SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO) MEETING
June 10, 2022
9:30 A.M. – 11:30 A.M.
SEDA-COG Office or
Teleconference/Videoconference
(470) 869-2200; Meeting ID: 5753736953# or
https://meetings.ringcentral.com/j/5753736953

MEETING AGENDA

A. Call to Order.....S. Herman

B. Public Forum.....S. Herman

C. *Approval of the April 8, 2022 MPO Meeting Minutes.....S. Herman

D. *TIP Administrative Modifications and Amendments..... PennDOT

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

F. Unified Planning Work Program (UPWP) Update.....S. Herman

G. *SEDA-COG MPO Self-Certification Resolution.....S. Herman

H. *2023-2026 Transportation Improvement Program (TIP) Adoption.....S. Herman

I. *SEDA-COG MPO Title VI Program Adoption.....S. Herman/M. Brummer

J. *SEDA-COG MPO Bylaws Amendments.....S. Herman

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

L. Member Forum.....S. Herman

M. Adjournment.....S. Herman

(*) Action Items

Agenda Item C

SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO) MEETING
Hybrid Meeting
Friday, April 8, 2022
SEDA-COG , Lewisburg, PA
9:30 A.M.

MPO VOTING MEMBERS

Mark Colussy, Mifflin County
Katie de Silva, Clinton County
John DelVecchio, Union County
Lisa Dooley, Town of Bloomsburg (via teleconference)
Lincoln Kaufman, Snyder County
Brad Kerstetter, Juniata County
Jack Kyttle, Borough of Berwick (via teleconference)
Greg Molter, Montour County
Carey Mullins, PennDOT Central Office
Steve Phillips, SEDA-COG Board, Multi-Modal Interests (via teleconference)
Jonathan Ranck, PennDOT District 3-0
Mark Schultz, PennDOT District 2-0 (via teleconference)
Eric Stahley, Columbia County (via teleconference)

OTHER MPO MEMBERS

Dean Ball, PennDOT District 2-0 (via teleconference)
Gene Porochniak, FHWA (via teleconference)

GUESTS

Eric Adams, Gannett Fleming (via teleconference)
Michelle Brummer, Gannett Fleming (via teleconference)
Steven Beattie, Lewisburg Borough (via teleconference)
H. Virginia Feigles-Kaar, Dewberry (via teleconference)

STAFF PRESENT

Kay Aikey, Program Assistant
Steve Herman, Transportation Planner
Don Kiel, Senior Principal Program Analyst
Matt Semeraro, GIS Intern (via teleconference)
Jeff Stover, Transportation Program Chief
Katherine Wilde, Program Analyst, GIS

OTHER SEDA-COG STAFF

Rose Orner, Executive Assistant
Kim Wheeler, Executive Director

Call to Order

After it was determined that a quorum was present, Vice-Chair Carey Mullins called the meeting to order at 9:34 a.m.

Mr. Mullins stated that Mr. Jim Saylor recently left his position as Director of Transportation for SEDA-COG and vacated the Chair of the MPO. The by-laws of the MPO state that the Vice-Chair would take over for that position as it is vacant.

Ms. Kim Wheeler, Executive Director of SEDA-COG, stated that she was pleased to announce that Mr. Steve Herman has been promoted to Director of Transportation at SEDA-COG.

Public Forum

No comments were received from the general public.

Approval of the February 11, 2022, Meeting Minutes of the SEDA-COG MPO

Mr. Molter made a motion to approve the minutes from the February 11, 2022, MPO meeting; Mr. Kerstetter seconded the motion; motion carried.

TIP Administrative Modifications and Amendments

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

Ms. de Silva made a motion for the MPO to approve the amendment for PennDOT District 2-0; Mr. Colussy seconded the motion; motion carried.

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

Mr. Ranck summarized the TIP amendments for PennDOT District 3-0.

Mr. Molter made a motion for the MPO to approve the amendments for PennDOT District 3-0; Mr. Kaufman seconded the motion; motion carried.

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

CSVT Project and SR 54 Safety Project Status Reports

Mr. Ranck provided the following update:

CSVT Southern Section - Bids were opened for the first construction contract. This is the first of three contracts for this section, which will ease congestion, improve safety and accommodate growth in the region. It is a major step toward completion of this project, which will have a significant impact in the area.

Bids were opened for the earthwork for the roughly 6 miles of new four-lane, limited access highway in Shamokin Dam Borough and Monroe Township, Snyder County. The Southern Section will

connect Routes 11/15 north of Selinsgrove to Route 15 (and the CSVT Northern Section) south of Winfield. It will include an interchange/connector to Routes 11/15 and Route 61 (Veterans Memorial Bridge) in Shamokin Dam.

The apparent low bid of $115.2 million was submitted by Trumbull Corporation of Pittsburgh. The low bid was within 5% of the cost estimate.

PennDOT anticipates awarding a contract within a few weeks. Work is expected to begin in the summer with completion anticipated in 2025.

Bids for other new bridges that are part of the project are planned to be opened in 2024, and a paving contract is planned to follow in 2026. The Southern Section is anticipated to be opened in 2027.

CSVT Northern Section - Work is resuming for the season on the Northern Section, which will connect Route 15 south of Winfield in Union County to Route 147 south of Montandon in Northumberland County. Upcoming activities include paving the final wearing course on the mainline roadway and ramps that were previously constructed and installing highway lighting, signs, guide rail, and erosion and sediment control features throughout the project area.

The Northern Section is anticipated to be opened to traffic later this year. A ribbon cutting ceremony will be announced when plans are developed.

More information is available at http://www.csvt.com/

Mr. Ranck stated that the new District Executive for PennDOT District 3-0 is Eric High.

SR 54 Safety Project Status – The District expects final right-of-way approval soon. All permits should be submitted by the end of April. The target let date is scheduled for March 2023.

Unified Planning Work Program (UPWP) Update

Mr. Herman highlighted items from the SEDA-COG MPO Staff Activity Report – April 2022 provided in the meeting packet.

Other handouts provided in the meeting packet included:
- SEDA-COG MPO TIP Local Project Tracking
- SEDA-COG MPO TIP Project Updates
- Requests to Add Projects to the SEDA-COG MPO TIP

Mr. Herman reviewed the Transportation Alternatives Set-Aside Project Status Update - 2018 Funding Round handout provided in the meeting packet. Mr. Herman stated that all the projects from the last round are completed or actively in construction, except for the North Branch Canal Trail in Danville.

Mr. Herman provided an update on the 2021 Transportation Set-Aside Projects and stated that funding approval will be announced in the spring. There is $18 million available statewide. Mr. Herman stated that because of the infrastructure bill that was passed by Congress, the funding level should rise substantially going forward with TA Set-Aside and possibly looking at $45 million available for the next round.

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

- ARC Local Access Road Update for MPO
- Recently Accessed Highway Occupancy Permit Applications and Traffic Impact Study Scoping Applications

Draft 2023-2026 Transportation Improvement Program (TIP)

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

- Draft 2023-2026 SEDA-COG MPO TIP Highway/Bridge Element Summary and At-a-Glance Charts
- 2023 TIP Submission Required Documentation Checklist

Mr. Herman stated that the draft 2023-2026 TIP contains 270 projects worth a total cost of $473,699,760. In addition, the 2023-2026 SEDA-COG TIP includes:

- 94 new projects worth $104.4 million
  - 42 new roadway projects worth $29.5 million
  - 44 new bridge projects worth $68.3 million
  - 8 new safety projects worth $6.7 million
- 171 Carry-over projects worth $341.0 million
  - 73 carry-over roadway projects worth $231.3 million
  - 91 carry-over bridge projects worth $90.3 million
  - 6 carry-over safety projects worth $18.8. million
- 5 line item projects worth $28.3 million
- $150.0 million for continuing the Central Susquehanna Valley Transportation (CSVT) project

Mr. Herman stated that the draft 2023 TIP comment period will run from April 22, 2022 to May 23, 2022. The public meeting is planned for May 9th, starting at 6:00 p.m., and will be conducted as a hybrid meeting that will accommodate in-person or virtual participation. This public meeting will be held at the Union County Government Center, 155 North 15th Street, Lewisburg.

MPO staff will compile any public comments and appropriate responses. The Draft TIP will be considered for adoption at the June 10th SEDA-COG MPO meeting. The 2023 TIP will take effect on October 1, 2022; the next comprehensive TIP update will occur in 2024.

Mr. Colussy made a motion to approve advertising the Draft TIP for public comment; Mr. Kaufman seconded the motion; motion carried.

Draft Title VI Program

Mr. Herman reviewed the Title VI Program, Public Participation Plan and Limited English Proficiency Plan Updates handout provided in the meeting packet. The draft Title VI Program was published to SEDA-COG's website and shared electronically. The public comment period for the draft Title VI Program will run from April 22 to June 6, 2022. A hybrid public meeting is planned for May 9 as part of a combined meeting for comment on the draft 2023-2026 TIP.

Ms. de Silva inquired about special or successful outreach to Amish populations. Mr. Mullins mentioned that contact could be made with Lancaster County to learn about its experience with engaging Amish populations.

Mr. Colussy made a motion to approve advertising the Draft Title VI Program for public comment; Mr. Kaufman seconded the motion; motion carried.

Draft MPO Bylaws Amendments

Mr. Herman reviewed the proposed amendments to the SEDA-COG MPO Bylaws. A marked-up copy of the Bylaws of the SEDA-COG Metropolitan Planning Organization was provided in the meeting packet. Mr. Herman stated that the bylaws were revised to reflect virtual meeting technology, revised procedures for votes on TIP amendments or other formal business in between regularly scheduled MPO meetings, and some other minor adjustments. Members were encouraged to provide any comments prior to the June 10 MPO meeting, in which the amended bylaws are planned for approval. The MPO bylaws will also go to the SEDA-COG Board of Directors for its approval.

Mr. Molter made a motion that effective April 8, 2022, Mr. Steve Herman will now officially be the Chair of the MPO; Mr. Kaufman seconded the motion; motion carried.

Active Transportation Committee Update

Ms. Wilde stated that the next meeting of this committee will be held on May 18 and will be held at SEDA-COG. This will be the first hybrid meeting as the meetings have been virtual throughout the pandemic. The subcommittees are moving along and are due to meet again soon. Sunbury is in the process of doing a bike/ped audit, and Milton is going to begin doing a bike/ped audit soon. Ms. Wilde stated that the Walk Works grant funding is open, and she asked members if they know of any communities that would like to do a bike/ped audit to please let her know. May is bike month so Ms. Wilde encouraged everyone to get out and use their bicycles.

Member Forum

The following item was included in the meeting packet:

- Items of Potential Interest to MPO Members as of April 2022.

Mr. Herman stated that as of March 21, 2022, the Stop Hopper (microtransit on-demand service model) is now serving the Danville/Bloomsburg area as well as the Lewisburg-Milton area. They have a nine-person accessible van, and it runs Monday - Friday from 6:30 a.m. – 6:30 p.m. Requests can be made through an application or an 800 number.

Mr. Kaufman asked if the data is being tracked as to the location where they are picking up riders and if it will be shared. He stated he would be interested in seeing the data for the ridership in Snyder County. Mr. Molter expressed interest in having Stop Hopper flyers available at the county's human services fairs and other venues.

Adjournment

With there being no further comments, Mr. Mullins adjourned the meeting at 11:35 a.m. with a motion from Mr. Kaufman and a second from Mr. Molter. The next regular meeting of the MPO is scheduled for June 10, 2022.

Agenda Item D

SEDA-COG District 2-0

Overall Change Amount: $0

Action ID	Commit Date	Action Type	Change Amount
125300	04/12/2022	Administrative Action	$0

Narrative:

MPMS# 93316- Utility Phase- Added Utility Work.

Funding used is STP (federal)

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	$-390,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
93316	Mifflin	1005	720	Valley St. Betterment	UTL	$390,000

Action ID	Commit Date	Action Type	Change Amount
125365	04/19/2022	Administrative Action	$0

Narrative:

MPMS# 93316- Utility Phase- Increase due to additional funding needed for waterline cost sharing.

Funding used is NHPP (federal)

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	$-710,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
93316	Mifflin	1005	720	Valley St. Betterment	UTL	$710,000

Action ID	Commit Date	Action Type	Change Amount
125462	04/22/2022	Administrative Action	$0

Narrative:

MPMS# 93301- Utility Phase- Increase due to Utility Cost Sharing Agreement

Funding used is A-185 (state)

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	$-75,247

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
93301	Clinton	1010	A02	Mill Race BOX	UTL	$75,247

Action ID	Commit Date	Action Type	Change Amount
125631	05/12/2022	Administrative Action	$0

Narrative:

MPMS# 85276- Construction Phase- Increase to meet updated estimate.

Funding used is STP (federal)

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	$-413,913

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
85276	Mifflin	22	A13	Br Long Hollow II	CON	$413,913

Action ID	Commit Date	Action Type	Change Amount
125695	05/18/2022	Administrative Action	$0

Narrative:

MPMS# 110355- Construction Phase- Adjust to match 80/20 Federal/State fund split to match Low Bid Cost.
MPMS# 106321- Construction phase- Increase to meet updated estimate.

Funding used is A-185 (state0

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	$-130,765

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
106321	Mifflin	103	P27	2020 SEDACOG Bridge Preservation	CON	$14,110
110355	Clinton	150	P37	2022 Bridge Preservation	CON	$116,655

Action ID	Commit Date	Action Type	Change Amount
125696	05/18/2022	Administrative Action	$0

Narrative:

Administrative Action to the Statewide TIP and SEDA-COG TIP to add PE phase of the Bald Eagle Valley Trail Phase 5, TASA project.

TAP Oversight & Mngmt line item will be used as funding source.

Add oversight & management funds to selected TASA project.

104412 PE STP Decreased by -7,000 in FFY 2022
104412 PE STP Decreased by -13,000 in FFY 2023
118400 PE STP Add 7,000 in FFY 2022
118400 PE STP Add 13,000 in FFY 2023

From: STWD Items/District 99-0

Project	County	S.R.	Section	Project Title	Phase	Amount
104412	Central Office			TAP Oversight & Mngmt	PE	$-20,000

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
118400	Clinton			Bald Eagle Valley Trail Phase 5, TASA	PE	$20,000

Action ID	Commit Date	Action Type	Change Amount
125698	05/18/2022	Administrative Action	$0

Narrative:

MPMS# 110355- Construction phase- Adjust to match 80/20 Federal/State fund split

Funding used is NHPP (federal)

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
110355	Clinton	150	P37	2022 Bridge Preservation	CON	$-259,217

To: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	$259,217

SEDA-COG District 3-0

Overall Change Amount: $768,757

Action ID	Commit Date	Action Type	Change Amount
125430	04/21/2022	Administrative Action	$662,286

Narrative:

Influx of -De-Obligations- Add De-obligated NHPP and STP funds to the SEDA-COG line item in FFY 22'. *The addition of these de-obligated funds are causing a non-zero balance in period 2.

Funding used - NHPP(Federal) and STP(Federal)

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$662,286

Action ID	Commit Date	Action Type	Change Amount
125434	04/21/2022	Administrative Action	$0

Narrative:

MPMS# 88778 - Preliminary Engineering Phase - Increase PE phase to cover Consultant Agreement Work Order Amendment for Phase one ESA work and Project Management, and for estimated department costs. The funds are coming from the SEDA-COG line item MPMS# 68016 in FFY 22'.

Funding used - STP(Federal)

From: SEDA-COG/District 3-0

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

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
88778	Northumberland	54	074	SR 54 over Shamokin Creek	PE	$80,000

Action ID	Commit Date	Action Type	Change Amount
125439	04/21/2022	Administrative Action	$0

Narrative:

MPMS# 110828 - Construction phase - Increase CON phase due to extensive utility coordination, relocations, and replacements during construction. The Construction phase for MPMS# 105527 is being utilized to facilitate this action and to better utilize program funding. The CON phase for MPMS# 105527 overall programmed funding amount is not changing. The increase in funding is coming from the SEDA-COG line item MPMS# 68016 in FFY 22'.

Funding used - STP(Federal) and NHPP(Federal)

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$-620,000
105527	Montour	80	160	I-80 West from Klondike Rd to Mauses Cr T	CON	$0

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
110828	Union	304	018	SR 45 to Orchard Ln	CON	$620,000

Action ID	Commit Date	Action Type	Change Amount
125492	04/26/2022	Amendment	$0

Narrative:

Amendment to Statewide and SEDA-COG TIPS to increase the CSVT Southern Section Project to match low-bid plus inspection. Project was on PMC hold.

Reviewed and approved by LSS & MCK on 4/26/2022 via electronic PMC approval.

102466 CON NHPP Spike Decreased by -6,000,000 in FFY 2022
76401 CON NHPP Spike Increased by 6,000,000 in FFY 2022

From: STWD Items/District 99-0

Project	County	S.R.	Section	Project Title	Phase	Amount
102466	Central Office			NHPP Reserve	CON	$-6,000,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
76401	Snyder	15	88D	CSVT Southern Section	CON	$6,000,000

Action ID	Commit Date	Action Type	Change Amount
125520	04/28/2022	Administrative Action	$142,190

Narrative:

MPMS# 68016 - SEDA-COG line item - Construction phase - Add de-obligated HSIP funds to SEDA-COG line item MPMS# 68016, in FFY 2022. The addition of the De-obligated funds is causing a non-zero balance in period 2.

