



SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO) MEETING

October 9, 2026

9:30 A.M. – 11:30 A.M.

SEDA-COG Office or

Teleconference/Videoconference

(213) 204-1795; Phone ID: 982624413# or

<https://msteams.link/PYEW>

MEETING AGENDA

- A. Call to Order S. Herman
- B. Public Forum S. Herman
- C. *Approval of the August 7, 2026, MPO Meeting Minutes S. Herman
- D. *TIP Administrative Modifications and Amendments PennDOT
- E. CSVT and SR 54 Corridor Safety Project Status Reports PennDOT
- F. Unified Planning Work Program (UPWP) Staff Activity Report..... S. Herman
- G. NEVI Community Charging Program C. Brown
- H. Draft FY 2027-29 Unified Planning Work Program S. Herman
- I. Active Transportation Plan Update S. Herman/K. Wilde
- J. Member Forum S. Herman
- K. Adjournment S. Herman

(*) Action Items

We will record this meeting and so participation is consent to being recorded.

Agenda Item C



SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO)
MEETING MINUTES
Hybrid Meeting
Friday, August 7, 2026
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
Lincoln Kaufman, Snyder County
Brad Kerstetter, Juniata County (via teleconference)
James Lettiere, Mifflin County
Preston Mausteller, PennDOT District 3-0 (via teleconference)
Shawn McLaughlin, Union County
Mark Schultz, PennDOT District 2-0 (via teleconference)
Bob Stoudt, SEDA-COG Board, Multi-modal Interests (via teleconference)
Nathan Walker, PennDOT Central Office (via teleconference)

GUESTS

Justin Batiuk, PennDOT Central Office (via teleconference)
Gini Feigles-Karr, DEWBERRY (via teleconference)
Shawn Hurst, Larson Design Group (via teleconference)
Jeff Iseman, PA SILC/PA Transportation Alliance (via teleconference)
Stacey Knoebel, Knoebels Amusement Resort (via teleconference)
Jack Kytte, Berwick Borough (via teleconference)
Robert Manzella, Luzerne County (via teleconference)
Eric Murnyack, PennDOT District 2-0 (via teleconference)
Bob Pento, PennDOT Central Office (via teleconference)
Gerald Wertz, PennDOT District 3-0 (via teleconference)
Katherine Wilde, Michael Baker International (via teleconference)

STAFF

Don Kiel, Program Analyst
Bridget Kinnaman, Program Intern (via teleconference)
Kristin McLaughlin, Principal Program Analyst
Aquene Prindle, Fiscal Analyst
Sam Saxe, Program Analyst

Call to Order

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

Public Forum

Mr. Herman shared staffing announcements.

Mr. Iseman shared updates on behalf of the Pennsylvania Transportation Alliance and noted that the next Alliance meeting has been scheduled for Aug. 18, at 1:00 p.m. Mr. Iseman also provided an update on recent Pennsylvania state budget and legislative developments affecting transportation, as well as key federal transportation reauthorization initiatives.

Approval of June 12, 2026, Meeting Minutes of the SEDA-COG MPO

Mr. Kaufman made a motion to approve the minutes of the Jun. 12, 2026 MPO meeting; Mr. Stoudt seconded the motion; motion carried.

TIP Administrative Modifications and Amendments

Mr. Schultz summarized the TIP amendments for PennDOT District 2-0 included on page 9 of the packet.

Mr. McLaughlin made a motion to approve the TIP amendments as presented by PennDOT District 2-0; Mr. Lettiere seconded the motion; motion carried.

Mr. Schultz also summarized the TIP administrative modifications for PennDOT District 2-0 as information-only items that do not require MPO approval.

Mr. Mausteller summarized the TIP administrative modifications for PennDOT District 3-0 as information-only items that do not require MPO approval.

Mr. Mausteller was asked about the status of the SR 54 Corridor Safety Improvement Project in Montour County. He noted some concerns about traffic control but that the project is on schedule. He agreed to provide a comprehensive project update at a future MPO meeting.

Mr. Herman noted the meeting packet also includes the standard list of projects that have previously been approved for TIP addition by the MPO but are pending actions by other parties, including local access road projects. He said that any future decisions made by the Appalachian Regional Commission regarding the most recent project, the Town of Bloomsburg's Fort McClure Boulevard project, will be communicated and reflected in the project status table as updates become available.

CSVT Project Status Report

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

Southern Section Paving Contract: Drainage installation is ongoing throughout project limits. At the north end of the project, subbase placing and grading operations are continuing. Ramp construction and realignment are progressing near the Selinsgrove interchange. The concrete batch

plant is expected to open in August. The project remains on schedule, with the mainline anticipated to open to traffic in fall 2027 and the Route 61 connector expected to be completed and opened to traffic in fall 2028.

Southern Section Intelligent Transportation Systems Contract: Bids were opened in mid-July for a separate, smaller construction contract to install permanent message boards in both directions of the CSVT southern section and traffic cameras at each of CSVT's interchanges. The contract has been awarded, and work is expected to begin in September, with the ITS devices scheduled to be installed as highway construction progresses through fall 2028.

Mr. Herman shared that a public meeting was held at the end of June regarding the Ridge Road Restoration Project, which is related to the CSVT project and includes funding to address traffic that will be diverted after CSVT's full completion. He said as the design and bidding process advance, updates will continue to be shared.

Unified Planning Work Program (UPWP) Staff Activity Report

Mr. Herman highlighted items from the SEDA-COG MPO Staff Activity Report – August 2026 provided in the meeting packet.

Mr. Kiel provided an update on his involvement with the Pittsburgh Region Clean Cities (PRCC) organization, which supports electric vehicle initiatives. The group receives U.S. Department of Energy funding and has been assisting communities with grant applications for EV infrastructure and related projects. He said the PRCC is anticipating being able to provide support with grant writing and application coordination. He said their expertise will help local stakeholders prepare for the Community Charging Program grant funding round which is expected to open in September.

Mr. Kiel shared that he is continuing to coordinate with LTAP (Local Technical Assistance Program) and is organizing fall training classes. He encouraged county representatives to reach out if municipalities are interested in hosting future sessions. Six classes have already been scheduled, with five taking place in September. Mr. Kiel said The LTAP Advisory Committee is also developing a new course called Municipal Bridge Maintenance. The class will be geared toward local public works and maintenance crews responsible for performing bridge maintenance activities, and it is expected to be available in 2027.

Mr. Herman gave a demonstration of the 2025 Trail Demand StoryMap Report. He said the report will first be shared with MPO members and trail owners. After they have had an opportunity to review it and are comfortable with the content, the StoryMap will be made publicly available.

Other handouts provided in the meeting packet included:

- Transportation Alternatives Set-Aside Projects Status Update for 2018, 2021, and 2023 Funding Rounds
- Recently Accessed Highway Occupancy Permit Applications
- Recently Accessed Traffic Impact Study Scoping Applications

PennDOT Truck Parking Initiative

Mr. Robert Pento of the PennDOT Bureau of Operations gave a presentation overviewing PennDOT's current truck parking activities. The following key points were reviewed.

- Background and need for additional truck parking
- Priority corridors for expanding truck parking
- Recommended statewide analysis, capital projects, and policies for expanded parking
- Progress toward truck parking expansion
- Public information and 511PA integration

Mr. Pento said PennDOT has opened 583 of its planned 1,200 new truck parking spaces. He said that truck parking remains a collaborative effort involving PennDOT traffic operations, planning staff, maintenance teams, MPOs, and law enforcement. Future emphasis will focus on leveraging capital projects and regional planning efforts to further expand truck parking availability across Pennsylvania.

Mr. Kiel shared there is ongoing national research and development aimed at improving truck parking information for drivers through in-cab alerts and dynamic message signs that could provide real-time information on available truck parking spaces. These technologies are expected to significantly improve the truck parking situation over time.

Mr. Kiel also promoted LTAP's "Trucks on Local Roads: Issues and Solutions" course, which addresses many of the same challenges PennDOT is working on, including increased truck traffic on local roads, last-mile deliveries, and truck parking impacts on municipalities. The course is particularly valuable for local governments and will be held on September 22 in Montoursville. He recommended the course highly and noted that he is available to help with registration. He said the course will likely be offered again in the future.

Mr. Pento said that PennDOT is monitoring connected and autonomous vehicle technologies, though not specifically in relation to truck parking at this time. He said Pennsylvania currently uses the Drivewyze electronic bypass system, which allows subscribed truck drivers to receive in-cab notifications when approaching weigh stations. He said truck parking information could potentially be incorporated into these in-cab notification systems in the future.

FY 2027-29 Unified Planning Work Program Priorities

Mr. Herman provided an overview of the draft FY 2027-2029 MPO Work Program. The work program, which is updated every two years, outlines the region's major planning tasks, deliverables, responsibilities, schedules, and funding allocations, including federal, state, and local funding shares. Mr. Herman asked committee members to review the draft and submit any comments or recommendations by August 31. He said the revised work program will be brought to the MPO for further consideration in October, with adoption anticipated in November and implementation scheduled for July 1, 2027.

Federal Transportation Reauthorization Update

Mr. Herman gave a presentation on the Federal Transportation Reauthorization process and directed members to additional resources and presentations available on the AMPO website. He highlighted aspects of the draft transportation bill working through the House of Representatives,

including the continuation of Metropolitan Planning funds, Surface Transportation Block Grant funding, Transportation Alternatives, and Recreational Trails funding.

He also noted proposed changes affecting certain programs, including the potential elimination of the Carbon Reduction Program and Active Transportation Infrastructure Investment Program, as well as efforts to streamline project delivery and expand safety initiatives for pedestrians, cyclists, and emerging micromobility modes.

Mr. Herman indicated that Congress will likely extend current transportation programs and funding levels and fully address reauthorization legislation after September 30.

Mr. Iseman noted that transportation reauthorization issues were discussed during recent meetings with members of Pennsylvania's congressional delegation in Washington, D.C. He emphasized the importance of continued advocacy and encouraged interested stakeholders to meet with congressional representatives during the August recess to discuss transportation funding priorities.

Active Transportation Committee Update

Mr. Herman reported the next Active Transportation Committee meeting is scheduled for August 19. The meeting will feature a presentation by Helena Kotala of the Pennsylvania Environmental Council on growing interest in gravel cycling in Pennsylvania and the Activating Route 6 initiative. He also noted that the Outreach and Implementation Work Groups will meet in October.

Mr. Herman provided an update on the Active Transportation Plan Update, which is being conducted with assistance from Michael Baker International. Early efforts are focused on public engagement and include development of an online survey, planned listening sessions, stakeholder interviews, and participation in community events to promote public involvement in the planning process.

Ms. Katherine Wilde, of Michael Baker International, provided an update on public engagement efforts for the Active Transportation Plan Update. She announced that a public survey would launch on Monday, Aug. 10 and remain open through September 14. Supporting outreach materials, including flyers and social media graphics, have been developed to help promote participation.

Ms. Wilde also demonstrated the project's online WikiMap tool, which will allow residents to identify and map active transportation concerns, safety issues, and improvement opportunities throughout the region. Users will complete a brief survey before accessing the mapping tool, where they can submit locations of concern and view or endorse comments submitted by others.

