



SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO)
MEETING MINUTES
Hybrid Meeting
Friday, March 28, 2025
SEDA-COG, Lewisburg, PA
9:30 A.M.

MPO VOTING MEMBERS

Lisa Dooley, Town of Bloomsburg (via teleconference)
Stephen Gibson, Clinton County (via teleconference)
Steve Herman, SEDA-COG
Michele Ocker-Holman, SEDA-COG Board, Transit Interests (via teleconference)
Lincoln Kaufman, Snyder County (via teleconference)
Brad Kerstetter, Juniata County
Chris King, PennDOT District 3-0
Shawn McLaughlin, Union County
Greg Molter, Montour County
Mark Schultz, PennDOT District 2-0 (via teleconference)
Bob Stoudt, SEDA-COG Board, Multi-modal Interests
Nathan Walker, PennDOT Central Office

GUESTS

Justin Batiuk, PennDOT Central Office
Austin Daily, WATS MPO
Gini Feigles-Kaar, Dewberry Engineers (via teleconference)
Brian Funkhouser, Michael Baker International
Duane Gaugler, Larson Design Group (via teleconference)
Jeff Iseman, PA SILC/PA Transportation Alliance (via teleconference)
Preston Mausteller, PennDOT District 3-0
Dan Reese, Luzerne County (via teleconference)
Jesse Smith, Greenman-Pedersen Inc. (via teleconference)
Sal Vitko, WATS MPO

STAFF

Tina Heintzelman, Program Assistant
Don Kiel, Senior Principal Program Analyst
Betsy Lockwood, Director of Project Development/Grants
Kristin McLaughlin, Principal Program Analyst

Call to Order

After it was determined that a quorum was present, Mr. Herman called the meeting to order at 9:35 a.m.

Public Forum

Mr. Herman mentioned that the GIS position has been filled with a tentative start date of May 5 for the new GIS Analyst.

Mr. Iseman said appropriation hearings for the state budget were held and the governor included an additional \$330 million for public transportation. There are some questions about the sustainability of transit funding. Mr. Iseman also mentioned the deadline for the REAL ID is May 7 and that PennDOT plans pop-up events to deal with the long lines at PennDOT driver's license centers.

Approval of the January 24, 2025, Meeting Minutes of the SEDA-COG MPO

Mr. Kerstetter made a motion to approve the minutes from the January 24, 2025, MPO meeting; Mr. Molter seconded the motion; motion carried.

TIP Administrative Modifications and Amendments

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

Mr. Herman asked Mr. Schultz to explain the process to get a bridge repaired after a strike since it seems to be happening more regularly. Mr. Schultz said if there is a police report and the individual has been identified, PennDOT will gather all efforts into a single claim for maintenance forces, emergency repairs and design work. PennDOT has two years from the initial incident to final construction to compile everything to file an insurance claim. If county maintenance funds can't absorb the costs, PennDOT must rely on the resources via the TIP to support those projects. Once the insurance claim is settled, the money used for the repair project is put back into the TIP funds.

Mr. King summarized the TIP amendment for PennDOT District 3-0 for the Selinsgrove Industrial Park Road ARC project on page 16 of the packet.

Mr. McLaughlin made a motion for the MPO to approve the TIP amendment as presented by District 3-0; Mr. Stouidt seconded the motion; motion carried.

Mr. King summarized the TIP amendment for PennDOT District 3-0 for the resurfacing project along I-80 West on page 17 of the packet.

Mr. Molter made a motion for the MPO to approve the TIP amendment as presented by District 3-0; Mr. McLaughlin seconded the motion; motion carried.

Mr. King summarized the TIP administrative modifications for PennDOT District 3-0.

CSVT Project Status Report

Mr. King provided a status report on the CSVT project.

CSV T Southern Section

Earthwork Contract: Work is complete. Contractor and PennDOT are working on the required final project documentation and final payments. Mr. King said there won't be any formal updates on this contract at future MPO meetings.