Funding used - HSIP(federal)

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$142,190

Action ID	Commit Date	Action Type	Change Amount
125521	04/28/2022	Administrative Action	$0

Narrative:

MPMS# 103853 - Utility phase - Increase UTL phase to cover additional sewer relocations and underground fiber optic relocations.

Funding used - HSIP(federal)

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$-483,190

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
103853	Montour	54	090	SR 54 Corridor Safety Improvement	UTL	$483,190

Action ID	Commit Date	Action Type	Change Amount
125570	05/06/2022	Administrative Action	$0

Narrative:

MPMS# 98735 - Construction phase - Increase CON phase and move funding to align with current LET date, updated cost estimate, and project phase funding on the 2023 Draft SEDA-COG TIP. The SEDA-COG line item MPMS# 68016 is being utilized to facilitate this action.

8016 CON 185 Increased by 180,000 in FFY 2022
68016 CON 185 Decreased by -350,000 in FFY 2023
98735 CON 185 Decreased by -180,000 in FFY 2022
98735 CON 185 Increased by 350,000 in FFY 2023

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$-170,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
98735	Union	192	026	SR 192 Union County Bridge Painting	CON	$170,000

Action ID	Commit Date	Action Type	Change Amount
125611	05/11/2022	Administrative Action	$0

Narrative:

MPMS#'s 98400 and 98828 - Preliminary Engineering phases- Increase PE phase as the project are being moved from mostly In House Design to mostly Consultant Design.

Funding used - A-185(state)

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$-100,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
98400	Columbia	1014	013	SR 1014 over Tributary to East Branch Briar	PE	$50,000
98828	Union	3014	007	SR 3014 over Turkey Run	PE	$50,000

Action ID	Commit Date	Action Type	Change Amount
125614	05/11/2022	Administrative Action	$-10,000

Narrative:

MPMS# 113459 - Study phase - Remove Study phase as programmed funds are not needed. The released funds are to be added to the SEDA-COG line item in FFY's 23 & 24. The release of local funds is causing a non-zero balance in periods 3 & 4.

Funding used - BOF(federal) and A-183(state)

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
113459	Union		LBR	T-319 over Penns Creek (Union Cnty #23)	STUDY	$-200,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$190,000

Action ID	Commit Date	Action Type	Change Amount
125623	05/11/2022	Administrative Action	$4,281

Narrative:

MPMS# 93642 - Final Design phase - Increase FD phase due to change of Design Consultant for project Final Design work.

Funding used - BOF(federal) and A-183(state)

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$-81,344

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
93642	Northumberland		LBR	T-802 over S Branch of Roaring Creek Cnty	FD	$85,625

Action ID	Commit Date	Action Type	Change Amount
125626	05/12/2022	Administrative Action	$-30,000

Narrative:

MPMS# 114101 - Construction phase - Increase and Advance Construction phase to current estimate as provided by the Project Manager and to better utilize program funds. The increase in funds is coming from the SEDA-COG line item MPMS# 68012 in FFY 2022.
MPMS# 93642 - Construction phase - Adjust project Construction phase to align with project schedule. The overall amount of the project phase is not changing. (This action is also fixing overall funding percentages to 80% Federal, 15% State, and 5% Local)
MPMS#'s 5375, 6615, 6860 - Preliminary Engineering phase - MPMS# 117576 - Final Design phase - Advance PE an FD phases to better utilize project funding.

There are non-zero balances in periods 2, 3, and 4, due to the addition and release of local funds.

Funding used - BOF(federal), A-185(state), and A-183(state)

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$-320,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
5375	Columbia		LBR	T-373 over Roaring Creek Co Br #11	PE	$0
6615	Northumberland	4020	001	SR 4020 over Little Shamokin Creek	PE	$0
6860	Snyder		LBR	T-481 over Tuscarora Crk	PE	$0
93642	Northumberland		LBR	T-802 over S Branch of Roaring Creek Cnty	CON	$0
114101	Northumberland	2003	024	Bridge Painting Off System Bridges SEDA-(	CON	$290,000
117576	Columbia	4020	015	SR 4020 over Green Creek	FD	$0

Action ID	Commit Date	Action Type	Change Amount
125632	05/12/2022	Administrative Action	$0

Narrative:

MPMS#'s 103850 and 112602 - Construction phase - Increase CON phases to PS&E estimate as submitted by the Project Manager. The funds are coming from the SEDA-COG line item in FFY 2022.

Funding used - BOF(federal)

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$-146,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
103850	Union		LBR	T-514 over White Deer Crk	CON	$78,000
112602	Union		LBR	T-707 over Laurel Run	CON	$68,000

Action ID	Commit Date	Action Type	Change Amount
125636	05/13/2022	Administrative Action	$0

Narrative:

MPMS# 98548 - Preliminary Engineering phase, MPMS# 98772 - Utility and Construction phases - Move PE, UTL, and CON phases out to align program funding with projects' schedule. The SEDA-COG line item MPMS# 68016 is being utilized to facilitate this action. The total programmed amounts for these phases are not changing.

Funding used - A-185(state)

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
98548	Snyder	1011	023	SR 1011 over Tb Penn's Crk	PE	$0
98772	Union	1003	033	SR 1003 over Tributary to Little Buffalo Cre	UTL	$0
98772	Union	1003	033	SR 1003 over Tributary to Little Buffalo Cre	CON	$0

To: SEDA-COG/District 3-0

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

Action ID	Commit Date	Action Type	Change Amount
125659	05/16/2022	Administrative Action	$0

Narrative:

MPMS# 112769 - Construction phase - Advance funding from FFY 2023 to 2022 to better utilize program funds per expenditures. The SEDA-COG line item MPMS# 68016 is being utilized to facilitate this action.

Funding used - A-185(state)

From: SEDA-COG/District 3-0

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

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
112769	Snyder	2006	027	SR 2006 over Tributary to Mahantango Cree	CON	$0

Action ID	Commit Date	Action Type	Change Amount
125724	05/20/2022	Administrative Action	$0

Narrative:

Administrative action to the 2021-24 SEDA-COG and STWD Items TIPs to balance funds between MPMS 116447 and 111351 so funds deobligated from MPMS 111351 on 4/4/2022 can be returned to the RRX Reserve Line item.

111351 CON RRX Decreased by -748 in FFY 2021
111351 CON RRX Increased by 748 in FFY 2022
116447 PRA RRX Increased by 748 in FFY 2021
116447 PRA RRX Decreased by -748 in FFY 2022

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
111351	Northumberland	147	27R	NSHR #2 RRX	CON	$0

To: STWD Items/District 99-0

Project	County	S.R.	Section	Project Title	Phase	Amount
116447	Central Office			RRX State Action Plan	PRA	$0

Action ID	Commit Date	Action Type	Change Amount
125725	05/20/2022	Administrative Action	$0

Narrative:

Administrative action to the 2021-24 SEDA-COG and STWD Items TIPs to return deobligated from MPMS 111351 to the RRX Reserve Line item.

111351 CON RRX Decreased by -748 in FFY 2022
98255 CON RRX Increased by 748 in FFY 2022

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
111351	Northumberland	147	27R	NSHR #2 RRX	CON	$-748

To: STWD Items/District 99-0

Project	County	S.R.	Section	Project Title	Phase	Amount
98255	Central Office			RRX Reserve	CON	$748

Action ID	Commit Date	Action Type	Change Amount
125732	05/25/2022	Administrative Action	$0

Narrative:

MPMS# 98398 - Preliminary Engineering phase - Increase PE phase due to project moving from mostly in house design to mostly consultant design. The funds are coming from the SEDA-COG line item MPMS# 68016 in FFY 2022.

Funding used A-185(state)

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$-175,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
98398	Columbia	1013	011	SR 1013 over Stony Brook	PE	$175,000

Action ID	Commit Date	Action Type	Change Amount
125773	05/26/2022	Administrative Action	$0

Narrative:

MPMS# 106155 - Construction phase - Increase CON phase to cover low bid cost plus Construction Engineering and Inspection. The increase is being covered by the SEDA-COG line item MPMS# 68016.
MPMS#'s 117566 and 117568 Construction phases are being utilized to facilitate this action. The overall programmed funds for these two projects' phases are not changing.

Funding used STP(federal and BRIP(federal)

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$-376,000
117566	Columbia	11	168	SR 11 & SR 225 Bridge Painting COL & NC	CON	$0
117568	Columbia	42	131	SR 42 & 93 over North Branch Susquehanna	CON	$0

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
106155	Snyder	104	024	SR 104 over Mahantango Creek	CON	$376,000

Action ID	Commit Date	Action Type	Change Amount
125783	05/27/2022	Administrative Action	$0

Narrative:

MPMS# 106155 - Construction phase - Increase CON phase to cover actually CE amount needed per low bid. The funds are coming from the SEDA-COG line item MPMS# 68016. Final Design phase for MPMS# 117567 and Construction phase for MPMS# 117566 are being utilized to facilitate this action. The overall program phase amounts for these two project are not changing.

Funding used BRIP(federal) and STP(federal)

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$-64,000
117566	Columbia	11	168	SR 11 & SR 225 Bridge Painting COL & NC	CON	$0
117567	Columbia	93	016	SR 93 over North Branch of Susquehanna Ri	FD	$0

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
106155	Snyder	104	024	SR 104 over Mahantango Creek	CON	$64,000

Action ID	Commit Date	Action Type	Change Amount
125803	06/01/2022	Administrative Action	$0

Narrative:

MPMS# 110829 - Study Phase - at the request of the District Assistant Maintenance Manager, add Study phase to gather information for drainage improvements. The funds are coming from the SEDA-COG line item MPMS# 68016 in FFY 2022.

Funding used - A-581(state)

From: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	$-20,000

To: SEDA-COG/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
110829	Northumberland	61	132	SR 61 - Paxinos Drainage	STUDY	$20,000

Summary of Transportation Projects in the SEDA-COG Region
Approved for TIP Addition
Pending Available Funding/Actions by Other Parties

During FFY 2017 to present

MPMS Number	Route/ Road	Location	Project Name	Requested by/Sponsor	Description	Estimated Cost / Funding Request	MPO Approval Date	Funding Committed Date/Notes
109049	SR 42 and SR 4003 (Frosty Valley Road)	Hemlock Township, Columbia County	SR 42 and SR 4003 Safety Improvements	Hemlock Township	Install left turn lanes or other measures to address conflict between through traffic and vehicles turning on to SR 4003. Pending convenience store/gas station/restuarant/tire store development in Hemlock Township has an approved TIS that requires installation of a traffic signal and left turn lanes at this intersection that must be completed by 6/24/2024.	TBD	7/21/2017	Considered for statewide HSIP set aside. Held for future consideration for regional HSIP funds.
111618	Industrial Park Road	Selinsgrove Borough, Snyder County	Selinsgrove Industrial Park Road Reconstruction Project	Selinsgrove Borough	Improvements to 2,975 linear feet of Industrial Park Road, including widening of the road to 30 feet, installing storm sewer inlets and drains, paving, and installing curbing to assist with drainage. The reconstruction and widening will provide improved access for current and future light industrial businesses. With these improvements, the possibility of attracting new businesses is possible with the nearby connection to the bypass and Routes 11 & 15. The project will be located on Industrial Park Road, from West Sassafras Street to Sand Hill Road, in Selinsgrove, PA.	$2,422,338	11/17/2017	ARC approved project on 5/18/18 for the use of $500,000 in LAR funds. **Cost estimate has increased. Estimated let date is 1/1/23.**
115607	Marsh Road	Milton Borough, Northumberland County	Marsh Road Construction Project	Milton Borough	Construction of a 4,500 LF access road to serve 145 acres of industrially zoned land that is designated as a Keystone Opportunity Zone to support the expansion of the Milton Area Industrial Park. The project will provide access to 5 lots and serve a 145-acre parcel of land zoned for industrial uses. The project will support the creation of 60 jobs at full build out and leverage $15 million in private investment.	$697,659	2/14/2020	ARC approved project on 1/31/20 for the use of $697,659 in LAR funds. **Estimated let date is 2/16/23.**

Agenda Item E

6/3/2022

Media Advisory: CSVT Northern Section Public Event

Montoursville, PA – The Pennsylvania Department of Transportation (PennDOT) will open a portion of the Northern Section of the Central Susquehanna Valley Transportation (CSVT) Project to the public for a one-time event prior to its anticipated opening to traffic in July.

On Saturday, June 25, between the hours of 10:00 AM and 3:00 PM, the public will be permitted to walk and bicycle along a section of the new roadway and river bridge to get a close-up look at this unique project. No vehicles will be permitted within the walking/biking area.

What to expect:

- The entrance and exit for the event will be at the new interchange at Ridge Road in Point Township, Northumberland County. Flaggers will be directing traffic and assisting with parking.
- The parking area is approximately a half mile from the river bridge. The bridge is almost a mile long. Anticipate a moderate walking/biking distance.
- There will be approximately 3.5 miles of roadway open to the public to walk and bicycle (7 miles round trip).
- Entrance will be permitted from 10:00 AM to 2:00 PM with the event ending at 3:00 PM.
- The public will be required to sign a waiver when entering the project area. The waiver will be available to review and sign prior to the event at http://www.csvt.com and copies will be available at a sign in table during the event.

Driving Directions

From Interstate 80
1. Exit 212A – South Route 147
2. Proceed 9 miles south
3. Turn Left at traffic signal onto Ridge Road (Route 1024)
4. Proceed 0.5 miles
5. Pass under CSVT
6. Turn Left onto the new on ramp and following directions to parking area

From Harrisburg
1. North on Routes 11/ 15
2. Right Turn onto Route 11 North at Routes 11/15 split in Shamokin Dam
3. Left turn onto Route 147 North in Northumberland
4. Turn Right at traffic signal onto Ridge Road (Route 1024)
5. Proceed 0.5 miles
6. Pass under CSVT
7. Turn Left onto the new on ramp and following directions to parking area

GPS Coordinate for entrance to event. 40.917925, -76.834363
For more information on the CSVT project, please visit www.csvt.com.

MEDIA CONTACT: Maggie Baker, 570-368-4202 or magbaker@pa.gov.

Agenda Item F

Planning Process – Plans and Updates:	
Middle Susquehanna Regional Bicycle and Pedestrian Plan	***Coordinated with members and stakeholders of the Active Transportation Committee. Held full Committee meeting on 5/18/22. Explored implementing a trail counting program. Compiled social media posts. Coordinated with Milton and Sunbury on bike/ped audits. The Bicycle and Pedestrian Plan was adopted on 5/17/19 and is available on the SEDA-COG website here.***
FY 2020-2022 Unified Planning Work Program (UPWP)	***The FY 2020-22 UPWP was approved by the SEDA-COG MPO on 11/22/19. FY 20-22 UPWP was revised to include PennDOT Connects supplemental funding for the Hogan Boulevard and Route 522 Corridor Studies. The management teams for these studies have been meeting since December 2021. Staff coordinated with PennDOT to transfer the unspent balance from FY 2020-2021 to FY 2021-2022.***
FY 2022-2024 UPWP	***The FY 2022-24 UPWP was approved by the SEDA-COG MPO on 11/19/22. The UPWP exhibits were finalized in February; the whole package was submitted to PennDOT on 2/10/22 and posted to the MPO webpage here. A supplemental request for a Mifflin County Capital Bridge Plan was submitted on 3/11/22 and approved on 4/4/22. FHWA and FTA approved the FY 2022-24 UPWP on 4/5/22. SEDA-COG also submitted the FY 2022-28 Master Agreement to PennDOT.***
FFY 2021-2024 TIP	***FHWA/FTA issued joint approval and federal planning finding for the 2021-2024 Statewide Transportation Improvement Program and all incorporated TIPs on 9/28/20. The approved TIP is available on the SEDA-COG website here.***
FFY 2023-2026 TIP Update	***A summary of Draft TIP public involvement activities and related documentation are enclosed. MPO members are asked to approve the Draft TIP and MPO Self-Certification resolution at the 6/10/22 meeting.***
2021 Long Range Transportation Plan (LRTP) Update	***The 2021 LRTP was approved by the SEDA-COG MPO on 6/25/21. The final document is available here.***
Limited English Proficiency Plan (LEP), Public Participation Plan, and Title VI Program Update	***After consulting with PennDOT Bureau of Equal Opportunity staff, it was determined to align the LEP update with an update to the MPO's Public Participation Plan, and the overarching Title VI Program. Staff updated content for these documents and coordinated with a consultant team led by Gannett Fleming to assist with public involvement and plan edits. MPO member virtual forums were held on 3/30 and 3/31 and focus group virtual drop-in sessions were held on 4/4, 4/6, and 4/7. MPO members approved advertising the Draft Title VI Program for a public comment period from 4/22 - 6/6/22. The public meeting occurred on 5/9/22. The Program is available here. Members are asked to approve the Title VI Program at the MPO meeting on 6/10/22.***
MPO Bylaws	***Revised the SEDA-COG MPO Bylaws (see enclosed) to amend them for addressing virtual meeting formats, new special meeting option for acting on critical items in between regularly***

	scheduled meetings, etc. Members are requested to approve the amended bylaws at the 6/10/22 MPO meeting.
PennDOT 2045 Long-Range Transportation Plan (LRTP)	***PennDOT has completed its 2045 LRTP to establish priorities and critical transportation strategies to guide Pennsylvania's project investments. This new plan will help guide the next MPO LRTP. The final PennDOT 2045 LRTP is available here.***
2021 Planning Emphasis Areas	***The Federal Highway Administration and Federal Transit Administration have jointly issued updated Planning Emphasis Areas for use in developing Metropolitan and Statewide Planning and Research Work Programs. See here for more.***
PennDOT Pathways Initiative	***Monitored updates related to the PennDOT Pathways Planning & Environmental Linkages Study. PennDOT website on transportation funding options can be found here. PennDOT issued an RFP for the Major Bridge Public-Private Partnership initiative; the apparent best value proposer was selected on 3/9/22. The PA Commonwealth Court issued an order on 5/18/22 that stopped work related to the Major Bridge P3 initiative. Accordingly, PennDOT has canceled the public hearings associated with the project and will share any relevant updates in the future.***
Transportation Revenue Options Commission Report	***The Transportation Revenue Options Commission (TROC) submitted its report to Governor Tom Wolf and the General Assembly on 7/30/21.***
Planning Process – Project Development:	
Infrastructure Investment and Jobs Act – also known as Bipartisan Infrastructure Law (BIL)	***On Nov. 15, 2021, the President signed into law H.R. 3684, the Infrastructure Investment and Jobs Act, which reauthorizes surface transportation programs through Fiscal Year 2026. The U.S. Department of Transportation has prepared a resource website on the law and compiled a fact sheet about what the act means for Pennsylvania. The Biden Administration has prepared a fact sheet on Competitive Infrastructure Funding Opportunities for Local Governments, along with a Technical Assistance Guide. The National League of Cities is developing a Local Infrastructure Hub to help cities and towns access the federal funding opportunities. The new Carbon Reduction Program's guidance and fact sheet were released in April.***
2021 ARLE Application Round	***The 2022 PennDOT Automated Red Light Enforcement (ARLE) Funding Program grant round opened on June 1 and closes on June 30, 2022. More ARLE details can be found here.***
2021 Rail Freight Grant Programs	***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. The grant awards were announced on 12/15/21 and can be found here.***
Green Light-Go Program	***PennDOT announced the application period for FY 21-22 Green Light-Go Program funding on 10/16/21. The application round was open through 1/14/22. More info can be found here.***