Member Forum

Mr. Herman highlighted the Pennsylvania Wildlife Connectivity Work Group's ongoing effort to develop a statewide strategic plan focused on wildlife crossings and transportation safety. The MPO has been invited to participate in the initiative, with MPO staff involved in providing input on the development of mapping tools and strategies to improve wildlife connectivity and reduce vehicle-wildlife collisions.

Mr. Herman also noted information regarding the Rail Freight Assistance Program, which is open for applications through Aug. 28, 2026.

Mr. Herman provided an update on the ongoing Functional Classification Review. He said MPO recommendations were submitted to PennDOT District Offices in mid-July, and feedback is anticipated to be received by the end of August. He said following review of any comments, final recommendations will be submitted to PennDOT Central Office. Mr. Herman noted that finalized classification information and mapping updates will be shared with MPO members once the process is complete.

Mr. Iseman noted that Amtrak is expected to add an additional daily route between New York City and Pittsburgh, which will include service through Lewistown, with implementation anticipated in late 2026. The expanded service is expected to improve transportation options throughout the corridor and provide additional benefits for individuals with disabilities as accessibility improvements at the Lewistown Amtrak station are completed.

Mr. Herman noted that a press release regarding the I-99 designation was included in the meeting packet and encouraged members to review the information.

Mr. Herman also highlighted the recent decision to release an additional \$775 million from the state Motor License Fund over the next two years for transportation improvements statewide. He said county allocation information was included in the meeting packet. He said the funding is expected to support primarily short-term, ready-to-deliver projects, including paving and culvert replacements. He said additional details will be provided as project programming and implementation move forward.

Adjournment

With there being no further comments, Mr. Herman adjourned the meeting at 11:34 a.m. with a motion from Mr. McLaughlin; Mr. Kaufman seconded the motion; motion carried. The next regular meeting of the MPO is scheduled for Oct. 9, 2026.

Agenda Item D

FISCAL CONSTRAINT CHART
FFY 2027-2030 TIP Highway/Bridge
SEDACOG MPO

AMENDMENT (MA ID:)				Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Stoney Run Bridge	4160	CON	Before	BRIP	185	1,369,634	385,216											Project has funds available following April 2026 Bid and Federal AC Conversion
235/A02			Adjust	BRIP	185	(240,000)	(60,000)											
Juniata			After	BRIP	185	1,129,634	325,216											
US 220 Bridge Preservation	124767	PE	Before	BRIP	185													New Project, Priority 1 need for concrete delamination
220/P78			Adjust	BRIP	185	240,000	60,000											
Clinton			After	BRIP	185	240,000	60,000											
Before Totals						\$1,369,634	\$385,216	\$0	\$0	\$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						\$1,369,634	\$385,216	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

NOTES

For SEDA-COG

Overall Change Amount: \$43,147

Action ID	Commit Date	Action Type	Change Amount
146312	07/31/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. Federal funds (NHPP)

Adjust funds for AC Conversion

68128 CON NHPP Decreased by -470,776 in FFY 2026
68128 CON NHPP Increased by 470,776 in FFY 2027
72767 CON NHPP Increased by 270,776 in FFY 2026
72767 CON NHPP Decreased by -270,776 in FFY 2027
101907 PE NHPP Increased by 200,000 in FFY 2026
101907 PE NHPP Decreased by -200,000 in FFY 2027

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$0
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
72767	Mifflin	522	719	Lewistown to Co. Line Betterment	CON	\$0
101907	Juniata	22	914	US 22/322 Resurfacing	PE	\$0

Action ID	Commit Date	Action Type	Change Amount
146324	07/31/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. Federal funds (STP)

Action 1 of 2.
Cashflow funds between FFY and add project for AC Conversion

121033 CON STP Decreased by -345,578 in FFY 2027
123270 PE STP Increased by 345,578 in FFY 2027

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
121033	Mifflin	3002	728	SR 3002/Bus 22 Resurfacing	CON	\$-345,578
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
123270	Mifflin	8008	729	SR 522 Ramps & Rdwy Restoration	PE	\$345,578

Action ID	Commit Date	Action Type	Change Amount
146325	07/31/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. Federal funds (STP)

Action 2 of 2.
Cashflow funds between FFY and add project for AC Conversion

68128 CON STP Decreased by -602,541 in FFY 2026
123270 PE STP Decreased by -345,578 in FFY 2026
4160 CON STP Increased by 948,119 in FFY 2026

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-602,541
123270	Mifflin	8008	729	SR 522 Ramps & Rdwy Restoration	PE	\$-345,578
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
4160	Juniata	235	A02	Stoney Run Bridge	CON	\$948,119

Action ID	Commit Date	Action Type	Change Amount
146390	08/05/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Reduce a phase and add a new phase to the TIP

124070 CON 581 Decreased by -300,000 in FFY 2026
81528 FD 581 Add 300,000 in FFY 2026

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
124070	Juniata	22	RPM	SEDA-COG 2026 RPM	CON	\$-300,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
81528	Mifflin	2005	A01	SR 2005 Br. Kish Creek	FD	\$300,000

Action ID	Commit Date	Action Type	Change Amount
146403	08/06/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Cost Decreases and Increase MPMS 124154 for mobilization, maintenance and protection of traffic and equipment needs

68128 CON 581 Decreased by -226,500 in FFY 2026
124051 CON 581 Decreased by -293,500 in FFY 2026
124070 CON 581 Decreased by -100,000 in FFY 2026
124154 CON 581 Add 620,000 in FFY 2026

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-226,500
124051	Mifflin	22	734	US Route 22 Restoration	CON	\$-293,500
124070	Juniata	22	RPM	SEDA-COG 2026 RPM	CON	\$-100,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
124154	Juniata	235	MLF	Group 2-26-Juniata Resurfacing	CON	\$620,000

Action ID	Commit Date	Action Type	Change Amount
146417	08/07/2026	Administrative Action	\$0

Narrative:

Administrative Action to the 2025-28 SEDA-COG TIP to add the Group 2-26-Mifflin Resurfacing project and the Group 2-26-Juniata Resurfacing project. Statewide RDP Reserve used as source of funds to maintain fiscal constraint. Action authorized by Secretary Carroll's letter to the Leadership of the Pennsylvania Legislature and Appropriations Committee dated July 11, 2026.

124382 CON r581 Decreased by -4,451,673 in FFY 2027
124153 CON r581 Add 2,054,346 in FFY 2027
124154 CON r581 Increased by 2,397,327 in FFY 2027

From: STWD Items/District 99-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
124382	Central Office			RDP Reserve	CON	\$-4,451,673
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
124153	Mifflin	655	MLF	Group 2-26-Mifflin Resurfacing	CON	\$2,054,346
124154	Juniata	235	MLF	Group 2-26-Juniata Resurfacing	CON	\$2,397,327

Action ID	Commit Date	Action Type	Change Amount
146455	08/10/2026	Administrative Action	\$2,000

Narrative:

SEDACOG MPO. Federal, State, Local (BOF, 185/183, LOC)

MA NONZERO Balance due to the addition of local funds

Increase to mee the updated estimate

91516 PE BOF Decreased by -32,000 in FFY 2027
113133 FD 185 Decreased by -6,000 in FFY 2026
95903 PE BOF Increased by 32,000 in FFY 2027
95903 PE LOC Increased by 2,000 in FFY 2026
95903 PE 183 Increased by 6,000 in FFY 2026

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
91516	Juniata	3014	A02	SR 3014 Doyle Run Bridge	PE	\$-32,000
113133	Clinton	120	A19	SR 120 over Dry Run	FD	\$-6,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
95903	Clinton	7215	LOC	T-349 over Fishing Creek	PE	\$40,000

Action ID	Commit Date	Action Type	Change Amount
146462	08/11/2026	Amendment	\$0

Narrative:

SEDACOG MPO. Federal funds (STP)

AMENDMENT

Add new bridge to the TIP

SEDACOG MPO approval 8/7/26
FHWA eSTIP approval 8/12/26

Action 1 of 2

121033 CON STP Decreased by -1,000,000 in FFY 2027
114303 CON STP Increased by 1,000,000 in FFY 2027
114303 CON STP Decreased by -205,351 in FFY 2026
124255 CON STP Add 205,351 in FFY 2026

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
121033	Mifflin	3002	728	SR 3002/Bus 22 Resurfacing	CON	\$-1,000,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114303	Juniata	35	P45	2025 SEDA-COG Bridge Preservation (I)	CON	\$794,649
124255	Mifflin	2004	P45	2025 SEDA-COG Bridge Preservation (II)	CON	\$205,351

Action ID	Commit Date	Action Type	Change Amount
146463	08/11/2026	Amendment	\$0

Narrative:

SEDACOG MPO. Federal, State funds (BRIP, 581)

AMENDMENT

Add new bridge to the TIP

SEDACOG MPO approval 8/7/26

FHWA eSTIP approval 8/12/26

Action 2 of 2

114303 CON BRIP Decreased by -1,426,649 in FFY 2026

114303 CON 581 Decreased by -408,000 in FFY 2026

124255 CON BRIP Increased by 1,426,649 in FFY 2026

124255 CON 581 Increased by 408,000 in FFY 2026

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114303	Juniata	35	P45	2025 SEDA-COG Bridge Preservation (I)	CON	\$-1,834,649
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
124255	Mifflin	2004	P45	2025 SEDA-COG Bridge Preservation (II)	CON	\$1,834,649

Action ID	Commit Date	Action Type	Change Amount
146501	08/12/2026	Administrative Action	\$41,147

Narrative:

SEDACOG MPO. Federal funds (NHPP, STP)

Influx of DEOBLIGATIONS

MA NONZERO Balance due to deobligations

68128 CON NHPP Increased by 4,548 in FFY 2026

68128 CON STP Increased by 36,599 in FFY 2026

3850 ROW STP Decreased by -36,599 in FFY 2025 - DEOB

114010 UTL NHPP Decreased by -4,548 in FFY 2025 - DEOB

To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$41,147

Action ID	Commit Date	Action Type	Change Amount
146608	08/17/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. Federal Funds (NHPP, STP)

Increase to meet the updated estimate

68128 CON NHPP Decreased by -4,548 in FFY 2026

68128 CON STP Decreased by -36,599 in FFY 2026

119996 FD NHPP Increased by 4,548 in FFY 2026

119996 FD STP Increased by 36,599 in FFY 2026

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-41,147
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
119996	Mifflin	3006	A03	SR 3006 over Jacks Creek	FD	\$41,147

Action ID	Commit Date	Action Type	Change Amount
146786	08/25/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. Federal, State funds (BRIP, 581)

Increase to meet the low bid

68128 CON 581 Decreased by -39,000 in FFY 2026
114303 CON BRIP Decreased by -156,000 in FFY 2027
124255 CON BRIP Increased by 156,000 in FFY 2027
124255 CON 581 Increased by 39,000 in FFY 2026

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-39,000
114303	Juniata	35	P45	2025 SEDA-COG Bridge Preservation (I)	CON	\$-156,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
124255	Mifflin	2004	P45	2025 SEDA-COG Bridge Preservation (II)	CON	\$195,000

Action ID	Commit Date	Action Type	Change Amount
146788	08/25/2026	Administrative Action	\$0

Narrative:

Administrative Action to the 2025-28 SEDA-COG and North Central TIPS to move funds between PROTECT funded projects to each final estimate.

