opened on June 28 and closes on October 15, 2021. Find more information <a href="#">here</a>.</td>
</tr>
<tr>
<td><strong>Multimodal Transportation Fund</strong></td>
<td>The Commonwealth Financing Authority announced the latest grant recipients on 4/21/21; see project list <a href="#">here</a>. The 2021 round of Multimodal grants was open till 7/31/21; grant awards are expected in November 2021.</td>
</tr>
<tr>
<td><strong>Multimodal Transportation Fund</strong></td>
<td>PennDOT announced the latest grant recipients on 4/16/21; see project list <a href="#">here</a>. The FY 2022-23 round of Multimodal grant applications opened on 9/10/21. Applications are due on 11/5/2021. Find more information <a href="#">here</a>.</td>
</tr>
<tr>
<td><strong>Green Light-Go Program</strong></td>
<td>PennDOT announced the latest grant recipients on 7/7/21; see project list <a href="#">here</a>. Applications will be solicited again in 2021.</td>
</tr>
<tr>
<td><strong>ARLE Program</strong></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 was open till 7/1/21; funding awards may occur by the end of 2021.</td>
</tr>
<tr>
<td><strong>ARC Local Access Road Program</strong></td>
<td>Interested parties should contact SEDA-COG’s Betsy Lockwood regarding candidate local access road projects. Project summaries for 2021 were due in June 2021.</td>
</tr>
</tbody>
</table>
# Items of Potential Interest to MPO Members  
*As of November 2021*

## PennDOT Project Information:

<table>
<thead>
<tr>
<th>Maintenance and Traffic Bulletins</th>
<th>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>.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major and Ongoing Construction Projects</td>
<td>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>.</td>
</tr>
<tr>
<td>State College Area Connector Project</td>
<td>The project team is conducting an open house to review conceptual alternatives on 9/22/21 and 9/23/21 at the Wyndham Garden Hotel in State College. More information can be found at the project page, <a href="http://www.penndot.gov/scac">www.penndot.gov/scac</a>.</td>
</tr>
<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>
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## MPO and Committee Activities:

<table>
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<tr>
<th>MPO and Committee Activities</th>
<th>Next MPO Meeting</th>
<th>February Meeting.</th>
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<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>
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<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>
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<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>
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<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>
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<tr>
<td>LTAP Classes and Other Municipal Training</td>
<td>More details can be found <a href="#">here</a>.</td>
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<tr>
<td>SEDA-COG Long Range Transportation Plan (LRTP) Update</td>
<td>2021-2045 LRTP was adopted at the 6/25/21 MPO meeting. Final plan electronic version has been posted <a href="#">here</a>. The next LRTP will be due in July 2026.</td>
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The Pennsylvania Department of Environmental Protection Driving PA Forward initiative includes reimbursements for the acquisition, installation, operation and maintenance of DC fast charging equipment. Program funding and eligibility details include:

- More than 1/2 of costs reimbursed for DC fast charging projects, or $250,000 maximum per award
- Projects must be in PA, publicly accessible, 24/7 operational, networked, and include both CCS and CHAdeMO connector types
- Preferred locations include projects off interstate exits (<5 miles) or in metro areas

Web Link: Driving PA Forward Homepage Scroll down to DC Fast Charging Grant Program to see Guidelines and Instructions

Is Your Business Located Near an Interstate?
The Pennsylvania Department of Transportation (PennDOT) is looking to facilitate the build-out of EV DC fast charging infrastructure across the Commonwealth, including on interstate corridors. If you are interested in a project consultation on fast-charging options and possible grant funding for a property located within 5-miles of any interstate exit, please contact:

RA-PDEVCorridors@pa.gov