PennDOT Multimodal Applications	***The FY 2022-23 round opened on 9/10/21. Applications were due on 11/5/2021. MPO comments on area applications were submitted on 2/11//22. Governor Wolf announced the approved projects on 4/21/22 via a press release found here. Northumberland County, East Buffalo Township, and Kelly Township received funding from the MPO region. PennDOT anticipates accepting Multimodal Fund applications in fall 2022 for FY 2023-24 funding. More information can be found here.***	
CFA Multimodal Applications	***Applications for the 2022 CFA Multimodal Transportation Fund round will be accepted until 7/31/22. More information can be found here.***	
Transportation Alternatives Set-Aside Applications	***PennDOT opened the 2021 Transportation Alternatives Set-Aside Program funding round on 6/28/21. There were five applications submitted from the MPO region. The MPO TA Set-Aside Review Committee met on 11/16/21 and the full MPO approved the Committee's recommendations on 11/19/21. Comments and rankings were submitted to PennDOT on 11/22/21. Governor Wolf announced the approved projects on 4/20/22 via a press release found here. Clinton County and the City of Sunbury received funding from the MPO region. More details and a full approved projects list can be found here. The next TA Set-Aside solicitation is planned for summer 2023.***	
CSVT	***The project's Northern Section is expected to be opened to traffic in July 2022. The Southern Section is expected to be opened to traffic by 2027. See more here. Staff supported development of a Multimodal Projects Discretionary Grant Application for the CSVT Project Southern Section that was submitted to USDOT on 5/22/22.***	
Kick-off, Design Field View and/or Engineering & Environmental Scoping Field View Meetings	***Attended meetings on the following projects:*** - *SR 4001-A04 Maintenance Box Culvert (Clinton, 4/19)* - *SR 2012-A01 Maintenance Box Culvert (Juniata, 5/12)* - *SR 2006 Bridge Rehabilitation over Delaware Creek (Juniata, 5/19) E&E* - *SR 2003 over Doe Run (Juniata, 5/19) E&E* - *SR 4001 over Kettle Creek (Clinton, 5/19) E&E*	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. Facilitated planning studies in Clinton/Snyder counties using PennDOT Connects Program funding; studies must be completed by 6/30/22.*** ***Promoted Connects Municipal Outreach & Peer Exchange Workshops; attended 4/28/22 session for District 3-0 region.***	
Danville Area Transportation Study	***Worked on follow-ups related to this study funded through the 2018-20 UPWP. The final study report can be found on the SEDA-COG website here.***	

Project Support	***Attended meetings, participated in calls, and provided continuing support on the following projects:*** - *Fishing Creek (Columbia County) Watershed Study (4/11)* - *Clinton County Designated Stop Transit Study (4/21)* - *Route 522 Corridor Improvements Study (5/2, 5/25)* - *Hogan Boulevard Bike/Ped Study (5/26)*	Contact staff with questions or for further information
Planning Process – Collaboration:		
CSVT Special Impacts Study (led by Williamsport MPO)	***The report is available here and it was presented to and accepted by the MPO at its 11/19/21 meeting. Collaborated with Williamsport MPO about implementing the study through supplemental PennDOT Connects funding.***	
Other Meetings	***Represented SEDA-COG MPO in continuing meetings with several organizations, including:*** - *rabbittransit Transportation Advisory Group (4/20)* - *SEDA-COG Board of Directors (4/27, 5/25)* - *Williamsport MPO Transit Advisory Committee (5/12)* - *Greater Susquehanna Valley Chamber of Commerce Transportation Committee (5/13, 6/10)* - *PennDOT Bi-monthly Planning Partners Call (5/18)* - *CSVT Project Task Force (5/23)*	
SEDA-COG Joint Rail Authority (JRA)	***Participated in project meetings and JRA board meetings.***	
SEDA-COG Natural Gas Cooperative	***Participated in coop board meetings and continued project development meetings.***	
Tools, Data Collection and Analysis:		
Highway Performance Monitoring System (HPMS) Samples	***Researched equipment for more efficiently collecting data for HPMS sample inventory roadways.***	
Traffic Counts on Local Roads	***PennDOT is collecting traffic data on locally-owned roads as per the FHWA Model Inventory of Roadway Elements (MIRE) safety initiative, which mandates that Annual Average Daily Traffic (AADT) be available for all public roads by 2026. In 2022, PennDOT is doing a sample of 2,128 count sites in District 2 counties and 3,688 count sites in District 3 counties. The collection will run from March 2022 through November 2022 with the counters being placed at each site for approximately a 24-hour period. Thanks to our friends at the North Central RPO, you can find a webmap of the count sites here.***	
PennDOT One Map	***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.***	
SEDA-COG MPO Newsletter	***Issued spring edition of electronic MPO newsletter (called "Pathways") on 5/3/22 using Constant Contact and that was opened by 31% of recipients. The next issue will likely go out in August.***	

Major Employer and Critical Facility Inventory	***Major Employer spreadsheets will be distributed shortly for review by MPO members. Letters will be sent out shortly for data collection to begin the Critical Facility update.***
LTAP:	
LTAP Classes and Other Municipal Training	***Coordinated with PennDOT/PSATS/municipalities about classes. Promoted available virtual classes. Facilitated two in-person classes for spring 2022 and submitted three additional class requests. Future class schedule can be found here.***
LTAP Spring e-newsletter	***The spring 2022 LTAP e-newsletter was distributed in February. It was opened by 34% of recipients. It can be found here. The next newsletter will be issued in August.***
LTAP Virtual Drop-in Sessions and Webinars	***Staff helped promote the next round of LTAP virtual drop-in sessions and webinars. More details can be found here under "Bulletin Board."***
West Branch COG Equipment Show	***Promoted LTAP services to municipalities while serving as an exhibitor during the 5/18/22 Equipment Show and Training Day.***
Equipment Operator Training	***Finalized details for and held highly successful Equipment Operator Training on 6/3/22, through partnership with Pennsylvania College of Technology.***

SEDA-COG MPO TIP Local Project Tracking

County	Municipality	MPMS #	Project	Status
Multi	Multi	106671	SEDA-COG Bridge Removal Project	

SEDA-COG MPO TIP Project Updates

County	Municipality	MPMS #	Project	Lead	Main Issue/Update
Clinton	Leidy Township	117159	Kettle Creek Rd over Summerson Run	PennDOT District 2-0	Attended Scoping Meeting held 4/19/22
Juniata	Monroe Township	93721	SR 2012 Box Culvert Replacement	PennDOT District 2-0	Attended Design Field View held 5/2/22
Juniata and Clinton	Delaware, Walker, and Leidy Townships	114302	Bridge Rehabilitations - SR 2003, SR 2006 and SR 4001	PennDOT District 2-0	Attended Environmental and Engineering Scoping Meeting held 5/19/22

Requests to Add Projects to the SEDA-COG MPO TIP

County	Township	Area/Structure/Intersection	Requested By	Main Issue	Recent Actions	Date	Request Type	MPO Staff Recommendation	MPO Action
Snyder	Chapman Twp	Intersection of SR 104 and Oriental Road*	Sherri Lawver, Heister House Millworks	Remove Vertical Crest	Letter	Jun-17	Safety Improvement	Sight Distance Work included in revised scope for SR 104 Bridge Replacement	
Snyder	Franklin Twp	Swinehart Road (T-458) over Unnamed Tributary to Middle Creek	Paula Snook, Franklin Twp	Repair/replace bridge	Request via email	Mar-18	Local Bridge	Consider for 2021 TIP update or interim retroactive reimbursement.	
Snyder	Franklin Twp	Dock Hill Road (T-399) over Unnamed Tributary to Middle Creek	Paula Snook, Franklin Twp	Repair/replace bridge	Request via email	Mar-18	Local Bridge	Consider for 2021 TIP update or interim retroactive reimbursement.	
North'd	Turbot Twp	Golf Course Road (T-633) over Muddy Run	Kate Bailor, Twp Secretary	Repair bridge	Request via letter, meeting on 11/6/18	Jul-18	Local Bridge	Consider for 2021 TIP update or interim retroactive reimbursement.	
North'd	Washington Twp	T-426 Crissinger Rd. over trib. to Schwaben Creek	Jeffrey Brosius, Chairman	Replace bridge	Request via letter, 8/20/2019	Aug-19	Local Bridge	Consider for 2021 TIP update or interim retroactive reimbursement.	
Snyder	Jackson Twp	Scrubby Hill Road (T-487) over Trib. to Penns Creek	Susan Straub, Twp Secretary	Replace bridge	Request via letter, 10/2/2020	Oct-20	Local Bridge	Consider for 2023 TIP update or interim retroactive reimbursement. Township pursuing PIB loan also.	
Snyder	Penn Twp	Perkinson Road (T-488) over Wolf Creek	Julie Hartley, Twp Secretary	Replace bridge	Request via letter, January 2022	Jan-22	Local Bridge	Consider for 2023 TIP update or interim retroactive reimbursement. Township pursuing advancing with general funds.	

Transportation Alternatives Set-Aside Projects Status Update
2018 Funding Round

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

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes. 7/20/20	Yes. 7/20/20	Yes. 9/17/20	Yes. 10/28/20	Yes.

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

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No.	No.	No. 1/1/23 est.	No. 3/2/23 est.	No.

Project involves construction of one mile of paved pedestrian and bicycle trail atop the Hospital Run and the Upper Susquehanna levees as part of the North Branch Canal Trail system in Danville Borough. Project was approved for TA funding by PennDOT on 5/8/18. Completion of construction is estimated for fall 2025.

MPMS 111606 – Bull Run Greenway Phase 1 – Lewisburg Borough

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes. 3/18/21	Yes. 3/18/21	Yes. 4/8/21	Yes. 5/19/21	Yes.

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. **A project ribbon cutting will be held on 6/24/22.**

MPMS 111458 – Clinton County Rail Trail – Clinton County

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes. 9/22/20	Yes. 9/22/20	Yes. 10/22/20	Yes. 1/19/21	Yes.

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. Completion of construction is estimated for summer 2022.

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

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes. 2/21/20	Yes. 2/21/20	Yes. 4/30/20.	Yes. 7/27/20	Yes.

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

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes.	Yes.	Not Applicable	Yes.	Not Applicable

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 submitted unsuccessful DCED Multimodal Fund and TA applications to advance the sidewalk project.

MPMS 111461 – Brown Township Streetscape – Mifflin County

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
Yes. 11/6/20	Yes. 11/6/20	Yes. 1/14/21	Yes. 4/12/21	Yes.

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. **Construction was completed in May 2022.**

Transportation Alternatives Set-Aside Projects Status Update
2021 Funding Round

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

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No.	No.	No.	No.	No.

Project involves constructing a ramp to carry the trail off the former railroad bridge over the Susquehanna River, building approximately 3,200 feet of new trail surface on an abandoned road, and installing sharrows and share-the-road signage on approximately 3 miles of River Road in Pine Creek and Wayne Townships, Clinton County. Project was approved for TA funding by PennDOT on 4/20/22.

MPMS 118341 – Market Street Streetscape – City of Sunbury

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No.	No.	No.	No.	No.

Project involves installing new concrete sidewalks, curbs, and ADA-compliant curb ramps, pedestrian LED lighting, guide railing, retaining wall, and intersection improvements on Market Street from Front Street to 13th Street and Chestnut/10th Street intersection in the City of Sunbury. Project was approved for TA funding by PennDOT on 4/20/22.

Recently Accessed Highway Occupancy Permit Applications

Applicant/Owner	Application	County	SR	Segments	Status	Submit	Response	Issue	Permit Group	Permit	Permit Type	Permit Sub Type	Security Exp Date	District	Eng Firm	Created By	Created
Finn Gard, LLC.	230316	Columbia	42	491 - 501	Under Review	5/27/2022			HOP		Driveway	High Volume		3	LIVIC Civil, LLC	Hunter Cero	12/10/2020
Armagh Township	243837	Mifflin	1005	210 - 210	Under Review	5/16/2022			HOP		Driveway	Local Road		2	LIVIC Civil, LLC	Hunter Cero	5/13/2021
Warrior Run School District	269622	Northumberland	1007	110 - 110	Returned For Revisions	4/26/2022	5/20/2022		HOP		Driveway	Low Volume		3	Yiengst, Zachary	Thomas Tannahill	3/15/2022
Geisinger Clinic	267430	Mifflin	655	314 - 314	Permit Issued	5/5/2022	5/18/2022	5/18/2022	HOP	2028512	Driveway	Low Volume	5/18/2023	2	Larson Design Group, Inc.	Kaden Metzger	2/21/2022
MCS Bank	197506	Mifflin	1005	220 - 220	Permit Issued	4/21/2022	5/9/2022	5/9/2022	HOP	2028500	Driveway	Low Volume	5/9/2023	2	The EADS Group, Inc.	Richard D Kruise III	9/20/2019
M & G Realty, Inc.	250702	Northumberland	1022	30 - 30	Permit Issued	5/3/2022	5/4/2022	5/4/2022	HOP	3037398	Driveway	High Volume	5/4/2023	3	Transportation Resource Group, Inc,	TRG HOP	8/2/2021
Love's Travel Stops & Country Stores	260753	Columbia	339	350 - 350	Permit Issued	3/30/2022	4/18/2022	4/18/2022	HOP	3037335	Driveway	High Volume	4/18/2023	3	CESO, Inc.	Sara Harville	11/29/2021

Recently Accessed Traffic Impact Study Scoping Applications

Development Name	Application Number	County	SR	District	Status	Created
Jeff Gum Driveway Addition	S0220220009	Mifflin	8002	2	Draft	6/1/2022
A Plus Office	S0320220025	Union	45	3	Completed	5/22/2022
A+ Office Outlet	S0320220024	Union	45	3	Draft	5/22/2022
Take 5 - Shamokin Dam	S0320220022	Snyder	11	3	Completed	5/20/2022
Ironstone Building Addition	S0320220021	Northumberland	890	3	Completed	5/17/2022
Proposed Wawa Food Market & Fueling Station - Coal Township	S0320220020	Northumberland	61	3	Returned to Applicant	5/17/2022
Encina Circular Manufacturing Facility	S0320220018	Northumberland	11	3	Received	5/9/2022
Proposed Wawa Food Market & Fueling Station - Monroe Township	S0320220016	Snyder	11	3	Returned to Applicant	5/5/2022
PNK - Paper Mill Road	S0320220015	Columbia	487	3	Draft	5/5/2022
Mifflin Wendy's	S0220220006	Mifflin	3002	2	Draft	4/7/2022
Montandon Development - Convenience Store	S0320220013	Northumberland	45	3	Completed	4/6/2022

Agenda Item G

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

RESOLUTION 2022-1

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

WHEREAS, 23 CFR Part 450.334 specifies that, concurrent with submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

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

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR Part 450.324 and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

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

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

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

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

WHEREAS, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations) have been met; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the SEDA-COG Metropolitan Planning Organization (MPO) certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's transportation plans and programs, including the FFY 2023-2026 TIP and SEDA-COG MPO LRTP (see Exhibit 1).

I, Steve Herman, **HEREBY CERTIFY** that I am Chairman of the SEDA-COG Metropolitan Planning Organization (MPO): that the foregoing resolution was adopted, in accordance with the Bylaws, by the Members of said MPO at a meeting duly called and held on the 10th day of June 2022, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.