122475 CON PRTCT Decreased by -300,000 in FFY 2026
122470 CON PRTCT Increased by 300,000 in FFY 2026

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
122475	Clinton	120	332	SR 120 Fill Slopes	CON	\$-300,000
To: North Central/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
122470	Clearfield	879	279	Clearfield Bypass Drainage	CON	\$300,000

Action ID	Commit Date	Action Type	Change Amount
147000	09/10/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. Federal, State funds (STP, 581)

Add to the TIP

68128 CON 581 Decreased by -80,000 in FFY 2026
121033 CON STP Decreased by -320,000 in FFY 2027
120760 FD STP Add 320,000 in FFY 2027
120760 FD 581 Add 80,000 in FFY 2026

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-80,000
121033	Mifflin	3002	728	SR 3002/Bus 22 Resurfacing	CON	\$-320,000
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
120760	Clinton	150	329	Hogan Blvd Drainage	FD	\$400,000

Action ID	Commit Date	Action Type	Change Amount
147002	09/10/2026	Administrative Action	\$0

Narrative:

SEDCOG MPO. State funds (581)

Increase to meet the updated estimate

68128 CON 581 Decreased by -46,500 in FFY 2026

72767 CON 581 Increased by 46,500 in FFY 2026

From: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-46,500
To: SEDA-COG/District 2-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
72767	Mifflin	522	719	Lewistown to Co. Line Betterment	CON	\$46,500

FISCAL CONSTRAINT CHART
FFY 2027-2030 TIP Highway/Bridge
SEDACOG MPO

Amendment (MA ID:) 147226				Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
3-0 SEDA-COG Line Item /000 Columbia	68016	CON	Before	NHPP		1,890,000			25,000									Add released funds to line item in FFY's 2027 and 2028.
			Before	STP		450,000			600,000									
			Adjust	NHPP					1,321,000									
			Adjust	STP		1,087,000			150,000									
			After	NHPP		1,890,000			1,346,000									
			After	STP		1,537,000			750,000									
Mile Run to SR 1010 WB 80/186 Union	113612	CON	Before	NHPP		1,927,000			1,521,000									Release NHPP and STP in FFY's2027 and 2028 due to low bid cost savings and conversions to regular authority done before 10/1/2026.
			Before	STP		1,781,000			150,000									
			Adjust	NHPP					(1,321,000)									
			Adjust	STP		(1,087,000)			(150,000)									
			After	NHPP		1,927,000			200,000									
			After	STP		694,000												
Before Totals						\$6,048,000	\$0	\$0	\$2,296,000	\$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			
After Totals						\$6,048,000	\$0	\$0	\$2,296,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

NOTES

For SEDA-COG

Overall Change Amount: \$2,096,900

Action ID	Commit Date	Action Type	Change Amount
146327	07/31/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Add to the TIP to start design

68016 CON 581 Decreased by -1,150,000 in FFY 2027
68016 CON 581 Decreased by -320,000 in FFY 2028
108425 PE 581 Add 200,000 in FFY 2027
108431 PE 581 Add 350,000 in FFY 2027
115553 PE 581 Add 200,000 in FFY 2027
122516 FD 581 Add 320,000 in FFY 2028
122516 PE 581 Add 400,000 in FFY 2027

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	\$-1,470,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
108425	Union	15	197	Joe Rd to SR 1010	PE	\$200,000
108431	Northumberland	61	126	Miles Rd to Hollow Rd (SR 4015)	PE	\$350,000
115553	Snyder	35	015	Brosius Hill Rd to Sunny Hill Rd	PE	\$200,000
122516	Northumberland	11	191	Point Twp Line to Ridge Rd (SR 1024)	PE	\$400,000
122516	Northumberland	11	191	Point Twp Line to Ridge Rd (SR 1024)	FD	\$320,000

Action ID	Commit Date	Action Type	Change Amount
146328	07/31/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Increase to meet updated estimates

68016 CON 581 Decreased by -441,000 in FFY 2027
68016 CON 581 Decreased by -1,004,000 in FFY 2028
68016 CON 581 Increased by 25,000 in FFY 2029
68016 CON 581 Increased by 150,000 in FFY 2031
68016 CON 581 Increased by 150,000 in FFY 2032
108425 FD 581 Decreased by -59,000 in FFY 2027
108425 FD 581 Increased by 190,000 in FFY 2028
108431 FD 581 Increased by 235,000 in FFY 2028
115541 FD 581 Increased by 424,000 in FFY 2028
115541 FD 581 Decreased by -150,000 in FFY 2032
115541 PE 581 Increased by 500,000 in FFY 2027
115541 PE 581 Decreased by -150,000 in FFY 2031
115553 FD 581 Increased by 155,000 in FFY 2028
115553 FD 581 Decreased by -25,000 in FFY 2029

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	\$-1,120,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
108425	Union	15	197	Joe Rd to SR 1010	FD	\$131,000
108431	Northumberland	61	126	Miles Rd to Hollow Rd (SR 4015)	FD	\$235,000
115541	Columbia	42	118	SR 11 to Frosty Valley Rd	PE	\$350,000
115541	Columbia	42	118	SR 11 to Frosty Valley Rd	FD	\$274,000
115553	Snyder	35	015	Brosius Hill Rd to Sunny Hill Rd	FD	\$130,000

Action ID	Commit Date	Action Type	Change Amount
146330	07/31/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Decrease to meet updated estimate

115545 FD 581 Decreased by -225,000 in FFY 2029
115545 FD 581 Increased by 44,000 in FFY 2028
115545 PE 581 Decreased by -125,000 in FFY 2028
115545 PE 581 Increased by 100,000 in FFY 2027
68016 CON 581 Increased by 225,000 in FFY 2029
68016 CON 581 Increased by 81,000 in FFY 2028
68016 CON 581 Decreased by -100,000 in FFY 2027

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
115545	Montour	54	113	Mahoning Twp Line to SR 11	PE	\$-25,000
115545	Montour	54	113	Mahoning Twp Line to SR 11	FD	\$-181,000
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	\$206,000

Action ID	Commit Date	Action Type	Change Amount
146349	08/04/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State Funds (581)

Add due to phase needing funding to start.

68016 CON 581 Decreased by -40,000 in FFY 2027
121734 PE 581 Add 40,000 in FFY 2027

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	\$-40,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
121734	Union	3007	028	SR 45 to Green Ridge Road	PE	\$40,000

Action ID	Commit Date	Action Type	Change Amount
146418	08/07/2026	Administrative Action	\$0

Narrative:

Administrative Action to the 2025-28 SEDA-COG TIP to add the Railroad St to Clinic Rd project. Statewide RDP Reserve used as source of funds to maintain fiscal constraint. Regional funds returned to regional reserve to maintain fiscal constraint. Action authorized by Secretary Carroll's letter to the Leadership of the Pennsylvania Legislature and Appropriations Committee dated July 11, 2026.

124382 CON r581 Decreased by -1,200,000 in FFY 2027
68016 CON NHPP Increased by 160,000 in FFY 2028
68016 CON NHPP Increased by 70,000 in FFY 2027
120377 CON NHPP Decreased by -160,000 in FFY 2028
120377 CON NHPP Decreased by -70,000 in FFY 2027
120377 CON r581 Increased by 1,200,000 in FFY 2027

From: STWD Items/District 99-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
124382	Central Office			RDP Reserve	CON	\$-1,200,000
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	\$230,000
120377	Montour	11	180	Railroad St to Clinic Rd	CON	\$970,000

Action ID	Commit Date	Action Type	Change Amount
146515	08/13/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Add to the TIP

68016 CON 581 Decreased by -400,000 in FFY 2027
68016 CON 581 Decreased by -275,000 in FFY 2028
119894 CON 581 Add 400,000 in FFY 2027
119894 CON 581 Add 275,000 in FFY 2028

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	\$-675,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
119894	Columbia	4009	025	Columbia 4009 Pipe	CON	\$675,000

Action ID	Commit Date	Action Type	Change Amount
146785	08/25/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. Federal funds (NHPP)

Advance phase funding.

68016 CON NHPP Decreased by -345,000 in FFY 2026
68016 CON NHPP Increased by 345,000 in FFY 2028
113612 CON NHPP Increased by 345,000 in FFY 2026
113612 CON NHPP Decreased by -345,000 in FFY 2028

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
113612	Union	80	186	Mile Run to SR 1010 WB	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
146822	08/27/2026	Administrative Action	\$-15,000

Narrative:

SEDACOG MPO. Federal, State, Local (BOF, 185/183, LOC)

Decrease due to Updated estimate from PM

MA NONZERO Balance due to the removal of local funds

103917 CON BOF Decreased by -240,000 in FFY 2028
103917 CON LOC Decreased by -15,000 in FFY 2028
103917 CON 183 Decreased by -45,000 in FFY 2028
68016 CON BOF Increased by 240,000 in FFY 2028
68016 CON 185 Increased by 45,000 in FFY 2028

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
103917	Northumberland		LBR	T-696 over Plum Creek	CON	\$-300,000
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	\$285,000

Action ID	Commit Date	Action Type	Change Amount
146905	09/01/2026	Administrative Action	\$0

Narrative:

SEDA-COG MPO.

99241 CON NHPP Decreased by -50,000 in FFY 2026
109377 FD NHPP Decreased by -100,000 in FFY 2026
116356 CON STP Decreased by -26,000 in FFY 2026
113612 CON NHPP Decreased by -150,000 in FFY 2027
113612 CON STP Decreased by -26,000 in FFY 2027
113612 CON NHPP Increased by 150,000 in FFY 2026
113612 CON STP Increased by 26,000 in FFY 2026
68016 CON NHPP Increased by 150,000 in FFY 2027
68016 CON STP Increased by 26,000 in FFY 2027

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99241	Snyder	11	131	SR 11 from N. Main St to Penn's Creek	CON	\$-50,000
109377	Columbia	80	169	SR 11 to SR 2028 (Hetlerville Rd) EB	FD	\$-100,000
113612	Union	80	186	Mile Run to SR 1010 WB	CON	\$0
116356	Columbia	11	165	Park St to Shaffer Rd (SR 1001)	CON	\$-26,000
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	\$176,000

Action ID	Commit Date	Action Type	Change Amount
146956	09/08/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Increase due to Updated estimate from PM for subsurface utility explorations.

68016 CON 581 Decreased by -50,000 in FFY 2027
109837 FD 581 Increased by 50,000 in FFY 2027

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	\$-50,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
109837	Snyder	104	027	Dry Run to Union Co	FD	\$50,000

Action ID	Commit Date	Action Type	Change Amount
146998	09/09/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Add due to Needs funding to start phase.