Structures Contract: The project is roughly 53% complete overall. Work is nearly complete on the bridge carrying CSV T over Grangers Road and the bridge carrying Cortland Drive over the Route 61 Connector. Beams have been set and the deck placed for the bridge carrying the Route 61 Connector over the ramps connecting to Routes 11/15. Placing of bridge barriers will be completed in the spring. For the bridge carrying CSV T over 11th Avenue, piers and abutments and beam setting are complete. Concrete deck placement will begin in the spring. The contractor is working on the abutments and piers for the bridge carrying CSV T over Stetler Avenue. Beam setting will be in April. A detour for Stetler Avenue is scheduled to begin in April. Noise wall foundations north of Grangers Road are complete. The contractor is continuing work on the noise wall along the 61 Connector; posts and panels have been set on the Orchard Hills side, foundations are being built on the Weatherfield side. For the bridge that will carry CSV T over the 61 Connector, abutments have been built and beams have been set with deck placement beginning in the spring. Work has begun for the bridge that will carry CSV T over Park Road and Attig Road. Overall, construction of the 9 bridges and 4 noise walls included in this contract will be completed throughout 2025.

Paving Contract: Final design and plan preparation are ongoing. Right-of-way acquisition is ongoing for the interchange areas, particularly CSV T's southernmost interchange with existing US 11/15 and US 522. Coordination with utility companies is continuing related to their facilities in the interchange areas. Permit applications have been submitted to the environmental agencies for the proposed work in the interchange areas. The contract is anticipated to be let in fall 2025. The mainline CSV T Southern Section highway is anticipated to be opened to traffic in 2027. The PA 61 Connector is anticipated to be fully completed and opened to traffic in 2028.

Unified Planning Work Program (UPWP) Staff Activity Report

Mr. Herman highlighted items from the SEDA-COG MPO Staff Activity Report – March 2025 provided in the meeting packet.

Mr. Kiel gave an update on the LTAP activities. He said the spring class season is ongoing. The spring meeting of LTAP Advisory Committee will take place in early April. An annual training needs survey will be sent out to municipalities shortly. In the past few years, there have been a significant number of requests for tech assists and LTAP is developing drop-in sessions that will be available on an as-needed basis.

Other handouts provided in the meeting packet included:

- Recently Accessed Highway Occupancy Permit Applications
- Recently Accessed Traffic Impact Study Scoping Applications
- Transportation Alternatives Set-Aside Projects Status Update for 2018, 2021 and 2023 Funding Rounds
- Comments on Draft National Multimodal Freight Network
- Support letters for rabbitcares application for Community Giving Foundation grant, Kulpmont Borough's application for 2025 WalkWorks grant funding, and Union County Trail Authority's application for DCNR C2P2 grant funding

ARC Local Access Road Program Funding Presentation

Betsy Lockwood, director of Program Development/Grants at SEDA-COG, gave a presentation on the ARC Local Access Road Program. She said SEDA-COG is designated as a Local Development District (LDD) for the Appalachian Regional Commission and one of its responsibilities is to identify and help develop projects for ARC funding. ARC Local Access Road funding should go to projects that serve businesses and contribute to job creation and investment. There is approximately \$5 million available annually in Pennsylvania through the Local Access Road Program. The project awards usually range from \$500,000 to \$1.5 million. PennDOT administers the funding, and the projects must meet PennDOT design criteria. Projects must improve the road or be a new road; it cannot be used for road maintenance. Applicants must be a municipality that agrees to own and maintain the road.

Mr. King said something to keep in mind is that ARC funds are federal funds, which makes the process a little more in-depth, in terms of permits, environmental clearances, etc.

Ms. Lockwood said she can work with municipalities to determine if a project meets the guidelines for the ARC Local Access Road Program and help with the application process. She said most of the counties in the SEDA-COG region are considered transitional, which means ARC will fund up to 100% of the project; however, Montour County is considered competitive and only eligible for 30% funding.

\$5 Fee Usage for Local Bridges Presentations

Mr. McLaughlin delivered a PowerPoint presentation that highlighted how Union County has used the \$5 Fee for local bridge improvements. In October 2017, the commissioners enacted the fee by unanimous vote. After discussions with PennDOT on how best to use the funds, the county decided to do a \$4 million county bridge bundle project, paid for with \$2 million from a special PennDOT incentive and \$2 million from a PIB loan. The county has received an average of \$202,000 a year from the fee over the past five years. Mr. Stoudt asked who collects the fee. Mr. McLaughlin said PennDOT collects the fee and remits it to the county twice a year in June and December.