_____

SEDA-COG MPO Chairman

Exhibit 1

SEDA-COG MPO Self-Certification Documentation

Title VI / Environmental Justice Requirements

It is the policy of the SEDA-COG MPO to assure full compliance with Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on Environmental Justice. The SEDA-COG MPO adopted its most recent Public Participation Plan (PPP) on December 12, 2014. The PPP specifies public participation principles, outreach techniques, and procedures to use when communicating with underserved populations (e.g., low income, minority, or elderly; persons with disabilities; and persons with limited English proficiency) for various SEDA-COG MPO activities. The PPP includes demographic information to identify underserved populations and specifies outreach techniques to involve the public and enhance participation in SEDA-COG MPO programs and activities.

The PPP is evaluated regularly. Achievements since the 2014 PPP was adopted include: expanding a database of interested parties; revising Title VI policy statement and complaint procedures; updating MPO demographics to include more current American Community Survey datasets; completing Environmental Justice Benefits & Burdens analysis following new statewide guidance; preparing participation surveys for use at regular public meetings; making use of SurveyMonkey for online public surveys; crafting individual public meeting plans; adopting a Limited English Proficiency Plan; using new issues forums and Environmental Justice workshops; extending the reach of MPO notifications through social media; distributing a SEDA-COG MPO e-newsletter; deploying virtual public meetings in response to COVID-19 mitigation measures; and preparing an update to the PPP under the overarching Title VI Program that was planned for adoption on June 10, 2022.

Specific outreach activities for the development of the 2023-2026 SEDA-COG Transportation Improvement Program (TIP) are described in the Public Comment Period Summary for the TIP. This document is included in the package of information submitted to PennDOT following the MPO's adoption of the 2023-2026 TIP.

Disadvantaged Business Enterprises (DBE) Requirements

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

Contracts awarded to outside vendors for planning studies are subject to a minimum participation requirement for DBEs. SEDA-COG coordinates with PennDOT's Bureau of Equal Opportunity in establishing DBE participation percentages for contracts awarded through the SEDA-COG

UPWP. SEDA-COG awarded two (2) contracts to outside vendors in 2020 for maintenance, update and support of various required plans for the region. These consultant service contracts are expected to cover a period to end June 30, 2024. One consultant agreement for planning services was executed with Michael Baker International, Inc. The Michael Baker consultant team included a certified DBE firm, and the scope of work included a goal of approximately 6.99% participation by the DBE firm for overall contract work. A second consultant agreement for planning services was executed with Gannett Fleming, Inc. The Gannett Fleming consultant team included a certified DBE firm, and the scope of work included a goal of approximately 6.99% participation by the DBE firm for overall contract work.

Americans with Disabilities Act (ADA) Requirements

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

Transportation Improvement Program (TIP) Financial Constraint and Capacity Requirements

The SEDA-COG MPO's 2021-2024 TIP was adopted in June 2020 and modified several times since the original adoption. The MPO and PennDOT utilize approved Procedures for TIP Revisions, which specify the revisions that must be formally approved by the SEDA-COG MPO, and revisions that can be completed by administrative modifications. For each amendment that required formal action by the MPO, and for administrative modifications made by the project sponsors, a fiscal constraint chart was prepared illustrating the transfer of funds and verifying that annual funding was financially constrained. An example of a fiscal constraint chart for a TIP amendment is included as Attachment B. Similar processes and procedures were approved and will be utilized to administer the 2023-2026 TIP.

Attachment A

Example of Newspaper Advertisement

PUBLIC MEETING NOTICE

SEDA-COG MPO Meeting

The next SEDA-COG Metropolitan Planning Organization (MPO) meeting will be held Friday, June 10, 2022, beginning at 9:30 a.m. at the SEDA-COG office building, 201 Furnace Road, Lewisburg, PA 17837. The meeting will also be held by tele- and web-conference. The public is invited to participate in the meeting in-person or using:
Call in #: +1(470) 869-2200; Meeting ID: 5753736953#
Web-conference link: https://meetings.ringcentral.com/j/5753736953

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

Attachment B

Example of Fiscal Constraint Chart for TIP Amendment

SEDA-COG MPO
2021-24 Highway/Bridge TIP
2/11/22

Amendment (MA ID:)				Fund Type		FFY 2021			FFY 2022			FFY 2023			FFY 2024			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Infrastructure Investment Jobs Act			Before	BRIP					3,652,000									
Reserve Line Item	117921	CON	Adjust	BRIP					(1,400,000)									2022 IIJA / BIL Line Item BRIP
Clinton			After	BRIP					2,252,000									
SR 3017 Bridge Preservation			Before															
3017/PNT	4616	CON	Adjust	BRIP					1,200,000									New Project: 2022 IIJA / BIL BRIP; LET DATE 9/15/2022
Mifflin			After	BRIP					1,200,000									
2022 SEDACOG Bridge Epoxy Surface			Before															
35/EPX	116629	CON	Adjust	BRIP					200,000									New Project: 2022 IIJA / BIL BRIP; LET DATE 3/17/2022
Juniata			After	BRIP					200,000									
Before Totals						$0	$0	$0	$3,652,000	$0	$0	$0	$0	$0	$0	$0	$0	Actions do not affect air quality conformity.
Adjustment Totals						$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
After Totals						$0	$0	$0	$3,652,000	$0	$0	$0	$0	$0	$0	$0	$0	

Agenda Item H

SEDA-COG MPO Public Involvement Activities and Milestones
Draft 2023-2026 Transportation Improvement Program
Public Comment Period Summary

4/21/22 Posted Draft 2023 TIP documents and public meeting event date to SEDA-COG website. The website included the option of completing an online comment form.

4/21/22 Ran Draft 2023 TIP public comment period advertisement in *The Daily Item* newspaper. The ad included the dates for the start and closing of the comment period; locations at which the TIP was available for review; the date, time and location of the public meeting; and the date and location of the meeting at which the MPO would consider adopting the 2023-2026 TIP.

4/22/22 Sent website for Draft 2023 TIP documents to MPO voting members and MPO transit agencies for posting on their websites or linking to SEDA-COG's website for public review.

4/22/22 Officially opened Draft 2023 TIP public comment period.
Sent email about comment period to over 300 interested parties (email included the official public comment period ad and the link for downloading Draft TIP documents). Native American Tribes and Nations whose ancestors had at one time lived in MPO counties were sent individual letters.

4/22/22 Issued a press release about the Draft 2023 TIP comment period. (The press release was also posted to SEDA-COG's website and SEDA-COG's Facebook site.)

4/26/22 Included a notice about the Draft 2023 TIP public comment period in SEDA-COG's electronic newsletter sent to over 4,000 contacts. Reminders about the comment period were included in subsequent e-newsletters.

5/2/22 Posted to social media feeds about the Draft 2023 TIP public meeting and comment period. Subsequent reminders and a Facebook event about the public meeting were added to social media sites.

5/3/22 Included a notice about the Draft 2023 TIP public comment period in SEDA-COG MPO's electronic newsletter sent to over 260 contacts. The newsletter was also posted to SEDA-COG's website.

5/9/22 Held a hybrid in-person and virtual public meeting, from 6:00 p.m. to 7:30 p.m., to solicit comments on the Draft 2023 SEDA-COG TIP. Staff members from SEDA-COG presented information and provided an opportunity for audience questions. There were 15 participants in the virtual meeting.

5/12/22 Posted a recording of the May 9th virtual public meeting to the SEDA-COG website for access by members of the public. The recording was added to SEDA-COG's YouTube channel.

5/23/22 Closed public comment period for the Draft 2023 SEDA-COG TIP at 4:00 p.m. Four comments were received.

6/10/22 Held SEDA-COG MPO meeting to formally adopt the 2023 SEDA-COG TIP.
Provided 2023 TIP adoption cover letter, completed TIP checklist, and other necessary items to PennDOT Program Center.

Draft 2023 TIP Public Comment Period: April 22, 2022 – May 23, 2022

On April 22, 2022, the Draft 2023 SEDA-COG Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) was opened to the public for review and comment. A classified advertisement was placed in *The Daily Item* newspaper. The Draft TIP was posted on the SEDA-COG website, and over 300 stakeholders and interested members of the public (MPO members, county commissioners, municipalities, state and federal agencies, legislators, transit operators, human service agencies, economic development agencies, environmental groups, interested citizens, adjacent county planning agencies, etc.) were notified via e-mail. A press release about the Draft TIP was issued to area news media and legislators on April 22, 2022. The press release was also posted to SEDA-COG's website and comment period notices were posted to SEDA-COG's social media sites. A Draft 2023 TIP public meeting event was also posted to SEDA-COG's social media sites.

SEDA-COG held a hybrid public meeting on May 9, 2022. SEDA-COG staff presented information about the Draft TIP and solicited comments at this meeting. There were 15 participants in the public meeting. The Draft TIP documents, public meeting PowerPoint, public meeting recording, and other resources were posted to SEDA-COG's website during the comment period.

Below are TIP comments received during the public comment period from April 22, 2022 – May 23, 2022:

	Category	Agency/Individual	Comment	Response
1	Transit Projects	Andrew Batson, PennDOT Bureau of Public Transportation (via e-mail comment)	Identified that Transit TIP project public narrative descriptions should include reference to the Transit Asset Management Plan targets. Identified that for the next Transit TIP update, funding should be programmed as "State-other" and "Federal-other" with the corresponding local match requirement as Local funding on the TIP.	SEDA-COG MPO staff acknowledged the comments and worked with PennDOT Program Center staff to have the Transit TIP project public narrative descriptions reflect that the projects are programmed in accordance with the Transit Asset Management Plan (TAMP) targets. The Transit TIP funding comment will be addressed for the 2025 TIP.

	Category	Agency/Individual	Comment	Response
2	Programmed Funding Correction	Carey Mullins, PennDOT Program Center (via e-mail comment)	Confirmed that the amount of BOF and BRIP funding programmed on the Draft 2023 SEDA-COG TIP did not match the Financial Guidance allocation numbers in what was advertised for public comment. PennDOT District 3-0 prepared a Fiscal Constraint Chart to balance the BRIP and BOF programmed amounts with the Financial Guidance allocations. The minor adjustments did not delete or add projects – they just balanced out the funding amounts.	SEDA-COG MPO staff acknowledged the comment and coordinated with PennDOT Program Center and PennDOT District 3-0 staff to reconcile the funding amounts. A Fiscal Constraint Chart was submitted by PennDOT District 3-0 to balance out the funding.
3	State Revenue Sources Beyond Financial Guidance	Brian Hare, PennDOT Program Center (via e-mail comment)	Noted that the 2023 TIP General and Procedural Guidance requires regional TIPs to contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available (but typically not programmed) to operate and maintain the Federal-aid highways. On 5/4/22, PennDOT provided MPOs/RPOs with regional estimated totals for state programs not included in Financial Guidance, after the public comment period opened for the Draft SEDA-COG TIP.	SEDA-COG MPO staff acknowledged the comment and included the regional estimated totals table for the SEDA-COG MPO in the TIP submission to PennDOT.
4	Miscellaneous	Samantha Pearson (via e-mail comment)	a. Recommended a seat on the MPO for a representative of the Middle Susquehanna Active Transportation Committee (MSATC), specifically designated as such and not depending on overlap or interest of other participants. b. Recommended that	SEDA-COG MPO staff acknowledged the comments, provided a detailed response, noted enhancements for the current and future TIP update documentation, and proposed to address some of these points through other more pertinent plans (e.g., the Long-Range

	Category	Agency/Individual	Comment	Response
			programs and entities like the MSATC and the rabbittransit Stop Hopper/Designated Stop pilot program should be reflected in the TIP documentation, taken into account, worked with, and expanded further in coming years. c. Recommended that active transportation be mentioned and considered in the TIP documentation. Recommended using bridge and resurfacing projects on the TIP to better accommodate bikers/walkers. d. Recommended clearer descriptions for how safety performance measures are being assessed, reviewed, or proposed for improvement, along with tying how safety, environmental, and economic priorities are being addressed through active transportation. e. Recommended expanding upon Toward Zero Deaths goals and the local relevance and special rural area concerns. f. Recommended breaking out the non-motorized fatalities and serious injuries under the Safety Performance Measures section. Recommended including more local context over time for non-motorized crash	Transportation Plan, Coordinated Public Transit Plan, and Active Transportation Plan) and processes (PennDOT Connects initiative, transit forums, road safety audits, etc.). A follow-up discussion was offered to further examine the commenter's input and recommendations.

	Category	Agency/Individual	Comment	Response
			data, beyond the prior 5-year period baseline or setting the local numbers against national benchmarks. g. Recommended meeting and coordinating with PennDOT Bike/Ped Coordinators for identifying safety improvements, along with presenting information to and collaborating with the MSATC on safety projects. h. Recommended referencing mode shift and highlighting greater usage of walking/biking and transit for shorter trips under the CMAQ section. Recommended noting that rural areas like the Central Susquehanna Valley often have worse air quality than people might assume. i. Omit or enhance the PennDOT LRTP Mobility Goal and Objectives graphic that is currently not very legible. j. Recommended using Transit performance measures that capture more operations and service issues. Suggested that performance measures connected to expanded public transit offerings would be useful and could demonstrate significant improvements in service access for populations in urbanized areas in the MPO region.	

	Category	Agency/Individual	Comment	Response
			k. Recommended that the Environmental Justice (EJ) assessment include population percentage (estimates) of the non-driving population: those under 17, over 85, percentage of those disabled, plus those without access to car or license. l. Recommended making the maps in the EJ section a higher resolution and easier to read. m. Instead of saying that the locations of bike and pedestrian crashes are evenly distributed, it might be better to say they are not clustered. n. Noted that it seems problematic to claim that the current distribution of TIP projects equitably benefits low income and minority residents who are more likely to need walking, biking, and transit services, since those account for a very small number of total TIP investments/projects. It is also not clear in the current TIP that safety for non-motorized users is a universal goal rather than simply the focus of individual projects. o. Noted that the newly introduced rabbittransit Stop Hopper on-demand ride service that is now available to the general	

	Category	Agency/Individual	Comment	Response
			public does not appear to be reflected in the EJ maps. Recommended mapping the Stop Hopper service and highlighting expanded options for concentrations of low income and minority populations.	

Sam,

Thank you very much for your comprehensive review, input, and recommendations on the Draft 2023-2026 SEDA-COG MPO TIP documentation! Please find below feedback on your comments. We would welcome the opportunity to further discuss your input and recommendations. Should you wish to do so, feel free to contact me. Thanks!

1. There should be a seat on the MPO for a representative of the Middle Susquehanna Active Transportation Committee, specifically designated as such, not depending on overlap or interest of other participants.

   Thank you for your suggestion. The MPO closely considers recommendations and priorities from its subcommittees and ad-hoc groups. As the MPO voting members are primarily county planners, there is substantial overlap of MPO voting members also serving on the Active Transportation Committee and functioning as a direct linkage between the MPO board and Active Transportation Committee, in addition to the participation of multiple MPO staff members.

2. In general, the existence of newer programs and entities like the MSATC and the Rabbittransit Stop Hopper/Designated Stop pilot program should be reflected throughout the document, as they should be taken into account, worked with, and expanded further in coming years.

   References to these entities and programs can be considered for future TIP update documentation. There are, however, greater opportunities to reflect these aspects in the MPO Long-Range Transportation Plan, Coordinated Public Transit Plan, Active Transportation Plan, and specific discretionary program funding rounds. In addition, active transportation and transit objectives are strategically addressed through other forums and initiatives (e.g., PennDOT Connects, transit advisory groups, transit feasibility study groups, and transit operator meetings) with which the MPO engages.

3. Active Transportation is not mentioned in any of the documents and walking and biking are hardly mentioned and they should all be considered (beyond mention in a single sentence) in each of them. For example, for bridge rehabilitation and replacement, can bikes and pedestrians be accommodated in the process? If not, can there be an account given of current average daily traffic volume and resulting need or lack thereof of improvements. This could also take into account proximity to population centers and locations along lower motor vehicle traffic routes that might be chosen by people on bicycles for their route. Similarly roadway resurfacing projects can/should consider shoulder, crossing, striping improvements that could better allocate cartway and increase safety for all modes.

   Greater references to active transportation and walking/biking modes can be considered for future TIP update documentation. The TIP is a multimodal investment program; however, the vast majority of funds are formula-based and directed toward road/bridge asset management needs and satisfying federal performance measures. Active transportation needs are compiled by the MPO and integrated into regular TIP roadway/bridge projects, where feasible, and

discretionary funding sources are tapped into for active transportation projects and added to the TIP when approved for funding. As part of the PennDOT Connects initiative, municipal outreach meetings are held and bike/ped needs are raised prior to new projects being added to the TIP. The bike/ped needs are registered on Project Initiation Forms and memorialized for TIP project scoping/design impacts and potential incorporation into the TIP project, where feasible. Wider paved shoulders are considered as part of bridge rehab/replacement projects based on bike/ped accommodation needs and local contexts. Municipal support and maintenance commitments are important for bike/ped improvements, signage, and markings.

4. The National Priorities of Safety and Environmental Sustainability are mentioned in the Performance Measures section, but it is not clear how they are being assessed, reviewed, or proposed for improvement. Arguably, however, mode shift, efficiency, condition, and economic development are also all priorities to be addressed with active transportation.