68016 CON 581 Decreased by -105,000 in FFY 2027
122831 CON 581 Add 105,000 in FFY 2027

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	\$-105,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
122831	Northumberland	1014	018	Canal St to Main St (SR 44)	CON	\$105,000

Action ID	Commit Date	Action Type	Change Amount
147020	09/10/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Add to the TIP

68016 CON 581 Decreased by -90,000 in FFY 2027
121734 FD 581 Add 90,000 in FFY 2027

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	\$-90,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
121734	Union	3007	028	SR 45 to Green Ridge Road	FD	\$90,000

Action ID	Commit Date	Action Type	Change Amount
147035	09/14/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581, 185)

Cashflow state funds between FFY

6797 PE 185 Decreased by -100,000 in FFY 2026
6902 UTL 185 Decreased by -105,000 in FFY 2026
87898 CON 581 Decreased by -219,000 in FFY 2026
88051 CON 185 Decreased by -55,000 in FFY 2026
88798 UTL 185 Remove -40,000 in FFY 2026
93643 FD 185 Decreased by -75,000 in FFY 2026
97746 CON 581 Decreased by -50,000 in FFY 2026
98548 FD 185 Decreased by -20,000 in FFY 2026
98772 CON 185 Decreased by -250,000 in FFY 2026
98777 PE 185 Decreased by -160,000 in FFY 2026
98826 FD 185 Decreased by -40,000 in FFY 2026
98941 FD 185 Decreased by -150,000 in FFY 2026
99242 PE 581 Decreased by -150,000 in FFY 2026
106733 CON 581 Decreased by -151,000 in FFY 2026
107128 ROW 185 Remove -25,000 in FFY 2026
107128 UTL 185 Remove -25,000 in FFY 2026
109837 CON 581 Decreased by -421,000 in FFY 2026
110829 CON 581 Decreased by -60,000 in FFY 2026
111760 CON 581 Decreased by -458,000 in FFY 2026
114134 FD 185 Decreased by -25,000 in FFY 2026
114142 FD 185 Decreased by -100,000 in FFY 2026
114143 FD 185 Decreased by -45,000 in FFY 2026
114158 PE 185 Decreased by -75,000 in FFY 2026
114320 FD 185 Remove -90,000 in FFY 2026
117137 CON 581 Decreased by -27,500 in FFY 2026
118286 CON 581 Decreased by -60,000 in FFY 2026
118583 CON 581 Decreased by -20,000 in FFY 2026
119833 CON 581 Decreased by -19,000 in FFY 2026
123059 FD 185 Decreased by -22,000 in FFY 2026
123062 FD 185 Decreased by -32,000 in FFY 2026
124068 PE 581 Decreased by -15,500 in FFY 2026
68016 CON 185 Increased by 1,434,000 in FFY 2026
68016 CON 581 Increased by 1,651,000 in FFY 2026

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
6797	Snyder	3016	001	SR 3016 over Aline Creek	PE	\$-100,000
6902	Snyder	522	075	SR 522 over Tb Beaver Crk	UTL	\$-105,000
87898	Montour	642	16M	Northumberland County to SR 45	CON	\$-219,000
88051	Columbia	1020	008	SR 1020 over Fishing Creek	CON	\$-55,000
88798	Northumberland	890	007	Substructure Contract	UTL	\$-40,000
93643	Columbia	1001	012	SR 1001 over Tributary to Susquehanna Rive	FD	\$-75,000
97746	Union	1005	036	JPM Rd to Col John Kelly	CON	\$-50,000
98548	Snyder	1011	023	SR 1011 over Tb Penn's Crk	FD	\$-20,000
98772	Union	1003	033	SR 1003 over Tributary to Little Buffalo Cre	CON	\$-250,000
98777	Union	1014	012	SR 1014 over South Creek	PE	\$-160,000
98826	Union	3006	019	SR 3006 over Cold Run	FD	\$-40,000
98941	Columbia	254	054	SR 254 over Tributary Fishing Creek	FD	\$-150,000
99242	Union	15	158	North Bound at North Hill Rd	PE	\$-150,000
106733	Columbia	1025	014	SR 93 to Briar Ln	CON	\$-151,000
107128	Montour	54	095	SR 54 under Market Street	UTL	\$-25,000
107128	Montour	54	095	SR 54 under Market Street	ROW	\$-25,000
109837	Snyder	104	027	Dry Run to Union Co	CON	\$-421,000
110829	Northumberland	61	132	SR 61 - Paxinos Drainage	CON	\$-60,000
111760	Northumberland	405	097	SR 44 to River Rd	CON	\$-458,000
114134	Northumberland	1016	009	SR 1016 over Muddy Run	FD	\$-25,000
114142	Northumberland	3003	027	SR 3003 over Mouse Creek	FD	\$-100,000
114143	Snyder	3006	023	SR 3006 over Trib of West Branch of Mahan	FD	\$-45,000
114158	Northumberland	4012	040	SR 4012 over UNT to Shamokin Creek	PE	\$-75,000
114320	Snyder	1007	028	SR 3006 ov Mahanoy Cr & SR 1007 ov Mid	FD	\$-90,000
117137	Columbia	42	127	Poor House Rd to White Church Rd	CON	\$-27,500
118286	Columbia	239	027	SR 487 to Mendenhall Lane	CON	\$-60,000
118583	Montour	2005	028	Bloom Rd Intersection	CON	\$-20,000
119833	Northumberland	54	121	SR 54 Park and Ride Pipe Replacement	CON	\$-19,000
123059	Columbia	2021	007	SR 2021 over I-80 (Emergency Repair)	FD	\$-22,000
123062	Columbia	4049	024	SR 4049 ov W Br Fishing Crk (Fld Follow-U	FD	\$-32,000
124068	Columbia	42	144	SR 42 and SR 11 Resurfacing	PE	\$-15,500
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	\$3,085,000

Action ID	Commit Date	Action Type	Change Amount
147038	09/15/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581, 185)

Swap 185 for 581 due to bridge work on the project

68016 CON 185 Decreased by -519,000 in FFY 2026
124068 CON 581 Decreased by -519,000 in FFY 2027
124068 CON 185 Increased by 519,000 in FFY 2026
68016 CON 581 Increased by 519,000 in FFY 2027

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
124068	Columbia	42	144	SR 42 and SR 11 Resurfacing	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
147039	09/15/2026	Administrative Action	\$1,500

Narrative:

MA NONZERO Balance due to the addition of Local Funds

Increase to cover an updated WO amount

68016 CON BRIP Decreased by -24,000 in FFY 2027
68016 CON 185 Decreased by -4,500 in FFY 2027
117506 PE BRIP Increased by 24,000 in FFY 2027
117506 PE LOC Increased by 1,500 in FFY 2027
117506 PE 183 Increased by 4,500 in FFY 2027

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	\$-28,500
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
117506	Montour		LBR	T-412 over Sechler Run	PE	\$30,000

Action ID	Commit Date	Action Type	Change Amount
147042	09/15/2026	Administrative Action	\$366,000

Narrative:

SEDACOG MPO. State funds (185, 582)

Increase. Add 582 funds for DF work.

68016 CON 185 Increased by 135,000 in FFY 2027
68016 CON 185 Decreased by -200,000 in FFY 2026
114134 CON 185 Decreased by -135,000 in FFY 2027
114134 CON 185 Increased by 200,000 in FFY 2026
114134 CON 582 Increased by 366,000 in FFY 2026

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	\$-65,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114134	Northumberland	1016	009	SR 1016 over Muddy Run	CON	\$431,000

Action ID	Commit Date	Action Type	Change Amount
147044	09/15/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Add to the TIP

68016 CON 581 Decreased by -580,000 in FFY 2027
68016 CON 581 Decreased by -100,000 in FFY 2028
122383 CON 581 Add 580,000 in FFY 2027
122383 CON 581 Add 100,000 in FFY 2028

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	\$-680,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
122383	Montour	54	128	SR 11 to Susquehanna River	CON	\$680,000

Action ID	Commit Date	Action Type	Change Amount
147047	09/15/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (185)

Cashflow between FFY

88777 PE 185 Decreased by -10,000 in FFY 2027
88777 PE 185 Increased by 10,000 in FFY 2026
88798 FD 185 Decreased by -26,000 in FFY 2027
88798 FD 185 Increased by 26,000 in FFY 2026
120888 PE 185 Decreased by -430,250 in FFY 2027
120888 PE 185 Increased by 430,250 in FFY 2026
120889 PE 185 Decreased by -248,000 in FFY 2027
120889 PE 185 Increased by 248,000 in FFY 2026
68016 CON 185 Increased by 714,250 in FFY 2027
68016 CON 185 Decreased by -714,250 in FFY 2026

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
88777	Columbia	4008	006	SR 4008 ov Tb Fishing Crk	PE	\$0
88798	Northumberland	890	007	Substructure Contract	FD	\$0
120888	Columbia	254	060	Multiple br ov Fishing & Ltl Fishing Crks	PE	\$0
120889	Columbia	487	127	Multiple br in Col, North & Snyder Cos.	PE	\$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
147048	09/15/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (185)

Increase to meet the updated estimate

68016 CON 185 Decreased by -21,000 in FFY 2026
68016 CON 185 Increased by 20,000 in FFY 2027
114143 ROW 185 Increased by 21,000 in FFY 2026
114143 ROW 185 Decreased by -20,000 in FFY 2027

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	\$-1,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114143	Snyder	3006	023	SR 3006 over Trib of West Branch of Mahan	ROW	\$1,000

Action ID	Commit Date	Action Type	Change Amount
147049	09/15/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Increase to meet the updated estimate

68016 CON 581 Decreased by -540,000 in FFY 2026
68016 CON 581 Increased by 325,000 in FFY 2027
68016 CON 581 Increased by 100,000 in FFY 2028
99238 PE 581 Increased by 480,000 in FFY 2026
99238 PE 581 Decreased by -275,000 in FFY 2027
99238 PE 581 Decreased by -100,000 in FFY 2028
109837 FD 581 Increased by 60,000 in FFY 2026
109837 FD 581 Decreased by -50,000 in FFY 2027

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	\$-115,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99238	Northumberland	54	086	Natalie Mountain	PE	\$105,000
109837	Snyder	104	027	Dry Run to Union Co	FD	\$10,000

Action ID	Commit Date	Action Type	Change Amount
147051	09/15/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Cashflow between FFY

113787 CON 581 Decreased by -111,000 in FFY 2028
113787 CON 581 Decreased by -1,000,000 in FFY 2027
113787 CON 581 Increased by 1,111,000 in FFY 2026
68016 CON 581 Increased by 111,000 in FFY 2028
68016 CON 581 Increased by 1,000,000 in FFY 2027
68016 CON 581 Decreased by -1,111,000 in FFY 2026

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
113787	Snyder	11	150	Roosevelt Ave to SR 15/11 Split	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
147053	09/16/2026	Administrative Action	\$0

Narrative:

Administrative Action to the 2025-28 SEDA-COG TIP to advance funding on the CSVT Paving South Section project for end of year cleanup. Statewide State (15%) Reserve used as balancing source of funds to maintain fiscal constraint. LSS and KAM approved 9/16/2026.