Mr. Vitko and Mr. Daily delivered a PowerPoint presentation that highlighted how Lycoming County has used the \$5 Fee for local bridge improvements. During 2016-2017 Lycoming County Commissioners held a public outreach campaign about the fee with public meetings and presentations at municipal meetings. The commissioners met with initial resistance from the public and municipalities. The two tipping points that led commissioners to adopt the fee in October 2017 were the special PennDOT funding incentive and a new approach to discussing the fee with municipalities. The county then created a bridge bundling program to repair or replace poor condition municipally owned bridges. Municipalities selected what they saw as the highest priority bridges, and they were then bundled together by structure type to ensure cost savings. In total, 17 bridges were replaced over a three-year period.

The Lycoming County bridge bundle project was paid for with a \$7 million PIB loan through PennDOT, which the county will pay off over 10 years using money from the \$5 Fee. Municipalities contributed 5% of their bridge's estimated cost. The number of municipally owned poor condition bridges was reduced by approximately 15% countywide and the cost savings through the bridge bundle program were estimated at \$1.5 million as opposed to doing 17 individual bridge projects.

Mr. Molter asked how this money was distinguished from other funding sources in the county. Mr. Vitko said Lycoming County has a separate restricted account for the \$5 Fee funds.

Approval of Metropolitan Transportation Planning Agreement

Mr. Herman reviewed the Metropolitan Transportation Planning Agreement included in the meeting packet. He said this came out of the 2025 TIP findings that discovered there were outdated agreements between the MPOs, RPOs, PennDOT and the transit operators. SEDA-COG MPO followed an example that the Federal Highway Administration shared for updating its agreement to meet the current standards.

Mr. McLaughlin made a motion for the MPO to approve the Metropolitan Transportation Planning Agreement and adopt the companion Resolution 2025-1; Mr. Molter seconded the motion; motion carried.

SEDA-COG Long-Range Transportation Plan Update

Mr. Funkhouser delivered a PowerPoint presentation that highlighted activities related to developing the 2050 Long-Range Transportation Plan (LRTP). He said he is working with MPO staff to determine the selection criteria to evaluate the merits of candidate projects. A request will be submitted to PennDOT for model runs from PennDOT asset management tools to identify future long-term pavement and bridge projects. He discussed the region's functional classification scheme as compared to FHWA's guidelines. The State Transportation Commission's statewide survey is now open and can be taken at www.talkpatransportation.com through April 30. He said the next steps include a third steering committee meeting on April 8, development of background profiles, finalizing strategic directions, analyzing functional classification, forecast revenue and a review of the State Transportation Commission survey results.

NEVI Community Charging Program and EV Charging Stations Update

Mr. Kiel said the focus of the NEVI program in Pennsylvania now is moving into community charging stations, but there is still a lot of federal uncertainty surrounding the program. FHWA is expected to come out with updated NEVI guidelines soon, though. MPO staff will focus on having community workshops about charging stations and responding to PennDOT requests for community charging station priorities. There will be one workshop in Shamokin and one in Lock Haven in May. A Social Pinpoint site was created that will collect feedback in advance of the meetings.

Local Bridge Prioritization Process for 2027 TIP Update

Mr. Herman said that coordination meetings with county members will be scheduled in the coming weeks to review local bridge candidate projects for the TIP.

Active Transportation Committee Update

Mr. Herman provided an update on the Active Transportation Committee. He said the next meeting will be on May 14. The Outreach and Implementation Work Groups will meet on April 9. Work is ongoing for the Complete Streets project prioritization matrix and webmap.

Member Forum

The following handouts were provided in the meeting packet:

- Items of Potential Interest to MPO Members as of March 2025
- 3/6/25 PennDOT District 3-0 Press Release on New Transportation Improvement Projects
- 3/6/25 PennDOT Press Release on Liquid Fuels Investments
- 3/13/25 PennDOT District 3-0 Press Release on Route 54 Intersection Improvement Project

Mr. Walker mentioned that PennDOT is still working on financial guidance for the 2027 TIP. The guidance should be released at the end of April or beginning of May.

Mr. Iseman said PennDOT has released its Shared Ride Transportation Study Phase 1 Report. The study concluded that the current system is unsustainable and provided four possible paths forward. Transportation rallies are being planned for possibly May or June.

Adjournment

With there being no further comments, Mr. Herman adjourned the meeting at 11:37 a.m. with a motion from Mr. McLaughlin; Mr. Molter seconded the motion; motion carried. The next regular meeting of the MPO is scheduled for May 9, 2025.