   The Safety goals are assessed and evaluated in the PM1 section that begins on page 3 of the Performance Measures Narrative. Federal performance measures for the Environmental Sustainability goal have not been established. Active transportation plays a major part in state/federal/local goals for congestion reduction, mode shift, efficient transportation systems, asset management, and economic development.

5. Toward Zero Deaths is also mentioned in the PM discussion, but not with reference to its local relevance. Rural areas have disproportionate traffic deaths on a per capita basis, largely related to higher VMT, but also in connection to relative speed of after crash care. In addition, there tend to be fewer people using other modes, but that is also because it is incredibly dangerous to do so given the current design of roadways. At least stating those things is important even if there are no more detailed statistics or programs (yet).

   As you note, rural areas have unique roadway safety concerns. The majority of fatal crashes in Pennsylvania involve lane departures, which are particularly problematic on rural roadways with higher speeds, curves, and fixed objects along the road. The MPO is committed to reducing fatalities and serious injuries and supporting Vision Zero goals. Like PennDOT, the MPO desires to make accommodations for active transportation a routine and integral element of planning, project development, design, construction, operations, and maintenance.

6. Under Safety Performance Measures, in addition to noting total roadway fatalities and combined non-motorized fatalities and serious injuries, non-motorized fatalities should be broken out. Also given significant shifts in these numbers over time, it would be good not to attempt to designate the previous 2016-2020 period as a "baseline," but rather to provide more context over time or set against national benchmarks. Even if this is a standard based on PennDOT reports, an improved rendition is needed.

   The fatality and serious injury reporting follows what is established in federal rulemaking and PennDOT methodology. However, the non-motorized fatalities and serious injuries could be broken out from crash databases and tracked in separate reporting. For example, SEDA-COG has

used its Long-Range Plan performance tracking to report the individual pedestrian fatality, bicyclist fatality, pedestrian serious injury, and bicyclist serious injury values. More context for overall regional fatality trends is shown on the bar chart on page 5 of the Performance Measures Narrative for the past six periods of five-year running average totals, along with goals for the next two periods of five-year averages. A similar chart could be prepared for non-motorized fatalities.

7. Also under the Safety Improvements planning process, meeting and coordinating with PennDOT Bike/Ped coordinators should be done, but also meeting with, presenting information to, and working with the Active Transportation Committee. This body has come into operation since the last version of the TIP was enacted and should now be incorporated explicitly. They are a resource and should be part of the round of consultations.

   Page 7 of the Performance Measures Narrative mentions that the MPO coordinates with PennDOT District traffic safety managers and bicycle/pedestrian coordinators on an ongoing basis for identifying safety projects and reducing fatalities and serious injuries. SEDA-COG regularly consults with and presents information to the Active Transportation Committee, but a clearer connection within the Performance Measures Narrative could be added. SEDA-COG also regularly engages county/municipal officials about bike/ped safety projects as part of TIP development, PennDOT Connects, the PennDOT Local Technical Assistance Program, and road safety audits conducted by multi-disciplinary teams.

8. The section on CMAQ is entirely focused on the CSVT. That project is clearly directly relevant but only addresses part of the congestion management and air quality equation. Ideally there should also be reference to mode shift and amplification/encouragement of walking, biking, and transit especially for shorter trips to complement the new through traffic route. There could be some note as well that rural areas like the Central Susquehanna Valley often have notably worse air quality than people might assume.

   The SEDA-COG MPO region is in attainment for air quality standards, so the CSVT project is referenced under the System Performance Measures section as the highest-profile project that would relieve congestion, alleviate a major freight bottleneck, and improve transportation system reliability. It will also, however, provide air quality and other environmental benefits by creating more efficient flows of traffic and reducing idling time and gas consumption.

9. The graphic included under "PennDOT LRTP Mobility Goal and Objectives" is not very legible. It includes mention of multimodal transportation choices and mobility options which are otherwise not really featured in this document. Including the text rather than an image of this would probably be more useful.

   The quality of this and other graphics in the Performance Measures Narrative resulted from an issue that arose in exporting from Microsoft Word to PDF. This will be corrected for the TIP submission to PennDOT.

10. All the performance measures listed under transit seem to relate to vehicles and maintenance rather than operations and service. Some PMs connected to expanded offerings would be useful and could demonstrate significant improvements in service access for populations in urbanized areas in the MPO region.

    This fact is reflective of federal rulemaking and the PennDOT Transit Asset Management Group Plan followed by SEDA-COG MPO area transit operators. Discussions with PennDOT Bureau of Public Transportation and area transit operators could shed light on operations/service performance data to track and evaluate in the future.

11. It would be advisable in the EJ assessment to include population percentage (estimates) of the non-driving population: those under 17, over 85, percentage of those disabled, plus those without access to car or license. Ideally this would also eventually include those who choose not to drive, but that is a vanishingly small number given the current state of the transportation infrastructure.

    These suggestions could be investigated for future iterations.

12. The mapping graphics in the EJ section of the document are very low resolution and hard to read.

    This resulted from an issue that arose in exporting from Microsoft Word to PDF. This will be corrected for the TIP submission to PennDOT. Future iterations might also include full-page maps or mapping added as an appendix to the narrative.

13. On the maps showing the locations of bike and pedestrian crashes, while they are distributed, it is not accurate to say they are evenly so. There are two entire counties with none in that time period. And other large areas of counties with none. Also, those areas may coincide with more, rather than less walking and biking and the presence of some safer facilities. If you want to characterize the distribution, it might be better to say they are not clustered.

    The phrasing has been revised to say that the fatalities are not clustered in any specific area.

14. In discussing the TIP project distribution throughout the region, this statement stands out. "The asset management projects that are located in areas with greatest minority population concentration may contribute to some short-term impacts during construction but will generally benefit those residents by improving traveling conditions and safety for all users." It seems problematic to claim that the current distribution of TIP projects equitably benefits low income and minority residents who are more likely to need walking, biking, and transit services, since those account for a very small number of total TIP investments/projects. It is also not clear in the current TIP that safety for non-motorized users is a universal goal rather than simply the focus of individual projects. (One sentence noting that such populations are less likely to drive in the third to last paragraph in this part of the report does not constitute addressing the topic.)

This statement is a qualitative assessment based on asset management projects likely to result in some disruptions but not as significant or for as long as other construction project types. Bicycle, pedestrian, and transit projects would likely result in the least adverse impact and add the most benefit for minority and low-income populations, and this can be better emphasized within the EJ document. In addition, the SEDA-COG MPO has proposed establishing a Public Participation Panel (to include low-income/minority, non-motorized transportation, transit-dependent, and other stakeholders) for: providing ongoing access to the regional planning and decision-making process, guiding various plan updates, reviewing timely issues, serving as a conduit for MPO information to organizations across the region, assisting the MPO in implementing public outreach strategies, and empowering citizens to get involved in regional planning.

15. The newly introduced Stop Hopper on-demand ride service which is now available to the general public does not appear to be reflected in these maps. It should show up and would be a positive development in terms of expanding options for concentrations of people and would be worth setting against the low income and minority gradients.

    This microtransit service is not a fixed-route service, making it difficult to represent on transit system and project mapping. We have been coordinating with rabbittransit to analyze Stop Hopper ridership data, perform origin-destination mapping, promote the service availability, and increase the success of this pilot. We can have a discussion with you to review these topics in more detail.

SEDA-COG METROPOLITAN PLANNING ORGANIZATION
Draft 2023-2026 Transportation Improvement Program (TIP) & Draft Title VI Program
Public Meeting Summary

May 9, 2022

MEETING DATE: Monday, May 9, 2022
TIME: 6:00 p.m. – 7:30 p.m.

LOCATION: Union County Government Center
155 North 15th Street, Lewisburg, PA 17837
(470) 869-2200; Meeting ID: 7697993399#
https://meetings.ringcentral.com/j/7697993399

Public Attendees:

Name	Organization
Kim Amsler	United Way of Pennsylvania
Kathleen Brady	Peters Consultants, Inc.
Cindy Adams	Office of State Senator John Gordner
Terri Campbell	Office of State Senator John Gordner
Kristy Heintzelman	Office of State Senator John Gordner
Chris Messner	Greenman-Pedersen, Inc.

PennDOT/Project Team Attendees:

Name	Organization
Carey Mullins	PennDOT Center for Program Development and Management
Mark Schultz	PennDOT Engineering District 2-0
Michelle Brummer	Gannett Fleming
Carrie Long	Gannett Fleming
Sophia Fox	Quest
Kay Aikey	SEDA-COG
Steve Herman	SEDA-COG
Kyle Postupack	SEDA-COG
Katherine Wilde	SEDA-COG

PURPOSE & FORMAT:

The purpose of the public meeting was to provide interested individuals with information and the opportunity to review and submit comments on the Draft 2023-2026 SEDA-COG Transportation Improvement Program (TIP) and Draft Title VI Program. The meeting included two presentations, associated question-and-answer periods, and time for attendees to review documents/mapping and interact with representatives of SEDA-COG MPO in an open house format.

Attendees received an agenda, comment form, meeting evaluation form, and a handout about staying involved with TIP planning upon registration. The comment form could be completed and submitted at the meeting or at a later date within the comment period (up until May 23, 2022). Copies of the handouts provided at the public meeting, the TIP and Title VI PowerPoint presentations, and the public meeting recording were posted on SEDA-COG's website.

KEY DISCUSSION ITEMS:

1. Steve Herman opened the meeting by thanking the attendees for coming out and by leading a round of introductions. He outlined the meeting format, agenda, and related handouts/displays. He explained the purpose of the meeting was to inform attendees about regional transportation planning activities, share details on the Draft 2023-2026 SEDA-COG TIP and Draft Title VI Program, and solicit public input on these documents for the eight-county SEDA-COG MPO region.

2. Mr. Herman continued by providing background information on transportation planning in Pennsylvania, SEDA-COG's role as an MPO, the membership of the SEDA-COG MPO, and transportation statistics for the SEDA-COG MPO region. He explained that the primary objectives of transportation planning are to manage existing transportation assets to improve safety, facilitate efficient movement of people and goods, and enhance the region's quality of life and economic vitality. However, capacity-adding projects (additional lanes, wider bridges, new sidewalks and trails, etc.) are regularly added to the transportation system to achieve primary objectives.

3. Mr. Herman gave an overview of the three chief transportation plans at the state and regional levels: Transportation Improvement Program (TIP), Twelve Year Program (TYP), and Long-Range Transportation Plan (LRTP). The state and regional LRTPs help direct transportation and land use decisions over a minimum 20-year horizon. The regional TIP and statewide TIP or STIP translate recommendations from the LRTPs into a short-term, four-year program of regionally significant improvements that will be completed using state and federal funding. The TIPs not only list the specific projects but also document the anticipated schedule and cost for each project phase (preliminary engineering, final design, utilities, right-of-way, and construction). Complex projects, or those that merely begin preliminary design in the final years of the current TIP/STIP, extend out onto the TYP.

   The TIP follows the federal fiscal year (FFY) — namely October 1 to September 30. The Draft 2023 TIP will commence on October 1, 2022 (the beginning of FFY 2023) and will continue through September 30, 2026 (the end of FFY 2026).

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

4. Mr. Herman provided a snapshot of the Draft 2023-2026 SEDA-COG TIP funding and project composition. The Draft 2023 TIP includes $474 million for 270 different projects. By project type, there are 135 bridge projects, 115 roadway paving projects, and 14 safety projects. There are 94 new projects, the rest carry over from the 2021-2024 TIP or represent regional line items for specific funds or project types.

   In terms of funding sources for the Draft 2023-2026 TIP, 59% comes from federal funding, 41% is state funding, and less than 1% comes from local funding. The majority federal contribution reflects the impact of increased funding from passage of the Bipartisan Infrastructure Law (BIL) in 2021.

   The Central Susquehanna Valley Transportation (CSVT) project represents 32% of the Draft 2023-2026 TIP funding. The impact of the CSVT project is seen in the Draft TIP allocations by county, since

Snyder County is receiving the biggest proportion at 35%, followed by Northumberland County at 14%.

5. The projects on the TIP were drawn from the SEDA-COG MPO's LRTP and were originally identified by a variety of sources, including: PennDOT, county/local governments, SEDA-COG staff, transit providers, businesses, and residents. Mr. Herman explained how the SEDA-COG MPO staff collaborate with PennDOT and county governments to evaluate priorities before the Draft TIP is developed. He described how PennDOT's roadway/bridge management systems and crash records provide much of the data used for keeping transportation assets or system components (roads, bridges, signs, transit vehicles, etc.) in cycle for long-term use and for evaluating safety improvements. Local facility data, bridge inspections, land use, economic development, and public input are also used for making decisions. Comprehensive plans, corridor studies, and the like can unite aspects of community and economic development with transportation planning to identify projects that will lead to better communities and better transportation systems.

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

6. Mr. Herman provided additional details about the Draft TIP, including an overview of the types of project categories typically listed on the TIP. He described the project development timelines and the balanced approach to preserving, rehabilitating, reconstructing, and replacing the region's roads and bridges. The major projects on the Draft 2023-2026 TIP were highlighted for their significant costs (>$3M), location on major routes, and importance to MPO members. Major projects represent 46% of the total Draft TIP funding. Mr. Herman provided a status update on the CSVT project. The entire CSVT project, which is estimated to cost approximately $900 million, is planned to be completed in 2027.

7. Mr. Herman also gave an overview of the region's Draft 2023-2026 Transit TIP. Two (2) public transportation providers currently have projects listed on the Draft TIP to address vehicle and equipment needs. Transit TIP funding is tied to grant applications, rather than formula funding allocations to transit agencies. Typical projects include replacing vans/buses, upgrading computers, purchasing new office equipment, acquiring radios and dispatching aids, and enhancing access to transit buildings.

8. Mr. Herman concluded his presentation with an explanation of how public comments are to be submitted until 4:00 p.m. on May 23rd and what happens to comments on the Draft TIP, as well as the remaining TIP review and approval milestones. He also mentioned some elements of the Bipartisan Infrastructure Law and its impacts on Pennsylvania and the MPO region. After opening the floor to questions (none were posed), the meeting was turned over to Ms. Brummer for a presentation on the Draft Title VI Program.

9. Ms. Brummer presented the Draft Title VI Program update. She began by noting the SEDA-COG MPO's federal designation as the region's transportation planning agency. By receipt of federal funding to carry out this work, the MPO also has a duty to comply with the Civil Rights Act of 1964,

specifically Title VI, and other federal policies that require non-discriminatory use of funds for programs and services.

10. She explained that the SEDA-COG MPO must know the regional population generally in order to plan for the improvement of a transportation system that serves regional needs. Furthermore, to serve residents in a non-discriminatory fashion the SEDA-COG MPO must also be aware of its minority and underrepresented populations more specifically. This requires awareness of their numbers, locations, and concentrations so that these individuals and communities can be notified of transportation planning decisions that may impact them and so that the fairness or distribution of the benefits and burdens of such decisions can be analyzed.

11. Ms. Brummer explained that "the public" in public participation is different from year to year in terms of total numbers and concentrations of individuals, but also in terms of age, race, ethnicity, disability, English language proficiency, and vehicle access. She illustrated this point with mapped examples of ethnicity, poverty levels, and percentage of seniors by census tract as documented by the American Community Survey for the 2007-2011 and the 2015-2019 periods. She also noted significant changes in communications technology from the year 2000 to 2010 to 2020.

12. Ms. Brummer stated that both population changes and evolution in technology are reasons to update the SEDA-COG MPO's plans related to public participation. The SEDA-COG MPO has updated its strategies for notifying the public about opportunities to give opinions, ideas, and comments to help improve the MPO's transportation decision-making processes. This set of strategies is the Public Participation Plan. It is supplemented with a Limited English Proficiency Plan to provide language assistance services for transportation planning documents. These plans will be reviewed more regularly—every three years—to be responsive to the region's changing demographics and socio-economics, as well as evolving communication technology and regulatory requirements.

13. Ms. Brummer noted that the SEDA-COG MPO's goals for public participation are unchanged (slide 15 of the Draft Title VI Program presentation) and many of its public participation strategies will continue to be the foundation of its outreach. These strategies include:
    a. Notifications to the public of draft planning decisions, such as press releases, SEDA-COG's website and social media accounts, and the MPO newsletter.
    b. Posting of draft documents on SEDA-COG's website and paper copies made available at county, municipal, and agency offices.
    c. Presentation of draft documents at public meetings, which are held at convenient and accessible locations around the region and recorded; recordings are posted to SEDA-COG's website for later viewing by those unable to attend.
    d. Acceptance of opinions, ideas, and comments by phone, fax, mail, email, or in-person at the SEDA-COG office or public meetings.

14. Ms. Brummer then highlighted several updates to the Public Participation Plan, namely demographic data to reflect 2020 Census counts and 2015-2019 American Community Survey Estimates; the interested parties distribution lists; and Public Meeting Comment Form used to collect LEP information and evaluations of meetings. She noted several types of additions to the PPP to address the following:
    a. Non-English speakers and readers through a page of language taglines, translating "ATTENTION: If you speak another language, language assistance is available to you FREE OF CHARGE. Call 570-524-4491 (TTY: 711)" into Spanish, Chinese, Vietnamese, Korean, German.
    b. Virtual participation in MPO Board, Committee, and public meetings.

c. Future public participation efforts to be pursued as interest and resources allow.
d. The three-year review cycle for the PPP.

These highlights are listed on slides 16-18 of the Draft Title VI Program presentation.