84337 CON 581 Spike Increased by 622,469 in FFY 2032
84337 CON 581 Spike Decreased by -622,469 in FFY 2026
76403 CON 581 Spike Decreased by -622,469 in FFY 2032
76403 CON 581 Spike Increased by 622,469 in FFY 2026

From: STWD Items/District 99-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
84337	Central Office			State (15%) Reserve	CON	\$0
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
76403	Snyder	6015	88F	CSV T Paving South Section	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
147101	09/22/2026	Administrative Action	\$1,744,400

Narrative:

Administrative Action to the SEDA-COG 2025-28 TIP to advance various projects for AC Conversion using August Redistribution. Outer year funds returned to regional reserve.

68016 CON BRIP Increased by 200,000 in FFY 2028
68016 CON BRIP Increased by 255,500 in FFY 2027
68016 CON CRP Increased by 101,000 in FFY 2027
68016 CON NHPP Increased by 25,000 in FFY 2028
68016 CON STP Increased by 600,000 in FFY 2028
68016 CON STP Increased by 562,900 in FFY 2027
115551 CON STP Decreased by -333,400 in FFY 2027
115551 CON STP Increased by 333,400 in FFY 2026
115584 CON BRIP Decreased by -200,000 in FFY 2028
115584 CON BRIP Decreased by -255,500 in FFY 2027
115584 CON BRIP Increased by 455,500 in FFY 2026
115584 CON NHPP Decreased by -25,000 in FFY 2028
115584 CON NHPP Increased by 25,000 in FFY 2026
115584 CON STP Decreased by -600,000 in FFY 2028
115584 CON STP Decreased by -229,500 in FFY 2027
115584 CON STP Increased by 829,500 in FFY 2026
120083 CON CRP Decreased by -101,000 in FFY 2027
120083 CON CRP Increased by 101,000 in FFY 2026

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	\$1,744,400
115551	Snyder	15	230	SR 11 to Union Co	CON	\$0
115584	Northumberland	405	109	Church St to Shikellamy Ave	CON	\$0
120083	Columbia	42	133	D3 SEDA-COG Bridge Lighting Upgrades to	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
147122	09/25/2026	Administrative Action	\$0

Narrative:

SEDACOG MPO. State funds (581)

Increase to meet the updated estimate

68016 CON 581 Decreased by -152,000 in FFY 2027
99238 PE 581 Increased by 152,000 in FFY 2027

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	\$-152,000
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99238	Northumberland	54	086	Natalie Mountain	PE	\$152,000

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

MPMS Number	Route/Road	Location	Project Name	Requested by/Sponsor	Description	Estimated Cost / Funding Request	MPO Approval Date	Funding Committed Date/Notes
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. Borough is currently addressing wetland mitigation and construction funding shortfall issues and has applied for TASA funds for safe wildlife crossings. Design has been placed on hold until the funding shortfall is addressed.
	Fort McClure Boulevard	Town of Bloomsburg, Columbia County	Ft. McClure Roadway Destination Project	Town of Bloomsburg	Construction of a 1,200 LF access road to serve the 227 acre Bloomsburg Fairgrounds to address significant traffic congestion and safety challenges that occur during major events. The project proposes realigning Ft. McClure Blvd. due to physical constraints that prevent the implementation of a temporary traffic signal at its existing location. The new alignment will provide three dedicated turn lanes onto US 11 and an adequate sight distance from each approach.	\$1,361,093	11/21/2025	Local Access Road application was submitted to DCED on 12/19/2025; PennDOT has agreed to administer it if ARC approves the project.

Agenda Item F

SEDA-COG MPO Staff Activity Report October 2026

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 8/19/26 and prepared for next meeting on 11/18/26. Held Steering Work Group meeting on 9/16/26. Implemented a trail counting program and developed a [StoryMap](#) for the 2024-2025 count cycle. The MPO Bicycle and Pedestrian Plan was adopted on 5/17/19 and is available on the SEDA-COG website [here](#). A work order has been executed with Michael Baker International to assist with developing the MPO's next Active Transportation Plan, which is anticipated to be finalized by 6/30/27. Stakeholder surveys, interviews, and listening sessions will occur in summer/fall 2026.

FY 2025-2027 UPWP

The FY 2025-27 UPWP was adopted at the 11/22/24 MPO meeting. It was formally submitted for PennDOT/FHWA approval on 2/12/25 and 3/31/25 (after slight edits for compliance with recent executive orders) and it can be found [here](#). FHWA and FTA approved the FY 25-27 UPWP on 4/24/25.

FY 2027-2029 UPWP

Staff participated in the work group for developing the FY 2027-29 UPWP guidance. The final guidance was released to MPOs/RPOs on 7/30/26. A revised draft of the FY 27-29 SEDA-COG UPWP is enclosed. Members will be requested to approve the next UPWP at the 11/20/26 MPO meeting.

FFY 2025-2028 TIP

MPO members adopted the 2025-2028 TIP on 6/14/24. The approved TIP is available on the SEDA-COG website [here](#). The State Transportation Commission approved the 2025-28 Statewide TIP on 8/14/24 – see more [here](#). FHWA/FTA issued joint approval and a federal planning finding for the 2025-2028 Statewide Transportation Improvement Program and all incorporated TIPs on 9/27/24. Staff addressed the STIP Planning Finding by preparing a Transportation Planning Agreement with PennDOT and area public transit agencies that was adopted on 3/28/25.

FFY 2027-2030 TIP Update

MPO members adopted the 2027-2030 TIP on 6/12/26. The approved TIP is available on the SEDA-COG website [here](#). The TIP submission documents were uploaded to PennDOT's SharePoint site for review and approval by PennDOT/FHWA. The State Transportation Commission approved the 2027-30 Statewide TIP on 8/5/26 – see more [here](#). FHWA/FTA issued joint approval and a federal planning finding for the 2027-2030 STIP and all incorporated TIPs on 9/28/26.

Annual Listing of
Obligated Projects

Per federal planning requirements, staff prepared an Annual Listing of Obligated Projects for FFY 2025 and issued a social media post about it on 12/16/25. The report can be found [here](#).

SEDA-COG MPO Staff Activity Report

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Complete Streets Planning	<i>A Complete Streets Policy was prepared and adopted by the MPO on 6/14/24. The Policy, Checklist form, Exception form, and other resources can be found on the dedicated Complete Streets page on the SEDA-COG website. In addition, Gannett Fleming created a template policy for municipalities, which can be found on the MPO's Complete Streets page and coordinated with area counties to compile a current Complete Streets priority projects listing (the list and accompanying webmap should be finalized shortly).</i>
Electric Vehicle (EV) Charging Stations Study and Implementation Plan	<i>Worked to implement the MPO's 2024 EV Charging Stations Study and Implementation Plan. The Plan findings were accepted at the 8/9/24 MPO meeting.</i>
SEDA-COG MPO Strategic Plan Update	<i>Worked to implement the MPO's 2025-2028 Strategic Plan. MPO members adopted the Plan on 6/14/24. We will regularly report on the Plan's action items and collaborate with MPO members to implement them.</i>
SEDA-COG MPO Coordinated Transit Plan Update	<i>The latest Plan (jointly covering the Williamsport MPO) was adopted at the SEDA-COG MPO meeting on 11/22/24 and the Williamsport MPO meeting on 12/9/24. The final plan can be found here and the companion StoryMap is here. An Implementation Tracker is being used to report on progress related to the Plan's strategies.</i>
Public Participation Panel	<i>The Panel will next meet in relation to the Draft Active Transportation Plan.</i>
2026-2050 Long Range Transportation Plan (LRTP)	<i>The 2026 LRTP was adopted by the SEDA-COG MPO on 6/12/26. The final document is available here and hard copies have been printed for MPO members. The interactive project site for the LRTP Update can be found here. The online dashboard for reporting on LRTP Performance Measures can be found here and was most recently updated in October 2025. Kristin McLaughlin presented about our new LRTP during a panel session at the statewide PennDOT Planning Partners meeting on 9/2/26.</i>
PennDOT Pathways Initiative	<i>Monitored updates related to the PennDOT Pathways Planning & Environmental Linkages Study. The PennDOT website on transportation funding options can be found here.</i>
PennDOT Plan for National Electric Vehicle Infrastructure (NEVI) Formula Program	<i>As part of the Bipartisan Infrastructure Law, PennDOT will receive and distribute \$171.5 million in formula funds for EV charging infrastructure. PennDOT was required to outline and submit a state EV infrastructure deployment plan to the U.S. Department of Transportation. PennDOT has also prepared an EV Mobility Plan that identifies specific actions to facilitate the transition to electrified mobility across Pennsylvania. PennDOT updated its annual NEVI Plan that was submitted on 8/27/25 and will support the allocation of FFY 2026 NEVI funds since it was approved on</i>

SEDA-COG MPO Staff Activity Report

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9/5/25. Staff have been coordinating with PennDOT on the NEVI Community Charging Program. Staff submitted a list of proposed use cases and specific locations to PennDOT on 7/22/25 for consideration of funding for establishment of Community Charging stations and worked with PennDOT to finalize priority locations of community charging stations in July 2026 for future contracting. PennDOT is moving forward with the community phase of the NEVI program, with approximately \$3 million targeted for investment in the SEDA-COG MPO region. Proposals for the Central Region (which includes all SEDA-COG MPO counties) can be submitted between 12/7/26 and 3/12/27, with awards anticipated for June 2027. PennDOT's Colton Brown will provide a presentation about this funding opportunity at the 10/9/26 MPO meeting. More details on the Community Charging program can be found [here](#).

PennDOT Carbon Reduction Strategy

The federal Carbon Reduction Program (CRP) requires that each state develop a Carbon Reduction Strategy (CRS). PennDOT's final CRS was certified by FHWA in February 2024 and can be found [here](#); it will guide implementing the CRP in Pennsylvania. The SEDA-COG MPO is estimated to receive \$6.4 million in CRP funds through FFY 2026. CRP funds may only be used for projects that support the reduction of transportation emissions. PennDOT has developed a [Carbon Reduction Eligibility Examples](#) resource to aid in defining project eligibility.

Planning Process – Project Development:

Infrastructure Investment and Jobs Act – also known as Bipartisan Infrastructure Law (BIL)

On Nov. 15, 2021, H.R. 3684, the [Infrastructure Investment and Jobs Act](#), which reauthorizes surface transportation programs through Fiscal Year 2026, was signed into law. The U.S. Department of Transportation has prepared a resource [website](#) on the law. Other federal resources include the [DOT Grant Navigator](#) and a [Discretionary Grant Prep Checklist](#). PennDOT has developed a [BIL funding grant alerts](#) website. The National League of Cities has developed a [Local Infrastructure Hub](#) to help cities and towns access federal funding opportunities. Congress is currently developing the next surface transportation authorization legislation; the U.S. House Transportation Committee has [approved](#) a proposed new 5-year bill (BUILD America 250 Act).

