



**SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO)**  
**MEETING MINUTES**  
Hybrid Meeting  
Friday, May 9, 2025  
SEDA-COG, Lewisburg, PA  
9:30 a.m.

**MPO VOTING MEMBERS**

Christopher Anderson, Columbia County (via teleconference)  
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)  
Randy Karschner, SEDA-COG Board (via teleconference)  
Lincoln Kaufman, Snyder County  
Brad Kerstetter, Juniata County  
Chris King, PennDOT District 3-0 (via teleconference)  
Jack Kytte, Berwick Borough (via teleconference)  
James Lettiere, Mifflin County  
Shawn McLaughlin, Union County  
Greg Molter, Montour County  
Mark Schultz, PennDOT District 2-0 (via teleconference)  
Bob Stoudt, SEDA-COG Board, Multi-modal Interests (via teleconference)  
Nathan Walker, PennDOT Central Office

**GUESTS**

Justin Batiuk, PennDOT Central Office (via teleconference)  
Michelle Brummer, GFT Inc.  
John Breneman, Sen. Judy Ward's Office (via teleconference)  
Jeff Iseman, PA SILC/PA Transportation Alliance (via teleconference)  
Preston Mausteller, PennDOT District 3-0 (via teleconference)  
Rob Manzella, Lackawanna-Luzerne MPO (via teleconference)  
Richa Rimal, Centre County (via teleconference)  
Danielle Spila, Penn-DOT (via teleconference)  
Cindy Sunderland, Call A Ride Service Inc. (via teleconference)  
Matt Wise, Sen. Gene Yaw's Office (via teleconference)

**STAFF**

Tina Heintzelman, Program Assistant  
Don Kiel, Senior Principal Program Analyst  
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 9:34 a.m.

## **Public Forum**

Mr. Iseman said transportation rallies have begun with one being held on May 5 and others planned for May 13 and June 4. He also mentioned House Bill 1364, which puts the governor's budget numbers for transportation into legislation, passed out of the House Transportation Committee earlier this week.

Mr. Herman mentioned that the selected GIS Analyst reconsidered, so the search for a new candidate continues.

## **Approval of the March 28, 2025, Meeting Minutes of the SEDA-COG MPO**

*Mr. Kaufman made a motion to approve the minutes from the March 28, 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. 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.

### **CSVT Southern Section**

**Structures Contract:** The project is roughly 65% complete overall. Work is nearly complete on the bridge carrying CSVT over Grangers Road, the bridge carrying Cortland Drive over the Route 61 Connector and the Route 61 Connector over the ramps to Routes 11/15. The northbound deck has been placed on the bridge over 11<sup>th</sup> Avenue with half of the southbound deck placed. The contractor is working on setting the beams on the bridge over Stetler Avenue. The detour was lifted on May 5. Noise walls north of Grangers Road are complete. The contractor is continuing to work on setting posts and panels on both sides of noise walls along the 61 Connector. Deck placement will begin later this month for the bridge over the 61 Connector. MSE wall abutments are nearly complete on the bridge over Park Road, pier stems have been placed and pier caps are being worked on. Beam placement is scheduled for June. Work on the MSE walls on the CSVT over Attig Road has begun. Micropiles were completed the week of May 5 on the CSVT over Mill 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 CSVT'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 CSVT Southern Section highway is anticipated to be opened to traffic in fall 2027. Work impacting traffic on existing US 11/15 in Shamokin Dam will be completed after the mainline has opened. Therefore, 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 – May 2025 provided in the meeting packet.

Mr. Kiel gave an update on the LTAP activities. He said a Roadside Vegetation Control class scheduled for the fall in Patton Township, Centre County, is very popular. He said although LTAP is not developing a lot of new classes, they are updating current classes, including a Traffic Calming and ADA class. Trish Meek of PennDOT is working on developing a new Midblock Trail Crossing guide for rail-trail facilities. PennDOT is also looking at how to incorporate ATVs into its LTAP curriculum. The Highway Occupancy Permit process is also being updated. LTAP is developing drop-in leadership classes that will be offered between June and November.

Other handouts provided in the meeting packet included:

- FY 2025-26 PennDOT Multimodal Transportation Fund Round – SEDA-COG MPO Region Application Comments
- SEDA-COG MPO Strategic Plan Progress Tracker
- 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

### **Presentation on PennDOT's Shared-Ride Transportation Study**

Danille Spila, director of PennDOT's Bureau of Public Transportation, gave a presentation on the Shared-Ride Transportation Study.