15. Ms. Brummer also overviewed the updates to components of the Limited English Proficiency Plan, including updates to reflect demographic data; notices and forms related to language, Title VI compliance, complaints and procedures; availability of Language Assistance Services; the Translation & Interpretation Service Providers list, and the Community & Agency Contacts list. She noted new additions to the Limited English Proficiency Plan as reference to the language taglines, document translation request form on SEDA-COG's website, and the three-year review cycle. These updates and additions are listed on slide 19 of the Draft Title VI Program presentation.

16. Ms. Brummer then described the Title VI Program as a series of documents that demonstrate compliance with federal nondiscrimination policies, including Title VI of the Civil Rights Act of 1964, Executive Order 12898 on Environmental Justice, and others, which apply to all MPO programs and activities. These Title VI Program documents include the statement of the SEDA-COG MPO's non-discrimination compliance, complaint procedures and forms, its Public Participation Plan and Limited English Proficiency Plan, its Board and Committee composition, among others. These documents are listed on slides 20-21 of the Draft Title VI Program presentation.

17. Ms. Brummer stated that public comments on the Draft Title VI Program may be submitted to the SEDA-COG MPO until 4:00 p.m. on June 6th, and that the SEDA-COG MPO would review comments and finalize the Draft Title VI Program for Board adoption on June 10th. After opening the floor to questions (none were posed), she returned the meeting to Mr. Herman for closing comments.

2023 TIP Submission
Required Documentation

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

2023-2026 Transportation Program Submission Checklist

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

Transportation Management Area: ☐ Yes ☑ No

	Information Items Green highlighted items require documentation be submitted.	Response	MPO/RPO to Provide Response Others Check to Indicate Response Verified CPDM	FHWA	FTA
1. Cover Letter:	**Cover Letter which documents organization and date of TIP adoption**	Yes	☐	☐	☐
	Date TIP adopted by Planning Partner:	06/10/22	☐	☐	☐
2. TIP Development:	**TIP Development/Project Selection Process Documentation**	Yes	☐	☐	☐
	MPO/RPO Specific TIP Development Timeline	Yes	☐	☐	☐
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes	☐	☐	☐
3. Performance Based Planning and Programming:	**PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)**	Yes	☐	☐	☐
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	☐	☐	☐
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	☐	☐	☐
	Transit Performance Measures Documentation	Yes	☐	☐	☐
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes	☐	☐	☐
4. Highway-Bridge Program Projects:	**Highway and Bridge Listing with public narrative**	Yes	☐	☐	☐
5. Public Transportation Program:	**Public Transportation Listing with public narrative**	Yes	☐	☐	☐
6. Interstate & Statewide Program Projects:	**Regional Portion of Interstate TIP Listing with public narrative**	Yes	☐	☐	☐
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, other)	Yes	☐	☐	☐
7. Financial Constraint:	**Complete the tables in the Financial Constraint tab.**	Yes	☐	☐	☐
	Is the TIP financially constrained, by year and by allocations?	Yes	☐	☐	☐
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes	☐	☐	☐
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes	☐	☐	☐

2023-2026 Transportation Program Submission Checklist

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

Transportation Management Area: ☐ Yes ☑ No

	Information Items Green highlighted items require documentation be submitted.	Response	MPO/RPO to Provide Response Others Check to Indicate Response Verified CPDM	FHWA	FTA
8. Public Transportation:	**Public Transportation Financial Capacity Analysis (MPO Only)**	NA	☐	☐	☐
	Documentation of Transit Asset Management (TAM) Plan	Yes	☐	☐	☐
9. Environmental Justice Evaluation of Benefits and Burdens:	**EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)**	Yes	☐	☐	☐
	Was EJ analysis incorporated into your TIP development process?	Yes	☐	☐	☐
10. Air Quality:	**Air Quality Conformity Determination Report**	NA	☐	☐	☐
	Air Quality Resolution	NA	☐	☐	☐
	Is the area in an AQ non-attainment or maintenance area?	No	☐	☐	☐
	Have all projects been screened through an interagency consultation process?	NA	☐	☐	☐
	Most recent air quality conformity determination date:	NA	☐	☐	☐
	Do projects contain sufficient detail for air quality analysis?	NA	☐	☐	☐
11. Public Participation Documentation:	**Public Comment Period Advertisement**	Yes	☐	☐	☐
	Public comment period:	4/22/22 - 5/23/22	☐	☐	☐
	Public meeting(s)-Date/Time/Location:	5/9/22, 6:00 PM, Union County Government Center and virtual	☐	☐	☐
	Public meeting notices contain info about special needs/ADA Compliance?	Yes	☐	☐	☐
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes	☐	☐	☐
	Were any public comments (written or verbal) received?	Yes	☐	☐	☐
	Documentation of Public Comments received	Yes	☐	☐	☐
	Were public comments addressed?	Yes	☐	☐	☐
12. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes	☐	☐	☐

2023-2026 Transportation Program Submission Checklist

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

Transportation Management Area: ☐ Yes ☑ No

	Information Items Green highlighted items require documentation be submitted.	Response	CPDM	FHWA	FTA
		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
13. TIP Revision Procedures:	**MPO/RPO TIP Modification Procedures (MOU)**	Yes	☐	☐	☐

2023-2026 Transportation Program Submission Checklist

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

Transportation Management Area: ☐ Yes ☑ No

	Information Items Green highlighted items require documentation be submitted.	Response	MPO/RPO to Provide Response Others Check to Indicate Response Verified CPDM	FHWA	FTA
14. MPO/RPO Self-Certification Resolution:	**Self-Certification Resolution**	Yes	☐	☐	☐
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes	☐	☐	☐
15. Other Requirements:	**List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.**	Yes	☐	☐	☐
	Does the TIP contain regional system level estimates of state & local revenue sources beyond financial guidance?	Yes	☐	☐	☐
	List of annual obligated projects on website for FFY 2021	Yes	☐	☐	☐
16. PennDOT Connects:	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes	☐	☐	☐
17. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes	☐	☐	☐
	LRTP air quality conformity determination date:	NA	☐	☐	☐
	LRTP end year:	2045	☐	☐	☐
	Anticipated MPO/RPO LRTP adoption date:	Jun-26	☐	☐	☐
18. Completed/ Reviewed by:	MPO/RPO: SEDA-COG MPO (Steve Herman)		Date: June 10, 2022		
	PennDOT CPDM:		Date:		
	FHWA:		Date:		
	FTA:		Date:		
19. Comments:	*Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:* PennDOT Connects PIF forms and municipal outreach have been initiated, but not yet completed for all projects on the first four years of the 2023 TIP. The constraints and delays posed by sorting through the BIL funding impacted the Connects schedule. It would probably be best for the goal to be completing PIF forms and municipal outreach by October 1 instead of prior to regional TIP adoption. Regarding Tribal consultation, it is recommended that this be managed by Central Office on behalf of all the MPOs/RPOs for comment on the STIP/TIPs.				

2023 - 2026 Transportation Program Development Checklist

Financial Constraint Tables

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

	FFY 2023		FFY 2024		FFY 2025		FFY 2026		Comments
Fund Type	**Financial Guidance**	**Programmed**	**Financial Guidance**	**Programmed**	**Financial Guidance**	**Programmed**	**Financial Guidance**	**Programmed**	
NHPP	$19,685,000	$48,099,000	$18,587,000	$52,773,000	$17,595,000	$17,595,000	$16,621,000	$16,621,000	SPIKE in FFY 2023 & FFY 2024 - shown in project list tab.
STP	$9,795,000	$9,795,000	$10,005,000	$12,005,000	$10,300,000	$10,300,000	$10,600,000	$10,600,000	SPIKE in FFY 2024 - shown in project list tab.
State Highway (581)	$12,409,000	$23,939,000	$13,435,000	$31,600,000	$13,684,000	$30,684,000	$15,039,000	$56,909,562	SPIKE in all four years - shown in project list tab.
State Bridge (185/183)	$12,650,000	$12,650,000	$12,414,000	$12,414,000	$12,413,000	$12,413,000	$12,364,000	$12,364,000	
BOF	$9,239,000	$9,239,000	$9,239,000	$9,239,000	$9,239,000	$9,239,000	$9,239,000	$9,239,000	
HSIP	$2,377,000	$2,877,000	$2,445,000	$3,556,967	$2,514,000	$2,514,000	$2,584,000	$2,584,000	SPIKE in FFY 2023 & FFY 2024 - shown in project list tab.
CMAQ	$0		$0		$0		$0		No allocation of CMAQ for SEDA-COG MPO
TAP	$0		$0	$620,629	$0		$0		SPIKE in FFY 2024 - shown in project list tab.
RRX	$0	$1,094,827	$0	$1,255,000	$0	$1,050,000	$0	$875,000	SPIKE in all four years - shown in project list tab.
BRIP	$12,018,000	$12,018,000	$12,018,000	$12,018,000	$12,018,000	$12,018,000	$12,018,000	$12,018,000	
Total	$78,173,000	$119,711,827	$78,143,000	$135,481,596	$77,763,000	$95,813,000	$78,465,000	$121,210,562	

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

Additional Funding Type	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Comments
581	$11,530,000	$18,165,000	$17,000,000	$41,870,562	Projects shown on project list tab
NHPP	$28,414,000	$34,186,000			Projects shown on project list tab
HSIP	$500,000	$1,111,967			Projects shown on project list tab
STP		$2,000,000			Projects shown on project list tab
TAP		$620,629			Projects shown on project list tab
RRX	$1,094,827	$1,255,000	$1,050,000	$875,000	Projects shown on project list tab
Total	$41,538,827	$57,338,596	$18,050,000	$42,745,562	

			2023					2024					2025					2026			
Project	Project Title	Phase	Fed.	Federal	St.	State	Local	Fed.	Federal	St.	State	Local	Fed.	Federal	St.	State	Local	Fed.	Federal	St.	State
3763	T-537 over Fishing Creek Bridge	U			s581	10,000															
3763	T-537 over Fishing Creek Bridge	C								s581	100,000										
117840	SEDA-COG HFST	C	sHSIP	500,000				sHSIP	1,111,967												
95971	T-439 ov Kishacoquillas	C						sSTP	2,000,000												
110175	T-420 over Kish Creek	U			s581	10,000															
110175	T-420 over Kish Creek	C								s581	250,000										
103841	T-308 over Beaver Run Bridge Removal	C								s581	80,000										
106671	T-392 over Mud Run Bridge Removal	C								s581	585,000										
102810	CSVT to SR 11	C																		s581	5,070,562
102810	CSVT to SR 11	C								s581	5,000,000				s581	5,000,000					
7588	Cent. Susq. Val. Sty	F			s581	11,500,000															
7588	Cent. Susq. Val. Sty	U								s581	2,000,000				s581	2,000,000				s581	3,500,000
7588	Cent. Susq. Val. Sty	R																		s581	3,000,000
7588	Cent. Susq. Val. Sty	C																		s581	2,300,000
76401	CSVT Southern Section	C	sNHPP	28,414,000				sNHPP	34,186,000												
76402	CSVT Structures South Sec	C								s581	10,000,000				s581	10,000,000				s581	10,000,000
76403	CSVT Paving South Sec	C																		s581	10,000,000
102811	CSVT ITS	C																		s581	8,000,000
110337	T-357 ov N Branch of Buffalo Creek Bridge Removal	U			s581	10,000															
110337	T-357 ov N Branch of Buffalo Creek Bridge Removal	C								s581	150,000										
111074	River Road RR Warning Device	C	RRX	351,500																	
117782	Walnut St RR Device Install	C						RRX	175,000				RRX	175,000							
114048	Kish Pike RR Device Install	C						RRX	200,000				RRX	200,000				RRX	200,000		
111352	SVRR RRX Northumberland County	C	RRX	343,327				RRX	400,000				RRX	675,000				RRX	675,000		
117901	West Shore RRX, SR 1011 and River Rd.	C	RRX	400,000				RRX	480,000												
111599	Danville North Branch Canal Trail LeveeTrail	C						TAP	620,629												

Type	Total
581	88,565,562
NHPP	62,600,000
STP	2,000,000
RRX	4,274,827
TAP	620,629
HSIP	1,611,967

SEDA-COG MPO
2023 HIGHWAY AND BRIDGE TIP
FISCAL CONSTRAINT TABLE
Public Comment Period Adjustments
for Engineering District 3-0

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

	Administrative Actions				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Grand Sum	Remarks
	Project Title	MPMS	Phase	Amts.	Fed.	Sta.	Fed. ($)	State ($)	Loc/Oth ($)	Fed. ($)	State ($)	Loc/Oth ($)	Fed. ($)	State ($)	Loc/Oth ($)	Fed. ($)	State ($)	Loc/Oth ($)		
1	D3 SEDA-COG Line Item			Before	BRIP		100,000			100,000			875,000			100,000			1,175,000	Remove BRIP FFY 23, Reduce BRIP in FFY's 24, 25, 26.
	Line Item	68016	CON	Adjust	BRIP		(100,000)			(12,000)			(2,000)			(2,000)			(116,000)	
				After	BRIP		0	0	0	88,000	0	0	873,000	0	0	98,000	0	0	1,059,000	
2	D3 SEDA-COG Line Item			Before	BOF														0	Add BOF funindg FF's 23, 24, 25, and 26.
	Line Item	68016	CON	Adjust	BOF		110,000			2,000			2,000			2,000			116,000	
				After	BOF		110,000	0	0	2,000	0	0	2,000	0	0	2,000	0	0	116,000	
3	Painting			Before	BRIP		1,000,000			550,000									1,550,000	Reduce BRIP in FFY 23, Increase BRIP FFY 24.
	Bridge Preservation	117566	CON	Adjust	BRIP		(10,000)			10,000						0			0	
	Columbia County (11-168)			After	BRIP		990,000	0	0	560,000	0	0	0	0	0	0	0	0	1,550,000	
4	D3 SEDA-COG Line Item			Before	BRIP					88,000			873,000			98,000			1,059,000	Reduce BRIP in FFY's 24, 25, 26.
	Line Item	68016	CON	Adjust	BRIP					(4,000)			(4,000)			(4,000)			(12,000)	
				After	BRIP		0	0	0	84,000	0	0	869,000	0	0	94,000	0	0	1,047,000	
5	D3 SEDA-COG Line Item			Before	BOF					2,000			2,000			2,000			6,000	Increase BOF FFY's 24, 25, 26.
	Line Item	68016	CON	Adjust	BOF					4,000			4,000			4,000			12,000	
				After	BOF			0	0	6,000	0	0	6,000	0	0	6,000	0	0	18,000	
6	D3 SEDA-COG Line Item			Before	BRIP					84,000			869,000			94,000			1,047,000	Increase BRIP in FFY's 24, 25, & 26
	Line Item	68016	CON	Adjust	BRIP					8,000			8,000			6,000			22,000	
				After	BRIP		0	0	0	92,000	0	0	877,000	0	0	100,000	0	0	1,069,000	
7	D3 SEDA-COG Line Item			Before	BOF		110,000			6,000			6,000			6,000			128,000	Remove BOF in FFY's 24, 25, & 26
	Line Item	68016	CON	Adjust	BOF					(6,000)			(6,000)			(6,000)			(18,000)	
				After	BOF		110,000	0	0	0	0	0	0	0	0	0	0	0	110,000	
8	Adjacent Box Beam Bridge			Before	BOF					1,253,000			306,000						1,559,000	Reduce BOF in FFY's 24 & 25
	Bridge Rehabilitation	107019	CON	Adjust	BOF					(2,000)			(2,000)			0			(4,000)	
	Columbia County			After	BOF		0	0	0	1,251,000	0	0	304,000	0	0	0	0	0	1,555,000	
9	T-373 over Roaring Creek			Before	BOF	183										24,000	45,000	15,000	84,000	Reduce BOF in FFY 26
	Bridge Rehabilitation	5375	UTL	Adjust	BOF	183										(2,000)			(2,000)	
	Columbia County			After	BOF	183	0	0	0	0	0	0	0	0	0	22,000	45,000	15,000	82,000	
10	T-373 over Roaring Creek			Before															0	Add BRIP in FFY 26
	Bridge Rehabilitation	5375	UTL	Adjust	BRIP											2,000			2,000	
	Columbia County			After	BRIP		0	0	0	0	0	0	0	0	0	2,000	0	0	2,000	
						Before FFY Totals	**1,210,000**	**0**	**0**	**2,083,000**	**0**	**0**	**2,931,000**	**0**	**0**	**324,000**	**0**	**0**	**6,608,000**	
						Adjustment FFY Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
						After FFY Totals	**1,210,000**	**0**	**0**	**2,083,000**	**0**	**0**	**2,931,000**	**0**	**0**	**324,000**	**0**	**0**	**6,608,000**	

MEMORANDUM OF UNDERSTANDING
SEDA-COG Metropolitan Planning Organization (MPO)
2023-2026 SEDA-COG Transportation Improvement Program
Procedures for Transportation Improvement Program Revisions

Background

This Memorandum of Understanding (MOU) establishes the procedures to be used for processing revisions to the 2023-2026 SEDA-COG Transportation Improvement Program (TIP). MPOs use a TIP to identify transportation projects and strategies they will pursue over the next four years. A TIP is a region's means of allocating its transportation resources among the various capital, maintenance, and operating investment needs of the area. The TIP is based on a clear set of short-term transportation priorities prepared through a performance-driven process. All projects receiving FHWA and/or FTA funding or requiring a Federal Action must be included in the TIP. The Statewide Transportation Improvement Program (STIP) is the aggregation of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) TIPs.