ARLE Program

PennDOT closed the 2026 round of Automated Red Light Enforcement (ARLE) Program funding to applications on 6/30/26. The grant awards will likely be announced in early 2027. More ARLE details can be found [here](#).

Green Light-Go Program

PennDOT announced the application period for 2026 Green Light-Go Program funding in November 2025; funding awards were [announced](#) on 8/4/26. More details on the Green Light-Go Program can be found [here](#).

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PennDOT Multimodal Fund Applications	<i>PennDOT closed the FY 26-27 round for Multimodal Transportation Fund applications on 2/13/26; funding awards were announced on 8/17/26, with two projects approved from the MPO region. PennDOT will accept applications for the next round of MTF grants from 9/14/26 to 10/30/26. More information can be found here.</i>	
CFA Multimodal Fund Applications	<i>Applications for the 2026 CFA Multimodal Transportation Fund round were accepted until 7/31/26. Approved projects will likely be announced in late 2026. More information can be found here.</i>	
Transportation Alternatives Set-Aside Applications	<i>PennDOT opened the 2025 Transportation Alternatives Set-Aside Program funding round on 7/2/25 and full applications were due on 10/31/25. Eight applications were submitted from the SEDA-COG MPO region. Project approvals were announced on 5/11/26, with 5 projects awarded funding from the region. More details can be found here.</i>	
CSV T	<i>The project's Northern Section was opened to traffic in July 2022. The Southern Section is expected to be opened to traffic in 2027. See more here.</i>	
Rapid Deployment Projects	<i>PennDOT issued a news release on 9/24/26 to announce the first round of funding that will disburse \$250 million to 79 Rapid Deployment Projects across the Commonwealth. Over the next 18 months, a total of \$775 million from the Motor License Fund will be invested to repair state-owned roads quickly. To learn more about the Rapid Deployment Projects, visit here.</i>	
Kick-off, Design Field View and/or Engineering & Environmental Scoping Field View Meetings	Attended meetings on the following projects: - Scoping Field View for seven bridge preservation activities in Columbia, Northumberland, and Snyder Counties (9/18) - E&E Scoping Field View for bridge preservation activities on SR 75 in Port Royal and Walker Township, Juniata County (9/22) - Environmental Scoping Field View for CSV T ITS Phase 2 (10/2) - E&E Scoping Field View for road resurfacing on SR 22 in Fermanagh Township, Juniata County (10/6)	Contact staff for meeting 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. PennDOT Connects has prepared a Tech Sheet on Transportation Project Development. Facilitated implementing PennDOT Connects planning studies.	
Project Support	Attended meetings, participated in calls, and provided continuing support on the following projects: - Electric Vehicle Charging Stations Proposals - SEDA-COG Trail Counting Initiative	Contact staff with questions or

SEDA-COG MPO Staff Activity Report October 2026

	- SR 45 Streetscape Improvements (East Buffalo Twp.) - Mifflin County Comprehensive Safety Action Plan - East Buffalo Township Comprehensive Safety Action Plan - Buffalo Valley Rail Trail Crossing of US 15 - RiverWoods Trail & Wolfe Field Master Plan - US 15 Corridor Study (from SR 44 to SR 54) - SR 45/405 Intersection Improvements - SR 45 Flooding Mitigation in Hartleton Borough - Ridge Road Restoration Project - Local Access Road Project Proposals (Juniata/Columbia counties)	for further information
Planning Process – Collaboration:		
CSV T Special Impacts Study and US 15 Corridor Improvements Study	The CSV T study report is available here and it was accepted by the MPO at its 11/19/21 meeting. A supplemental US Route 15 Corridor Study was done using PennDOT Connects funds. The SEDA-COG MPO accepted the US 15 Study findings on 8/9/24; the study was approved by the Williamsport MPO on 9/9/24. An additional US 15 Study is underway now for the section between SR 44 and SR 54.	
Other Meetings	Represented SEDA-COG MPO in continuing meetings with several organizations, including: - Greater Susquehanna Valley Chamber of Commerce Transportation Committee (8/14, 9/11, 10/9) - rabbittransit Transportation Advisory Group (8/19) - PennDOT Bi-Monthly Planning Partners Call (8/19) - SEDA-COG Board of Directors (8/26) - Union County Commissioners Work Session (9/1) - Annual PennDOT Planning Partners Meeting (9/1 to 9/3) - Williamsport MPO Coordinating Committee (9/8) - Stop Hopper Planning Group (9/14)	
Central Region Regional Operations Plan (ROP) Update	The Central Region ROP Update was finalized in 2025 and was approved by the MPO at its meeting on 7/18/25. The Plan can be found here.	
SEDA-COG Joint Rail Authority (JRA)	Collaborated on rail infrastructure planning process.	
SEDA-COG Natural Gas Cooperative	On 7/13/26, the SEDA-COG Natural Gas Cooperative Board approved a Resolution for Dissolution and Plan of Liquidation for the organization. Operations should be concluded soon.	
AMPO Membership	Leveraged membership in the Association of Metropolitan Planning Organizations (AMPO) by participating in several professional development webinars and monitoring AMPO news items. We will share periodic AMPO updates with members. AMPO has a federal surface transportation reauthorization hub	

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page [here](#). Don Kiel is serving as a leadership team member for AMPO's GIS & Data Interest Group for 2026.

Tools, Data Collection and Analysis:

Highway Performance
Monitoring System
(HPMS) Samples

Coordinated with PennDOT on training and HPMS Mobile Application use for sample sections. Staff participated in the Annual HPMS Workshop on 7/21/26 and began work on 2026 reviews for 179 roadway samples. The 2026 reviews will need to be completed by early December.

Trail Demand StoryMap
Report

Staff previously prepared StoryMaps for the [first](#) and [second](#) rounds of our Bicycle & Pedestrian Counts Program to present data collected using six TRAFx units. We recently finalized an updated StoryMap for the [third](#) round of trails counted in Columbia/Montour counties using the TRAFx and newer Eco-Counter units. We coordinated with trail owners in Mifflin, Juniata, Snyder & Union counties and placed the counters for the fourth round. We've provided Bloomsburg with regular reports from the Eco-Counter units on the Bloomsburg Area Recreational Trail.

GIS Intern

Our new GIS intern started on 7/13/26 for part-time services supporting our transportation planning work and has been working to update or develop the online Trail Demand StoryMap, Regional Directory, LTAP Dashboard, and Crash Data Dashboard.

Road Safety Reviews

The next Road Safety Reviews for District 3-0 and 2-0 counties will be held in Fall 2026. Members should feel free to regularly forward safety concerns for a running list of candidate locations and possible applications for HSIP funding.

PennDOT One Map

PennDOT One Map serves as the GIS visualization portal for planned and completed transportation projects. PennDOT One Map data can be exported and queried. See more [here](#).

SEDA-COG MPO
Newsletter

Issued [summer edition](#) of electronic MPO newsletter (called "Pathways") using Constant Contact on 6/22/26 and that was opened by 39% of recipients. The next issue should go out in October 2026.

Social Point

Utilized this public engagement software service for multiple planning processes. [Social Point](#) was purchased in 2024 for its relevance to the LRTP Update and broader uses. We will provide further updates and example applications of the tool.

LTAP:

LTAP Classes and Other
Municipal Training

Coordinated with PennDOT/PSATS/municipalities about classes. New classes for Fall are currently being conducted. An Active

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	<i>Transportation Class was held at East Buffalo Township on September 2nd and attended by several members of the MSATC. SEDA-COG MPO staff also attended the PennDOT Planning Partners Annual Conference in State College from Sep. 1-4, which included discussions and updates from PennDOT staff about the LTAP program. The future in-person and virtual LTAP class schedule can be found here, and MPO members are invited to share this information with others. Please contact Don Kiel for more information or to register personnel for the 2027 offerings.</i>
LTAP Fall e-newsletter	<i>The Fall 2026 LTAP e-newsletter was issued on 9/10/26 and was opened by 37% of recipients. The next issue should go out in February or March of 2027.</i>
Annual LTAP Planning Partners Meeting	<i>Staff participated in this meeting on 9/24/26 and reported on regional LTAP successes.</i>
Interactive Online Dashboard	<i>Staff developed an interactive online dashboard for LTAP training and technical assistance performance data for area municipalities. It will be updated twice per year and can be found here. Currently, data for FY 2025-2026 are being added.</i>
FY 25-26 Annual Report	<i>The latest annual report covering SEDA-COG's LTAP activities can be found here.</i>
LTAP Virtual Drop-in Sessions and Webinars	<i>Staff also have helped to promote the next round of LTAP virtual drop-in sessions and webinars. More details can be found here under "Bulletin Board."</i>

Transportation Alternatives Set-Aside Projects Status Update
2018 Funding Round

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

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No. 10/8/26 est.	No. 10/8/26 est.	No. 12/03/26 est.	No. 3/3/27 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 2027. Due to a revision to the flood mapping in the project area, a portion of the project as originally designed is in the newly delineated floodway, resulting in a change to the proposed trail alignment. The project has been rescoped to account for this change.

Transportation Alternatives Set-Aside Projects Status Update
2021 Funding Round

MPMS 118341 – Market Street Streetscape – City of Sunbury

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No. 02/11/27 est.	No. 02/11/27 est.	No. 4/8/27 est.	No. 4/29/27 est.	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. Completion of construction is estimated for fall 2027.

Transportation Alternatives Set-Aside Projects Status Update
2023 Funding Round

MPMS 121502 – Multimodal Safety Enhancements for Enhancements for Pedestrians and Bikes on Market Street – Borough of Lewisburg

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No.	No.	No. 2/25/27 est.	No. 4/22/27 est.	No.

Project involves pedestrian and bike safety enhancements along Market Street, including bump-outs, curb extensions between the Buffalo Valley Rail Trail green stormwater infrastructure. Project was approved for TA funding by PennDOT in April 2024.

MPMS 121501 – Front Street Trail Race Street to Packer Street – City of Sunbury

Funds Obligated?	Project Advertised?	Project Let?	Notice to Proceed?	CON begun?
No.	No.	No. 1/1/28 est.	No.	No.

Project involves installing new sidewalks from Race Street to Packer Street as well as new curbing and crosswalks from Race Street to Packer Street. New pedestrian lighting and trees from Race Street to Reagan Street are also included. Project was approved for TA funding by PennDOT in April 2024.