She said one of the goals of the study was to break down in simple terms how the Shared-Ride Program works and to identify future issues. She said the funding for shared-ride in Pennsylvania hasn't changed in 40 years, but things have changed in terms of how far people travel, etc.

She said to have a sustainable system it must balance funding, service delivery and customer needs. In Pennsylvania, the state covers 85% of the fare and the passenger pays 15%. When the number of trips decreases, revenue doesn't cover expenses, creating significant operating losses, and increases in operating costs tip the scale even further. Raising fares and cutting services to reduce costs diminish ridership, which increases per-trip costs to an unsustainable point.

She said the current funding model is a per-trip reimbursement model, which is vulnerable to decreases in ridership and increases in costs. The study identified four alternative funding models, including Cap Out-of-pocket Co-payment, Cost Realignment, Service Statistic Formula-Based and Per-Capita Formula Based. Currently, lottery funds and medical assistance are used to fund the program. She said last year's deficit statewide for the program was \$72 million.

She said the key takeaways from the study were that the status quo is unsustainable; that any solution must balance the needs and limitations of customers, service providers and funding partners; the best shared-ride funding solution will likely be a hybrid of the four alternatives presented; legislation, regulations, policies, state plans and oversight would need to be updated to reflect the new funding model; and guidance from a Shared-Ride Pilot Advisory Committee will be critical to select the preferred shared-ride model.

Ms. Holman said she has been in transportation for 35 years and the distance people are traveling has changed. She said long-distance trips are rabbittransit's biggest challenge.

### **Presentation on the Pre-TIP Risk Screening Tool**

Michelle Brummer, senior planner at GFT Inc., delivered a PowerPoint presentation on the Pre-TIP Risk Screening Tool, which will be implemented for use with the 2027 TIP.

She said the purpose of the tool is to look more closely at costs and schedules as the projects are being added to the TIP to reduce the number of amendments and administrative adjustments. She said the two factors that will be looked at are the probability of a condition occurring and the magnitude of its impact on objectives.

She said the tool is essentially a checklist of factors that commonly increase project cost and schedule beyond the values provided at the time of programming. Factors are grouped as process risks, common risks, multimodal risks and as-applicable risks. She said the project team using the tool should include the planning partner (MPO or RPO), district planner, planning and programming manager and a project manager. She said the tool should be rolled out and ready for the 2027 TIP development and would apply to projects being added to the TIP at that point.

She then said the tool was used on a couple pilot projects and explained the process and feedback on the pilot program. Those projects were the Culvert Preservation under Camp Hill Bypass project in District 8-0 and the US 11 Bridge over Juniata River in Duncannon project.

She said there will be a revised Risk Management Policy issued with other DM-1X updates this year, along with scheduling a rollout webinar and workshops where example projects will be worked through using the tool.

### **SEDA-COG Long-Range Transportation Plan Update**

Ms. McLaughlin delivered a PowerPoint presentation that highlighted activities related to developing the 2050 Long-Range Transportation Plan (LRTP). She said they are at the halfway point of the update, and it should be wrapped up next year with public meeting and adoption. By the end of September, the draft LRTP material will be ready for review by the steering committee with the plan to send it to FHWA in October. The next steps include finalizing the background profiles, reviewing functional classification recommendations and meeting with each county to discuss those, revenue forecast, reviewing the STC Survey results and a steering committee meeting on Oct. 8.

### **NEVI Community Charging Program and EV Charging Stations Update**

Mr. Kiel said Pennsylvania has 13 sites up and running through the first stage of the NEVI program and the state is second in the nation in the number of sites being opened. As part of the community charging program, PennDOT is requesting MPOs provide a list of recommended EV charging

station locations and use cases by the end of July. SEDA-COG MPO scheduled community workshops to collect input on recommendations. The first of two public meetings was held on May 8 in Shamokin and the second session will be held on May 13 in Lock Haven. Representatives from PennDOT's NEVI program are presenting information as part 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 next few weeks to review local bridge candidate projects for the 2027 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.

### **Member Forum**

The following handouts were provided in the meeting packet:

- Items of Potential Interest to MPO Members as of May 2025
- 4/15/25 PennDOT District 2-0 Press Release: \$107 million road and bridge investment in the Clearfield-based region
- Bicycle-Friendly State Report Card for Pennsylvania
- 5/2/25 PennDOT Press Release: 2024 traffic fatalities second lowest on record

### **Adjournment**

With there being no further comments, Mr. Herman adjourned the meeting at 11:41 a.m. with a motion from Mr. Molter; Mr. Kaufman seconded the motion; motion carried. The next regular meeting of the MPO is scheduled for July 18, 2025.