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

For more information on the development of the STIP/TIP, see *Pennsylvania's 2023 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2023 Transportation Program Financial Guidance*. These documents were both released on July 15, 2021 and can be found on the STIP page on the STC Website under 2023 Guidance Documents.

Definitions

- ***Administrative Modification*** is a minor revision to a Transportation Improvement Program (TIP) or Statewide Transportation Improvement Program (STIP).
- ***Amendment*** is a revision to a TIP or STIP that involves a major change to a project included in a TIP or STIP.
- ***Betterment*** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as, drainage improvements and guide rail updates.

- ***Change in Scope*** is a substantial alteration to the original intent or function of a programmed project.
- ***Cooperating Parties*** include PennDOT, Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
- ***Fiscal Constraint Chart*** is a spreadsheet that depicts the transfer of funds from one source of funding to a donee project or projects and that nets to zero.
- ***Interstate Management (IM) Program*** is PennDOT's four-year listing of statewide Interstate projects.
- ***Long Range Transportation Plan (LRTP) Expiration*** is where a Planning Partner's LRTP has not been updated in accordance with the cycles defined in the federal planning regulations.
- ***New Project*** is a project that is not programmed in the current STIP/TIP, and does not have previous obligations from a prior STIP/TIP.
- ***Reserve Line Item*** holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or project phase(s).
- ***Revision*** is either an Amendment or an Administrative Modification to the STIP/TIP.

STIP/TIP Administration

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

The federal statewide and metropolitan planning regulations contained in 23 CFR 450 govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, 23 CFR 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs, RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

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

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

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPOs/RPOs to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and region's TIP shall also be developed and approved by the MPO/RPO. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with the MPO/RPO region's PPP.

The federal planning regulations, 23 CFR 450.324(c), define update cycles for MPO/RPO LRTPs. If an MPO's/RPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that MPO/RPO. During an LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment, and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is once again in compliance with the federal planning regulations.

TIP Revisions – Amendments and Administrative Modifications

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

An ***Amendment*** is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in a STIP/TIP that:

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

Approval by the MPO/RPO is required for ***Amendments***. The MPO/RPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the MPO/RPO meeting. The

supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available.

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

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

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

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

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

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

Fiscal Constraint

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

STIP/TIP Financial Reporting

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

STIP/TIP Transportation Performance Management

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

Statewide or Multi- UZA Transit Projects

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

MPO/RPO TIP Revision Procedures

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

This Memorandum of Understanding will begin October 1, 2022, and remain in effect until September 30, 2024, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

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

	6/10/2022
Mr. Steve Herman Chairman SEDA-Council of Governments MPO	Date
Mr. Brian Hare Director Center for Program Development and Management Pennsylvania Department of Transportation	Date

Agenda Item I

RESOLUTION
SEDA-COG METROPOLITAN PLANNING ORGANIZATION
TITLE VI PROGRAM

RESOLUTION 2022-2

RESOLUTION of the SEDA-COG Metropolitan Planning Organization (MPO) to adopt the SEDA-COG MPO Title VI Program.

WHEREAS, the SEDA-COG MPO is a recipient of federal funding and is required to develop and maintain a Title VI Program in accordance with Title VI of the Civil Rights Act of 1964 and other related statutes, executive orders, and regulations; and

WHEREAS, for all federal funding recipients (including subrecipients), the Title VI Programs must demonstrate how the recipient is complying with Title VI requirements; and

WHEREAS, the SEDA-COG MPO intends that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of the MPO's programs or activities, regardless of funding source; and

WHEREAS, a Title VI Program has been developed for the SEDA-COG MPO, which aims to meet Title VI requirements; and

WHEREAS, the Title VI Program must be approved by the recipient's board of directors or appropriate governing entity; and

NOW, THEREFORE, BE IT RESOLVED that the SEDA-COG Metropolitan Planning Organization (MPO) adopts the SEDA-COG MPO's Title VI Program as required by federal regulations.

I, Steve Herman, **HEREBY CERTIFY** that I am Chairman of the SEDA-COG 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 June 10, 2022, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.

_____
Steve Herman, SEDA-COG MPO Chairman

Agenda Item J

SEDA-COG
Metropolitan Planning Organization (MPO)

BYLAWS

DRAFT

Adopted: December 14, 2012
Amended: June 10, 2022

SEDA-COG MPO
201 Furnace Road
Lewisburg, PA 17837
(570) 524-4491
www.seda-cog.org

BYLAWS OF THE SEDA-COG METROPOLITAN PLANNING ORGANIZATION

ARTICLE I – Name

The SEDA-COG Metropolitan Planning Organization (MPO), hereinafter referred to as "the MPO," established by PennDOT Agreement, shall carry out a transportation planning process, in accordance with current Federal and State regulations, for MPO counties in the Commonwealth of Pennsylvania.

ARTICLE II – Purpose

The MPO is the official transportation planning organization for eight (8) Central Pennsylvania Counties (Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union), designated by the Governor of the Commonwealth of Pennsylvania under current and applicable federal laws. These 8 counties were formerly organized for transportation planning purposes as a Rural Planning Organization (RPO) designated by PennDOT, with essentially the same status and responsibilities as an MPO. However, as a result 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 conducts a continuous, comprehensive, and cooperative transportation planning process. Federal law and regulations establish five core functions of an MPO that include the following:

1) Establish a setting: Establish and manage a fair and impartial setting for effective regional decision-making in the planning area.
2) Identify and evaluate alternative transportation improvement options: Use data and planning methods to generate and evaluate alternatives. Planning studies and evaluations are included in the MPO Unified Planning Work Program (UPWP).
3) Prepare and maintain a Metropolitan Transportation Plan: Develop and update a long-range transportation plan for the planning area covering a planning horizon of at least 20 years that fosters: (1) Mobility and access for people and goods, (2) Efficient system performance and preservation, and (3) Good quality of life.
4) Develop a Transportation Improvement Program (TIP): Develop a short-range (four-year) program of transportation improvements based on the long-range transportation plan. The TIP should be designed to achieve the area's goals, using spending, regulating, operating, management, and financial tools.
5) Involve the public: Continually involve the general public and other affected constituencies in the essential functions listed above.

ARTICLE III – Membership

Section 1. The parties hereby establish the governing body of the MPO, hereinafter referred to as the Coordinating Committee, which shall consist of 17 voting members, subject to

changes. Voting members should be re-affirmed following a term of four years by the appointing authority, except that the terms of the members first appointed shall be so fixed that no more than four shall be reappointed or replaced during a calendar year. Membership may change as members resign, as appointing authorities replace their representatives, or as recommended by the MPO for approval. Appointments of the voting members are as follows:

- 1 member representing Clinton County – appointed by the County Commissioners
- 1 member representing Columbia County – appointed by the County Commissioners
- 1 member representing Juniata County – appointed by the County Commissioners
- 1 member representing Mifflin County – appointed by the County Commissioners
- 1 member representing Montour County – appointed by the County Commissioners
- 1 member representing Northumberland County – appointed by the County Commissioners
- 1 member representing Snyder County – appointed by the County Commissioners
- 1 member representing Union County – appointed by the County Commissioners
- 1 member representing the largest municipality (by total population) in the UZA as of the most recent decennial Census – appointed by the municipality
- 1 member representing the 2nd largest municipality (by total population) in the UZA as of the most recent decennial Census – appointed by the municipality
- 1 member representing Transit – appointed by the SEDA-COG Board
- 1 member representing Multi-modal interests – appointed by the SEDA-COG Board
- 1 member serving as an at-large member of the SEDA-COG Board (must be a county commissioner from the UZA) – appointed by the SEDA-COG Board
- 1 member representing PennDOT Central Office – appointed by PennDOT
- 1 member representing PennDOT District 2 – appointed by PennDOT
- 1 member representing PennDOT District 3 – appointed by PennDOT
- 1 member representing the SEDA-COG Transportation Program

Section 2. In addition to the 17 voting members, the MPO shall include non-voting members. Such non-voting members shall receive MPO reports and agendas, shall be entitled to participate in MPO discussions, but shall serve without vote. Non-voting members shall include, among others:

- Centre County MPO
- Williamsport (Lycoming County) MPO
- Scranton/Wilkes-Barre (Lackawanna/Luzerne County) MPO
- Federal Highway Administration, U.S. Department of Transportation
- Federal Transit Administration, U.S. Department of Transportation
- Other SEDA-COG Departments
- Other State and Federal resource agencies
- Transit Providers
- Human Service Agencies
- Consulting Companies
- Private residents

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At large members may be invited by the above voting and non-voting members.

ARTICLE IV – Staff & Officers

Section 1. The staff of the SEDA-COG Transportation Program shall serve as the staff and advisors to the MPO. The staff will schedule, advertise, and convene the MPO public meetings, in accordance with the MPO Public Participation Plan and the PA Sunshine Act. The staff will perform transportation planning activities as defined through the MPO Unified Planning Work Program developed in support of federal, state, and local priorities.

The officers of the MPO shall be Chairperson and Vice-Chairperson. Both positions will be elected by the MPO from among the voting members. Officer terms shall be until the next election; there is no limit on the length of term or number of terms a member may hold an office. Elections may be held at the last regularly scheduled meeting of the calendar year at the MPO's discretion. If the Chairperson position becomes vacant, the Vice-Chairperson will assume the office of Chairperson. The Chairperson will delegate their function to the Vice-Chairperson in the event of their absence, or at any time of their choosing.

Section 2. The Chairperson shall be responsible for calling to order and presiding over the MPO meetings. The Chairperson shall ensure that all orders, directives, and action items are carried out. The Chairperson or the SEDA-COG Transportation Program Director will be the official spokesperson of the MPO in reporting action taken by the MPO and responding to the public. Individual members represent the viewpoints of their respective agencies. The Vice-Chairperson shall conduct the duties of the Chairperson in the event of the Chairperson's absence.

ARTICLE V – Meetings

Section 1. The MPO will generally meet six times per year, with the physical location being at the SEDA-COG office, unless other locations are agreed upon by MPO staff and members. Special meetings may be called as needed. All MPO meetings shall be open and accessible to the public. Virtual participation is also available for MPO members or the public, and the access details will be shared in meeting notices/advertisements. In the event that an in-person public meeting is not feasible or advisable (e.g., public health or other emergency), the SEDA-COG MPO may offer a solely virtual meeting option instead.

Section 2. Copies of any materials considered by the Coordinating Committee shall be made available to the public at the time of the meeting. Meeting agendas and packets will also be provided on the SEDA-COG website. Meeting minutes shall be maintained and will be made available for review in the offices of SEDA-COG and on the SEDA-COG website (for recent meetings). The responsibility for the development of the minutes shall rest with SEDA-COG staff. Meeting notices and materials should be provided to the MPO members no later than five (5) calendar days prior to the meeting, or as far in advance as possible.

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ARTICLE VI – Authority

Section 1. It shall be the duty and the responsibility of the MPO to direct and control the policies and objectives of the transportation planning and programming process, with due regard to the requirements and recommendations of its several represented agencies of government, in order to accomplish and maintain the MPO's eligibility for federal transportation funds, and help implement the MPO's Long-Range Transportation Plan.

Section 2. Actions of the MPO shall be by a majority vote of the members present and entitled to vote, provided that a quorum is present at the beginning of the meeting. Members participating virtually (online or by telephone) shall be included for purposes of determining a quorum and shall be permitted to vote on all matters. Nine (9) voting members, or their alternates, shall constitute a quorum for the MPO. If a vote ends in a tie, then a re-vote may be requested. If the re-vote fails to break the tie, the matter under consideration is killed.

Section 3. On occasions when formal actions by the MPO are needed between regularly scheduled MPO meetings, a special meeting may be held to address the matter(s). The special meeting will be advertised to the public and it will allow for in-person or virtual participation. The special meeting's agenda and packet will also be provided on the SEDA-COG website. The Chairperson will review the issue at hand and determine the appropriate briefing materials to be distributed to all voting members of the MPO. SEDA-COG staff will be responsible for disseminating the briefing material and ensuring that a quorum will be achieved for the meeting. The result of any actions will not be considered valid unless a majority vote has been obtained. A record of the actions will be memorialized in the minutes presented for approval at the next regular meeting.

Section 4. The MPO may establish and abolish subcommittees as needed. The Chairperson will make subcommittee appointments.

ARTICLE VII – Transportation Technical Committee

Section 1. The MPO may be assisted in its activities by the Transportation Technical Committee, hereinafter referred to as "the Technical Committee." The Technical Committee may provide recommendations to the MPO on transportation strategies or projects, using technical analysis, specialized knowledge, and citizen input on specific issues. The Technical Committee may study and report on technical aspects as directed by the MPO. Studies may be initially conducted by ad hoc task forces appointed by the Technical Committee or the MPO.

Section 2. The Technical Committee's 17 voting members shall be the same individuals resulting from the process prescribed above in Article III, Section 1, unless separate representatives are specified by the appointing bodies.

Section 3. In addition to the 17 voting members, the Technical Committee shall include non-voting members. Such non-voting members shall receive Technical Committee reports and agendas, shall be entitled to participate in Technical Committee discussions, but shall serve without vote. Non-voting members may include, among others:

- Centre County MPO
- Williamsport (Lycoming County) MPO
- Scranton/Wilkes-Barre (Lackawanna/Luzerne County) MPO
- Federal Highway Administration, U.S. Department of Transportation
- Federal Transit Administration, U.S. Department of Transportation
- Other SEDA-COG Departments
- Other State and Federal resource agencies
- Other modal interests
- Private residents

At large members may be invited by the above voting and non-voting members.

Section 4. The staff of the SEDA-COG Transportation Program shall serve as the staff and advisors to the Technical Committee. The staff will schedule, advertise, and convene the Technical Committee public meetings, in accordance with the MPO Public Participation Plan and the PA Sunshine Act. The staff will perform transportation planning activities as defined through the MPO Unified Planning Work Program developed in support of federal, state, and local priorities.

Section 5. The officers of the Technical Committee shall be Chairperson and Vice-Chairperson. Both positions will be elected by the Technical Committee from among the voting members. Officer terms shall be until the next election; there is no limit on the length of term or number of terms a member may hold an office. Elections may be held at the Technical Committee's discretion. If the Chairperson position becomes vacant, the Vice-Chairperson will assume the office of Chairperson. The Chairperson will delegate their function to the Vice-Chairperson in the event of their absence, or at any time of their choosing.

Section 6. All Technical Committee meetings shall be open and accessible to the public. Virtual participation is also available for Technical Committee members or the public, and the access details will be shared in meeting notices/advertisements. In the event that an in-person public meeting is not feasible or advisable (e.g., public health or other emergency), the Technical Committee may offer a solely virtual meeting option instead.

Section 7. Copies of any materials considered by the Technical Committee shall be made available to the public at the time of the meeting. Meeting agendas and packets will also be provided on the SEDA-COG website. Meeting minutes shall be maintained and will be made available for review in the offices of SEDA-COG and on the SEDA-COG website (for recent meetings). The responsibility for the development of the minutes shall rest with SEDA-COG staff. Meeting notices and materials should be provided to the Technical Committee members no later than five (5) calendar days prior to the meeting, or as far in advance as possible.

Section 8. Actions of the Technical Committee shall be by a majority vote of the members present and entitled to vote, provided that a quorum is present at the beginning of the meeting. Members participating virtually (online or by telephone) shall be included for purposes of determining a quorum and shall be permitted to vote on all matters. Nine (9) voting members,

or their alternates, shall constitute a quorum for the Technical Committee. If a vote ends in a tie, then a re-vote may be requested. If the re-vote fails to break the tie, the matter under consideration is killed.

ARTICLE VIII – SEDA-COG Board of Directors

Section 1. The SEDA-COG Board of Directors has recognized the MPO as the governing and deliberative body for transportation planning and programming activities in the 8-county SEDA-COG MPO region. The MPO may confer with and propose transportation-related business to the SEDA-COG Board of Directors, which is made up of one County Commissioner and one appointed representative from each county served by SEDA-COG: Centre, Clinton, Columbia, Juniata, Lycoming, Mifflin, Montour, Northumberland, Perry, Snyder, and Union. The MPO will recommend changes to membership and bylaws to the SEDA-COG Board of Directors for approval.

Section 2. The Officers of the SEDA-COG Board are elected annually by and among the voting members of the Board. The President is responsible for conducting the Board meetings. The Board functions in accordance with its governing rules.

Section 3. The staff of the SEDA-COG Transportation Program shall serve as the MPO's liaison to the Board and present information for the Board's consideration. Regular correspondence on transportation matters before the MPO will be shared with the SEDA-COG Board.

ARTICLE IX – Provisions

Section 1. Vacancies on the MPO or the Technical Committee shall be filled by an appointment by the responsible organization, as shown in Article III, Section 1.

Section 2. Removal of any member, or their representative, of the MPO or the Technical Committee, due to failure to attend meetings, or for other reasons, shall be at the discretion of the appointing authority. Absence from three (3) consecutive meetings or less than 50% attendance over a twelve (12) month period will result in a letter being sent from the MPO to the appointing authority apprising them of the situation.

Section 3. Any voting member who is absent from a meeting of the MPO or the Technical Committee may be represented by an alternate who will participate and vote in their behalf. Each voting member of the MPO or the Technical Committee shall notify the MPO staff of their alternate, who shall be empowered to vote in the absence of the voting member and shall be counted towards establishing a meeting quorum.