Recent 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	Permit Use	Permit Sub Use	District	Eng Firm	Created By	Created
Appalachian Land & Conservation Services Co., LLC	419552	Clinton	4001	210 - 210	Denied	9/8/2026	9/10/2026		HOP		Driveway	Minimum Use (<50 ADT)		Recreational	Campground /Recreational Vehicle	2		Josh First	9/1/2026
North Berwick Hunting and Fishing Club	416256	Columbia	1025	120 - 120	Permit Issued	9/14/2026	9/17/2026	9/17/2026	HOP	3042340	Driveway	Minimum Use (<50 ADT)	9/17/2027	Industrial/Agricultural	Other Inudtrial/Agricultural	3	Krupa, Charlotte	Nicole M Billard	7/27/2026
MSP Berwick, LLC	406424	Columbia	11	390 - 390	Under Review	9/22/2026			HOP		Driveway	Medium Volume (1,501 to 3,000 ADT)		Mixed Use	Mixed Use Facility	3	UVIC Civil, LLC	Hunter Zimmerman	4/8/2026
2027 Schoolhouse Bloomsburg LLC	418544	Columbia	42	540 - 540	Under Technical Review	8/26/2026			HOP		Driveway	High Volume (3,000 ADT +)		Mixed Use	Mixed Use Facility	3	Dynamic Traffic, LLC	Dynamic Traffic	8/21/2026
PennCore Consulting LLC	418292	Columbia	11	370 - 370	Returned For Revisions	9/2/2026	9/22/2026		HOP		Driveway	Low Volume (51 to 1,500 ADT)		Services	Banking	3		Brian P Schultz	8/19/2026
KNP Real Estate LLC	408413	Columbia	11	110 - 110	Draft				HOP		Driveway	Low Volume (51 to 1,500 ADT)				3	PennCore Consulting LLC	Brian P Schultz	4/27/2026
Rebecca Suzanne Peterson	419829	Columbia		-	Draft				HOP		Driveway	Minimum Use (<50 ADT)				3		Rebecca Peterson	9/3/2026
United States Postal Service (USPS)	405966	Juniata	333	144 - 144	Draft				HOP		Driveway	Minimum Use (<50 ADT)				2		Srikanth Varri	4/2/2026
United States Postal Service (USPS)	405984	Juniata		-	Draft				HOP		Driveway	Low Volume (51 to 1,500 ADT)				2		Srikanth Varri	4/2/2026
United States Postal Service (USPS)	405985	Juniata		-	Draft				HOP		Driveway	Low Volume (51 to 1,500 ADT)				2		Srikanth Varri	4/2/2026
Henry Zook	413876	Montour	1008	20-20	Permit Issued	8/27/2026	9/9/2026	9/9/2026	HOP	03042329	Driveway	Minimum Use (<50 ADT)	9/9/2027	Industrial/Agricultural	Farming	3	Waypoint Designs, LLC	Joel Reiff	6/26/2026
Tom Kapinus	416252	Mifflin			Draft				HOP		Driveway	Local Road				2	Tom Kapinus		7/27/2026
Mifflin County Solid Waste Authority	417971	Mifflin	522	110 - 110	Draft				HOP		Driveway	Low Volume (51 to 1,500 ADT)				2	Trans Associates Engineering Consultants, Inc.	Nicholas J Schaefer P.E.	8/14/2026
Jason L. Zimmerman and Malinda M. Zimmerman	416220	Montour	1007	20 - 20	Permit Issued	8/26/2026	9/3/2026	9/3/2026	HOP	3042312	Driveway	Minimum Use (<50 ADT)	9/3/2027	Industrial/Agricultural	Other Inudtrial/Agricultural	3	Krupa, Charlotte	Nicole M Billard	7/27/2026
PPL Generation, LLC	421050	Montour	1007	20 - 20	Draft				HOP		Driveway	Minimum Use (<50 ADT)				3	Woodland Design Associates Inc	Nicole M Billard	9/18/2026
H&G Realty Development LLC	400025	Northumberland	11	80 - 80	Under Review	9/14/2026			HOP		Driveway	Medium Volume (1,501 to 3,000 ADT)		Retail	Convenience Market including gas pumps	3	Estep, Kenneth	TRG HOP	2/9/2026
Route 901 Development LLC	407312	Northumberland	901	22 - 22	Under Review	9/18/2026			HOP		Driveway	Local Road		Industrial/Agricultural	Other Inudtrial/Agricultural	3	Christopher Brumbaugh-Cayford (BAI Group LLC)	Christopher Brumbaugh-Cayford	4/15/2026
Blue Creek Investment, LLC	313280	Northumberland	901	112-112	Draft				HOP		Driveway	High Volume (3,000 ADT +)		Industrial/Agricultural	Manufacturing	3	Zakary Ruppert	Zakary Ruppert	6/22/2023
PennCore Culsting LLC [Little Sportsman Shop]	405936	Northumberland	405	56 - 56	Draft				HOP		Driveway	Low Volume (51 to 1,500 ADT)		Retail	Retail (Building area less than 100,000 SF)	3	PennCore Consulting LLC	Brian P Schultz	4/2/2026
Broadway Road Solar 1, LLC	418423	Northumberland		-	Draft				HOP		Driveway	Minimum Use (<50 ADT)				3	ARM Group LLC	Gabriel Hiestand	8/20/2026
Grace Reformed Church of Troxelville, Inc.	421471	Snyder	4018	10 - 10	Permit Issued	9/23/2026	9/24/2026	9/24/2026	HOP	3042377	Driveway	Minimum Use (<50 ADT)	9/24/2027	Institutional	Church, Synagogue, Mosque and Other	3		Brady Gehr	9/23/2026
Esra O Zimmerman	417312	Snyder	1009	110 - 110	Permit Issued	8/17/2026	8/21/2026	8/21/2026	HOP	3042258	Driveway	Minimum Use (<50 ADT)	8/21/2027	Industrial/Agricultural	Farming	3		Jeffrey L Noble	8/6/2026
Dynamic WW Land Holdings LLC	413656	Snyder	35	210-210	Permit Issued	7/10/2026	8/19/2026	8/19/2026	HOP	03042146	Driveway	Minimum Use (<50 ADT)	8/19/2027	Industrial/Agricultural	Utility	3	Aiden O'Brien	Rory Farester Hohl	6/24/2026
Dynamic WW Land Holdings LLC	413032	Snyder	35	210-210	Permit Issued	7/31/2026	8/7/2026	8/7/2026	HOP	03042218	Driveway	Minimum Use (<50 ADT)	8/7/2027	Industrial/Agricultural	Utility	3	ARM Group LLC	Rory Farester Hohl	6/17/2026
Penn Hemlock Solar LLC.	395205	Snyder	3016	10 - 10	Draft				HOP		Driveway	Minimum Use (<50 ADT)		Industrial/Agricultural	Utility	3	ARM Group LLC	Spencer Ericke	12/10/2025
Noll Family Farms	413977	Union			Permit Issued	8/6/2026	8/25/2026	8/25/2026	HOP	03042273	Driveway	Minimum Use (<50 ADT)	8/25/2027	Services	Other Personal Service Facility	3	Waypoint Designs, LLC	Joel Reiff	6/29/2026
Elmer Zimmerman	401737	Union	3003	50 - 50	Draft				HOP		Driveway	Minimum Use (<50 ADT)				3	PennCore Consulting	Brian P. Schultz	2/25/2026

As of 9/29/2026

Recently Accessed Traffic Impact Study Scoping Applications									
Development Name	Applicant	Application Number	County	Municipality	SR	Driveway Classification	District	Status	Created
Dunin Avis	Route 150 Real Estate Development LLC	S0220260023	Clinton	Pine Creek	150	Low Volume	2	Completed	6/5/2026
Steve Shannon LD	Steve Shannon	S0220260035	Clinton	Lock Haven	120	Low Volume	2	Draft	10/1/2026
Wendy's Restaurant - 5461 Nittany Valley Drive	Red Hubs RE LLC	S0220250023	Clinton	Porter Township	64	Low Volume	2	Draft	11/26/2025
Community Strategies Group - Weis Site	Community Strategies Group	S0320260032	Columbia	Briar Creek	11	Low Volume	3	Completed	9/8/2026
Service 1st Federal Credit Union	Service 1st Federal Credit Union	S0320260028	Columbia	Briar Creek	11	Low Volume	3	Completed	8/4/2026
Proposed Commercial Development	The Ferber Company	S0320250043	Columbia	Hemlock Township	42	High Volume	3	Completed	12/9/2025
Bloomsburg 7 Brew	Brew Team Group, LLC	S0320260034	Columbia	Bloomsburg		Medium Volume	3	Under Review	9/28/2026
columbia		S0320260007	Columbia	Benton			3	Draft	3/31/2026
Stevens Hill Refeed	PPL Electric Utilities Corporation	S0320250027	Columbia	Sugarloaf			3	Draft	7/28/2025
Dillon Floral Development	Dillon Floral Corporation	S0320250040	Columbia	Town of Bloomsburg	11	Low/High Volume	3	Draft	11/18/2025
Lost Creek Country Market	Lowell Shirk	S0220260026	Juniata	Fayette Township	11003	Medium/High Volume	2	Returned to Applicant	7/1/2026
Richfield JVB ADA Front Entrance Upgrade	Andrew Socie	S0220260004	Juniata	Monroe			2	Draft	2/24/2026
JBox & Lumber	Christy Peachy	S0220260001	Mifflin	Brown Township	4003	Low Volume	2	Returned to Applicant	1/15/2026
Mifflin County Solid Waste Authority	Mifflin County Solid Waste Authority	S0220260018	Mifflin	Derry	522	Low Volume	2	Returned to Applicant	5/18/2026
Chad Vonada	Chad Vonada	S0220260031	Mifflin	Lewistown		Low Volume	2	Under Review	9/28/2026
Mifflin County Solid Waste Authority - Transfer Station Tonnage Increase	Mifflin County Solid Waste Authority	S0220260010	Mifflin	Derry	522	Medium Volume	2	Draft	4/21/2026
Subdivision Plan for Aaron K. & Rebecca A. Peachey	The EADS Group, Inc.	S0220260032	Mifflin	Menno			2	Draft	9/29/2026
Whitenight Land Development - 2026	Whitenight Fireworks, LLC	S0320260013	Northumberland	Rush Township	54	Low Volume	3	Returned to Applicant	4/29/2026
Project Phoenix (Mt Carmel Data Center)	Digital Land Partners LLC	S0320260024	Northumberland	Mount Carmel		Low/Medium Volume	3	Draft	6/19/2026
Northway Industries Inc	Northway Industries Inc	S0320250022	Snyder	Franklin			3	Draft	6/17/2025
New Columbia Development	New Columbia Realty	S0320260022	Union	White Deer Township	1008	Medium Volume	3	Returned to Applicant	6/15/2026
Great Stream Commons	Gregg Township, Union County	S0320240032	Union	Gregg	15	High Volume	3	Draft	8/19/2024

As of 9/29/2026

Agenda Item H



**SEDA-COG
Metropolitan Planning
Organization (MPO)**

Unified Planning Work Program

**Fiscal Years 2027-2029
July 1, 2027 – June 30, 2029**

DRAFT
September 29, 2026

PUBLIC NOTICE

Rights under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act, the Americans with Disabilities Act of 1990, and Other Nondiscrimination Laws and Regulations

SEDA-COG Metropolitan Planning Organization (MPO)

As a recipient of federal funds, the SEDA-COG MPO operates its transportation planning programs and services in accordance with Title VI of the Civil Rights Act of 1964 ("Title VI"), which prohibits discrimination on the basis of race, color, and national origin (including limited English proficiency); Section 504 of the Rehabilitation Act ("Section 504"); the Americans with Disabilities Act of 1990 ("ADA"); and other federal and state laws and regulations which prohibit discrimination or disproportionate impacts based on age, sex, disability, minority or low-income status. Any person who believes that they have been aggrieved by any unlawful discriminatory practice by the SEDA-COG MPO under Title VI, Section 504, ADA, or other nondiscrimination laws and regulations may file a complaint with the SEDA-COG MPO consistent with the MPO's complaint procedures. Complainants can complete the Discrimination Complaint Form on the SEDA-COG website, www.seda-cog.org, or they can file a complaint directly with a federal or state agency.