ARTICLE X – Procedures

Section 1. The MPO shall establish regular meetings, and, in general, will meet at least six times per year, or as dictated by specific needs. The Technical Committee shall meet as needed.

Section 2. If a voting member is appointed by an office, board, authority, commission, etc., their voting membership in the MPO or the Technical Committee shall automatically expire upon that member leaving the appointed office.

Section 3. No official business shall be conducted by the MPO or the Technical Committee unless a quorum is present.

Section 4. In accordance with current federal regulations for metropolitan transportation planning, the MPO, with the advice of other committees, shall periodically update and adopt, or amend, the Long-Range Transportation Plan and the Transportation Improvement Program for the SEDA-COG MPO. Actions taken with respect to these two documents shall be consistent with policies and procedures developed by the Pennsylvania Department of Transportation in a coordinated, comprehensive, and cooperative manner with its planning partners throughout the Commonwealth.

Section 5. No party will incur any costs under the terms of this agreement. Costs incurred for work done pursuant to the planning and programming process will be allocated in separate, individual agreements. Contributions of the various parties will be determined by the percentages set forth in the federal transportation funding programs currently governing work done under the Unified Planning Work Program.

Section 6. The members agree that all voting and non-voting members of the MPO and the Technical Committee will fully participate in the ongoing transportation planning and programming process developed in the Commonwealth of Pennsylvania, in a manner to be recommended by the MPO and approved by all of the parties to this agreement. The MPO shall determine when, and in what respects, the approved plans and programs shall be reevaluated and updated, and the necessary participation therein consistent with current federal regulations.

Section 7. The SEDA-COG Board of Directors agrees that it will make available to the MPO and the Technical Committee, conference space at the SEDA-COG office, in East Buffalo Township, at convenient times, as requested by the MPO or the Technical Committee, for purposes of conducting the transportation planning and programming process. At the discretion of the MPO or Technical Committee, committee meetings may be held at alternative locations accessible to the public. Each member agrees that they will, without expense to the other parties, keep, or cause to be kept, such files, data, and reports pertinent to the planning and programming process as the MPO shall, from time to time, request, properly storing the same, and holding the same available for further purpose of the continuing planning process.

Section 8. The members agree that all planning and programming reports shall be printed or otherwise put in form for publication, and shall be distributed without charge, in adequate numbers, to the parties hereto, to the U.S. Department of Transportation, the members of the MPO and the Technical Committee, and to such others as the MPO shall determine advisable, subject to approvals for such publications and distributions.

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ARTICLE XI – Partnerships with Other Organizations

The MPO may, through SEDA-COG staff, develop formal or informal partnerships or contracts with other organizations for the purposes of benefiting MPO member counties. Members of a partner organization may attend meetings of the MPO, but shall not vote on official business of the MPO.

ARTICLE XII – Amendment

Proposed amendment to these bylaws or any bylaw changes shall be distributed to the MPO for an official vote of approval at a publicly advertised meeting where a voting quorum is present. Approval of a change is achieved by a majority vote of the voting members.

On June 10, 2022, the SEDA-COG Metropolitan Planning Organization approved the foregoing Bylaws.

ATTEST:

_____ _____

SEDA-COG MPO Chairperson Date

_____ _____

SEDA-COG MPO Vice-Chairperson Date

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Agenda Item K

MSATC MPO Meeting Update

Meeting Schedule (pending vote):

August 24, 2022

November 2, 2022

February 8, 2023

May 17, 2023

Trail Counter Purchase

TRAFx or Eco Counter

Work Groups will be reconvening soon

Northumberland County Rail Trail Master Plan

Mifflin County Active Transportation Plan – Mifflin Moves!

President Biden and U.S. Transportation Secretary Pete Buttigieg Announce Availability of $1 Billion for Local Communities to Ensure Safe Streets and Roads for All, Address National Roadway Safety Crisis

Monday, May 16, 2022

Bipartisan Infrastructure Law Provides Dedicated Funding for Safety Projects that Prevent Fatalities, Serious Injuries

WASHINGTON – The U.S. Department of Transportation (DOT) today announced that the application process is now open for communities of all sizes to apply for $1 billion in Fiscal Year 2022 funding to help them ensure safe streets and roads for all and address the national roadway safety crisis. The Bipartisan Infrastructure Law's new Safe Streets and Roads for All (SS4A) discretionary grant program provides dedicated funding to support regional, local, and Tribal plans, projects and strategies that will prevent roadway deaths and serious injuries. The SS4A program supports the Department's comprehensive approach, laid out in the National Roadway Safety Strategy, to significantly reduce serious injuries and deaths on our Nation's highways, roads, and streets and is part of our work toward an ambitious long-term goal of reaching zero roadway fatalities. This comes at a time when traffic fatalities are at the highest level they have been at in over a decade.

"We face a national crisis of fatalities and serious injuries on our roadways, and these tragedies are preventable – so as a nation we must work urgently and collaboratively to save lives," said U.S. Transportation Secretary Pete Buttigieg. "The funds we are making available today from President Biden's Bipartisan Infrastructure Law will help communities large and small take action to protect all Americans on our roads."

"The rise in deaths and serious injuries on our public roads affects people of every age, race and income level, in rural communities and big cities alike," said Deputy Federal Highway Administrator Stephanie Pollack. "This program will provide leaders in communities across the country with the resources they need to make roads safer for everyone."

The primary goal of the SS4A grants is to improve roadway safety by supporting communities in developing comprehensive safety action plans based on a Safe System Approach, and implementing projects and strategies that significantly reduce or eliminate transportation-related fatalities and serious injuries involving pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users, commercial vehicle operators; and motorists. Funding can also be used to support robust stakeholder engagement in order to ensure that all community members have a voice in developing plans, projects and strategies.

The funding supports DOT's National Roadway Safety Strategy and collaborative efforts to advance the Safe System Approach and address safety by implementing redundant measures that lead to multiple types and layers of protection.

The SS4A Grant Program was created by Congress under the Bipartisan Infrastructure Law, which directed the Department to support local initiatives to prevent death and serious injury on roads and streets. The law also directed the Department, when selecting projects under the program, to consider other factors in addition to safety, including equitable investment in the safety needs of underserved

communities. The program also supports the Biden-Harris Administration's goals of promoting equity and fighting climate change.

Applications may come from individual communities, or groups of communities and may include Metropolitan Planning Organizations (MPOs), counties, cities, towns, other special districts that are subdivisions of a state, certain transit agencies, federally recognized Tribal governments, and multi-jurisdictional groups.

The Department has made the application process to receive funding to develop a comprehensive safety action plan as easy as possible to reduce administrative burden and encourage broad participation in this new funding program, especially for smaller communities, Tribal governments and new federal funding recipients.

The Safe Streets for All Notice of Funding Opportunity announced today can be found at https://www.transportation.gov/SS4A. Applications are due on or before Sept. 15, 2022.

The Department will convene a series of stakeholder webinars in June to help potential applicants learn about the SS4A Grant Program and what they need to know to prepare an application.

Monday, June 13: How to Apply for the Safe Streets and Roads for All (SS4A) Opportunity

Wednesday, June 15: How to Apply for the Safe Streets and Roads for All (SS4A) Opportunity: Focus on Action Plan Grants

Thursday, June 23: How to Apply for the Safe Streets and Roads for All (SS4A) Opportunity: Focus on Implementation Grants

Additional information and resources about the SS4A Grant Program, including webinar links, also can be found at https://www.transportation.gov/SS4A.

Agenda Item L

Opportunities to Provide Review and Comment:	
PennDOT 2045 Long-Range Transportation Plan and Freight Movement Plan	***PennDOT solicited comments on these draft plans from September 20-October 19, 2021. The plans have been finalized. More information is available here for the LRTP and here for the Freight Plan.***
rabbittransit Stop Hopper Microtransit Service	***New microtransit service (Stop Hopper) was initiated by rabbittransit from Selinsgrove-Sunbury in December 2021. The service expanded to include Danville-Bloomsburg and Lewisburg-Milton zones on 3/21/22. Staff promoted this service and has been coordinating with rabbittransit to further analyze and market the pilot. More information is available here.***
FHWA Transportation Planning Process Briefing Book	***FHWA has updated its Transportation Planning Process Briefing Book. More information is available here.***
FHWA Community Connections Innovations Handbook	***FHWA published this handbook for States, MPOs, and local governments. It includes a toolbox for advancing Community Connections considerations in the transportation planning, project development, and design processes. More information is available here.***
Funding Opportunities:	
Competitive Infrastructure Funding Opportunities for Local Governments	***The Biden Administration has released a Fact Sheet on Competitive Infrastructure Funding Opportunities for Local Governments. The Fact Sheet lists the latest available information on 25 key programs, including basic descriptions, application timing, and links to agency websites. The White House will also be releasing a comprehensive guidebook of all available funding from the Bipartisan Infrastructure Law in the coming weeks; we'll share this once we receive it.***
ROUTES Initiative Applicant Toolkit	***The U.S. Department of Transportation has released an Applicant Toolkit (Toolkit) for the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative. The Toolkit provides user-friendly information and resources to enhance rural applicants' familiarity with USDOT's discretionary grant programs and the funding process.***
Multimodal Transportation Fund	***The Commonwealth Financing Authority announced the latest grant recipients on 11/19/21; see project list here. The 2022 round of Multimodal grants is open till 7/31/22; grant awards are expected in November 2022.***
Multimodal Transportation Fund	***PennDOT announced the latest grant recipients on 4/21/22; see project list here. The FY 2023-24 round of Multimodal grant applications should open in fall 2022. Find more information here.***
Green Light-Go Program	***PennDOT announced the latest grant recipients on 7/7/21; see project list here. The FY 22-23 round applications were due on***

	1/14/22; grant awards are expected in summer 2022. Find more information here.	
ARLE Program	***The 2022 ARLE funding application round is open from June 1 through June 30; funding awards may occur by the end of 2022. More details can be found here.***	
ARC Local Access Road Program	***Interested parties should contact SEDA-COG's Betsy Lockwood regarding candidate local access road projects. Project summaries for 2022 are due in June 2022.***	
PennDOT Project Information:		
Maintenance and Traffic Bulletins	***PennDOT District 2 Maintenance & Traffic Bulletins can be found here. PennDOT District 3 Maintenance & Traffic Bulletins can be found here.***	
Major and Ongoing Construction Projects	***PennDOT District 2 Major & Ongoing Construction Projects can be found here. PennDOT District 3 Major & Ongoing Construction Projects can be found here. PennDOT project performance results can be found here.***	
State College Area Connector Project	***This project's Planning & Environmental Linkages Study is planned to be completed in spring 2022. Open house meetings were held on 4/5/22 and 4/6/22. More information can be found at the project page, www.penndot.gov/scac.***	
PA Transportation Projects	***Statewide active construction projects and projects included on current TIPs and Twelve Year Plans can be found here.***	
PennDOT One Map	***PennDOT One Map serves as the GIS visualization portal for planned and completed maintenance activities. PennDOT One Map provides sets of map data which can be exported and queried for attribute data. This application can be found here.***	
MPO and Committee Activities:		
Next MPO Meeting	***August Meeting.***	August 12, 2022
MPO Strategic Plan	***Members adopted the current Strategic Plan at the March 22, 2019 MPO meeting. The Plan can be found here.***	
Middle Susquehanna Bicycle and Pedestrian Plan	***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 here.***	
Federal Functional Classification Review	***Recent changes are available via a webmap here.***	

Local Bridge Subcommittee	***Local bridge funding handbook was distributed in 2016; an updated version for 2020 is posted here.*** ***County prioritization meetings and scoring process for 2023 TIP occurred in spring 2021.***
LTAP Classes and Other Municipal Training	***More details can be found here.***
SEDA-COG Long Range Transportation Plan (LRTP) Update	***2021-2045 LRTP was adopted at the 6/25/21 MPO meeting. Final plan electronic version has been posted here. The next LRTP will be due in July 2026.***

As of May 23, 2022

DCNR Trail Grant Applications 2022
Application Review Comments from the SEDA-COG MPO

1. CMATVA Trail Maintenance Equipment Purchase (2005012)
    a. Discuss your MPO's involvement in the planning or funding of this project.
        i. The SEDA-COG MPO was not involved in the planning or funding of this particular project.
    b. Discuss your MPO's involvement in the planning or funding of other phases of the same trail.
        i. The SEDA-COG MPO was not involved in the planning or funding of other phases of the same trail.
    c. Is this project consistent with your LRTP?
        i. Yes. The LRTP supports increasing safety for nonmotorized users and enhancing recreational, tourism, and heritage resources in the region.

    d. Provide any general comments on the project.
        i. Central Mountain ATV Association has been providing outdoor motorized recreation for over 18 years. CMATVA is committed to using the best management practices to handle continual maintenance and stewardship of its property, natural resources and stormwater runoff. CMTVA has built successful partnerships and capitalized on local financial and human resources. The support of purchasing additional equipment will allow them to continue those efforts. The SEDA-COG MPO supports this application fully.
2. Western Clinton County Heritage Trail (2005150)
    a. Discuss your MPO's involvement in the planning or funding of this project.
        i. The SEDA-COG MPO has been kept apprised of a variety of trail projects in Clinton County including the Western Clinton County Heritage Trail
    b. Discuss your MPO's involvement in the planning or funding of other phases of the same trail.
        i. The SEDA-COG MPO was not involved in the planning or funding of other phases of the same trail.

    c. Is this project consistent with your LRTP?
        i. Yes. The LRTP supports increasing safety for nonmotorized users and enhancing recreational, tourism, and heritage resources in the region.
    d. Provide any general comments on the project.
        i. The SEDA-COG MPO's Middle Susquehanna Active Transportation Plan is in full support of additional opportunities for recreation in the region. The SEDA-COG MPO supports this application fully.
3. Bloomsburg River Trail (2004592)
    a. Discuss your MPO's involvement in the planning or funding of this project.
        a. The SEDA-COG MPO has been kept apprised of Town of Bloomsburg's plans for the Bloomsburg River Trail.

b. Discuss your MPO's involvement in the planning or funding of other phases of the same trail.
    a. The SEDA-COG MPO has been kept apprised of ongoing activities in the same area as the Bloomsburg River Trail, as well as, the ongoing activities in the Bike/Ped Master Plan.
c. Is this project consistent with your LRTP?
    a. Yes. The LRTP supports increasing safety for nonmotorized users and enhancing recreational, tourism, and heritage resources in the region.

d. Provide any general comments on the project.
    a. The Town of Bloomsburg has been making large strides on their bicycle and pedestrian opportunities. Through their Bike/Ped Master Plan and SEDA-COG's Middle Susquehanna Active Transportation Plan, this project has been identified as a key investment in the region. The SEDA-COG MPO supports this application fully.

4. Box Culvert Project II (2004617)
    a. Discuss your MPO's involvement in the planning or funding of this project.
        i. The SEDA-COG MPO was not involved in the planning or funding of this particular project.

    b. Discuss your MPO's involvement in the planning or funding of other phases of the same trail.
        i. The SEDA-COG MPO was not involved in the planning or funding of other phases of the same trail.

    c. Is this project consistent with your LRTP?
        i. Yes. The LRTP supports increasing safety for nonmotorized users and enhancing recreational, tourism, and heritage resources in the region.

    d. Provide any general comments on the project.
        i. Northumberland County Anthracite Outdoor Adventure Area Authority has demonstrated the ability to successfully deliver projects using a variety of funding streams. Based on previous performance and the impressive track record in master planning, constructing and maintaining its facilities, the AOAA will be able to oversee and complete the project in a timely fashion. The SEDA-COG MPO supports this application fully.

5. AOAA Box Culvert II Project (2005069)
    a. Discuss your MPO's involvement in the planning or funding of this project.
        i. The SEDA-COG MPO was not involved in the planning or funding of this particular project.

    b. Discuss your MPO's involvement in the planning or funding of other phases of the same trail.
        i. The SEDA-COG MPO was not involved in the planning or funding of other phases of the same trail.

    c. Is this project consistent with your LRTP?

i. Yes. The LRTP supports increasing safety for nonmotorized users and enhancing recreational, tourism, and heritage resources in the region.

d. Provide any general comments on the project.
   i. Northumberland County Anthracite Outdoor Adventure Area Authority has demonstrated the ability to successfully deliver projects using a variety of funding streams. Based on previous performance and the impressive track record in master planning, constructing and maintaining its facilities, the AOAA will be able to oversee and complete the project in a timely fashion. The SEDA-COG MPO supports this application fully.

6. Selinsgrove Walkability/Trail Study (2004762)
   a. Discuss your MPO's involvement in the planning or funding of this project.
      i. The SEDA-COG MPO was not involved in the planning or funding of this particular project.

   b. Discuss your MPO's involvement in the planning or funding of other phases of the same trail.
      i. The SEDA-COG MPO was not involved in the planning or funding of other phases of the same trail.

   c. Is this project consistent with your LRTP?
      i. Yes. The LRTP supports increasing safety for nonmotorized users and enhancing recreational, tourism, and heritage resources in the region.

   d. Provide any general comments on the project.
      i. The SEDA-COG MPO Middle Susquehanna Active Transportation Plan has a variety of action items that include support of bicycle and pedestrian audits, as well as, walkability and trail study opportunities. The SEDA-COG MPO fully supports this application.