For more information on the SEDA-COG MPO's Title VI program or the procedures to file a complaint pursuant to the nondiscrimination authorities covering the administration of its programs, please contact: Kristin McLaughlin, Title VI Compliance Officer, at 570-524-4491, TTY: 711, kmclaughlin@seda-cog.org, 201 Furnace Road, Lewisburg, PA 17837.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the SEDA-COG MPO, should contact Kristin McLaughlin, ADA Coordinator, at 570-524-4491, TTY: 711, or kmclaughlin@seda-cog.org, as soon as possible but no later than 48 hours before the scheduled event.

Complaints that a program, service, or activity of the SEDA-COG MPO is not accessible to persons with disabilities should be directed to: Kristin McLaughlin, ADA Coordinator, at 570-524-4491, TTY: 711, kmclaughlin@seda-cog.org, 201 Furnace Road, Lewisburg, PA 17837.

Language Taglines

English

ATTENTION: If you speak another language, language assistance is available to you FREE OF CHARGE.
Call 570-524-4491 (TTY: 711)

Español

Atención: Si habla español, tiene a su disposición servicios gratuitos de asistencia lingüística. Llame al
570-524-4491 (TTY: 711)

中文

注意：如果您講廣東話或普通話，您可以免費獲得語言援助服務。請致電 570-524-4491（TTY：711）

Tiếng Việt

CHÚ Ý: Nếu bạn nói Tiếng Việt, có các dịch vụ hỗ trợ ngôn ngữ miễn phí dành cho bạn. Gọi số 570-524-4491 (TTY: 711)

한국어

주의: 한국어를 사용하시는 경우, 언어 지원 서비스를 무료로 이용하실 수 있습니다. 570-524-4491 (TTY: 711) 번으로 전화해 주십시오.

Deutsche

ACHTUNG: Wenn Sie Deutsch sprechen, erhalten Sie kostenlose sprachliche Unterstützungsdienste.
Telefonnummer 570-524-4491 (TTY: 711).

SEDA-COG MPO FY 2027-2029 UPWP BACKGROUND

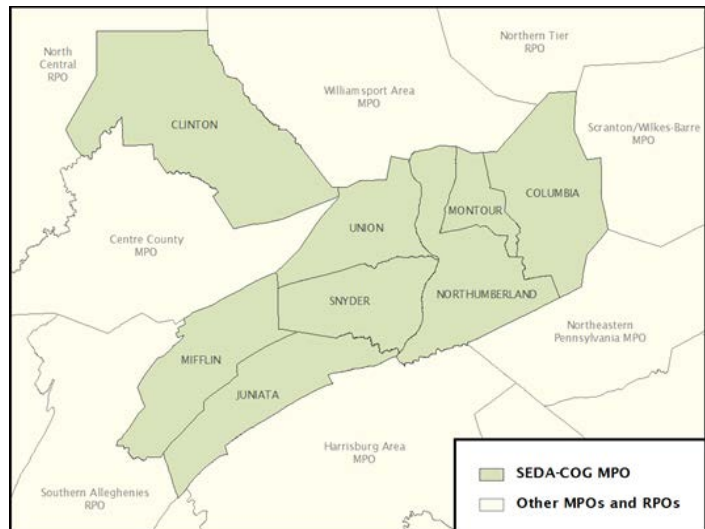
PURPOSE

This Unified Planning Work Program (UPWP) lists the transportation planning activities to be completed by the SEDA-COG Metropolitan Planning Organization (MPO) between July 1, 2027 and June 30, 2029. This document is a required element of federal metropolitan transportation planning regulations. The UPWP equates to a statement of work identifying the planning priorities and activities to be carried out within the SEDA-COG MPO area. The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. In Pennsylvania, UPWPs are developed as 2-year programs. This UPWP effectively addresses the key regional transportation and land use issues facing the region. The program, however, is dynamic and may be modified to respond to any emerging priority issues or special needs vital to the orderly growth and development of the SEDA-COG MPO region.

INTRODUCTION

Federal law and regulations require that in all urbanized areas with a population of over 50,000 persons, local and state officials work together to maintain a continuous, cooperative, and comprehensive performance-based multi-modal transportation planning process. This federal mandate is carried out by a formal group called a Metropolitan Planning Organization (MPO), as per 23 CFR § 450.310.

The SEDA-COG MPO was designated by the Commonwealth of Pennsylvania in 2013. The SEDA-COG MPO is the official transportation planning organization for eight (8) central Pennsylvania counties: Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union. These 8 counties were formerly organized for transportation planning purposes as a Rural Planning Organization (RPO) designated by the Pennsylvania Department of Transportation, with essentially the same status and responsibilities as an MPO.



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

COMMITTEE STRUCTURE

The decision-making body of the SEDA-COG MPO is the Coordinating Committee, which is responsible for the transportation planning activities mandated in federal laws and regulations. The Coordinating

Committee meets six (6) times per year and has 17 voting members representing the following:

Voting members

Clinton County	Multi-modal Interests
Columbia County	Town of Bloomsburg
Juniata County	Borough of Berwick
Mifflin County	SEDA-COG Board of Directors
Montour County	SEDA-COG Transportation Program
Northumberland County	PennDOT District 2-0 Office (Clearfield)
Snyder County	PennDOT District 3-0 Office (Montoursville)
Union County	PennDOT Central Office (Harrisburg)
Transit Interests	

Non-voting members

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

A Technical Committee provides comments and recommendations to the Coordinating Committee in an advisory role. The Technical Committee is comprised of members from the same organizations represented on the Coordinating Committee and meets only on an as-needed basis. Additional MPO committees include an Active Transportation Committee, a Public Participation Panel, and a Transportation Alternatives Project Review Committee. MPO staff have also supported a Central PA Transportation Coalition and a Fixed Route Transit Advisory Group that focused on transit issues.

RESPONSIBILITIES

The federal Infrastructure Investment and Jobs Act (Public Law No. 117-58), also known as the Bipartisan Infrastructure Law (BIL), is the current transportation authorizing legislation. The BIL continues almost all of the requirements that applied to the Metropolitan Planning Program under the prior FAST Act. Federal metropolitan planning regulations promulgated from the Act specify the roles and responsibilities of MPOs, including development of a Long-Range Transportation Plan (LRTP), a short-range Transportation Improvement Program (TIP), and public involvement efforts. The Act identifies 10 planning factors (see below) that must be considered in the metropolitan planning process. Planning activities identified in this UPWP and other MPO documents strive to incorporate these planning factors to create a safe, efficient, and modern regional transportation system. The table on page 5 lists which Planning Factors are addressed by the UPWP main task categories – Task 1: Plans and Programs; Task 2: Data, Tools and Analysis; Task 3: Administration; and Task S1: Local Technical Assistance Program (LTAP).

Federal Planning Factors

1. Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.

4. Increase the accessibility and mobility options available for people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient transportation system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

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

The SEDA-COG MPO will monitor discussions and implement (when appropriate) final acts or rulemaking related to reauthorization of federal transportation legislation, in cooperation with and with guidance

provided by FHWA/FTA and PennDOT. The MPO will also monitor new transportation priorities and emphasis areas for the Presidential administration and U.S. Department of Transportation leadership.

Pennsylvania Planning Finding

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) complete a joint review of Pennsylvania's Statewide Transportation Improvement Program (STIP) that is updated every two years. In September 2026, the FHWA and FTA approved the Pennsylvania FFY 2027-2030 STIP, which included the individual TIP for the SEDA-COG MPO. Based on their joint review, the FHWA and FTA also issued a STIP Federal Planning Finding, which is designed to ensure that the STIP and TIPs are developed according to statewide and metropolitan transportation planning processes and consistent with required statutory and regulatory planning provisions. The STIP Planning Finding highlights what works well and identifies opportunities for improvement to the statewide or metropolitan transportation planning processes.

There are three STIP Planning Finding categories: Corrective Actions, Recommendations, and Commendations. The FFY 2027-2030 STIP Planning Finding identified four Recommendations for continued improvement, which are summarized below:

1. PennDOT should build on efforts to improve safety planning, programming, and project delivery by implementing the annual April redistribution of Highway Safety Improvement Program (HSIP) funds that remain unprogrammed in regional line items to place the funding on projects that can be obligated by the end of the current FFY; researching the current challenges to HSIP project delivery to identify the root causes and provide a briefing to FHWA and FTA; and finalizing efforts to publish simplified, user-friendly documents and visualization guides that explain how to successfully identify, select, and program all types of safety projects.
2. PennDOT should improve consistency between the Transportation Asset Management Plan (TAMP), the STIP/Twelve-Year Program (TYP), and regional MPO/RPO LRTPs and more successfully integrate asset management systems (AMS) into project selection by designating an Executive Champion to advocate for the long-term performance benefits of selecting projects based on lowest life-cycle costs using the AMS; expanding AMS training and outreach to help accelerate District-level AMS adoption ahead of the 2029 STIP cycle; exploring the use of planning-level data sets to evaluate TAMP implementation; and establishing long range life-cycle planning at the network level and carefully evaluating condition data and expected infrastructure condition outcomes as part of the pending 2027 TAMP update.
3. PennDOT should further promote its Long-Range Transportation Plan (LRTP) guidance (Pub. 575) and increase MPO/RPO awareness and use of this resource by holding webinars and sharing effective practices to highlight benefits.
4. PennDOT, the Planning Partners, and Transit providers should identify ways to strengthen multimodal planning, communication, and collaboration, including through periodic updates to their Transportation Planning Agreements and updates to planning guidance for TIP development.

Local Planning Priorities

The SEDA-COG MPO adopted its current Strategic Plan in June 2024. The Strategic Plan is intended to guide the MPO's UPWP and Long-Range Transportation Plan (LRTP). Staff maintain an implementation progress tracker for the actions referenced in the Strategic Plan and work to optimally integrate the

actions into the most current UPWP and LRTP versions. Objectives and actions included in the 2024 Strategic Plan focus on the following five priority areas:

- System Condition and Modernization
- Public and Stakeholder Engagement
- Intergovernmental Coordination
- Funding, Resources, and Capacity
- Data and Information

Supporting Partners' Planning Activities

SEDA-COG MPO staff engage frequently with studies and plans being conducted within the 8-county MPO region by area planning partners, including PennDOT Districts, county planning departments, municipalities, transit operators, economic development agencies, recreation groups, etc. SEDA-COG MPO staff also coordinate regularly with adjacent MPOs/RPOs to plan for and address cross-cutting transportation issues. Listed below are primary studies/plans that MPO staff will monitor or participate in during FY 2027-29:

- Slide Studies for SR 120 in Clinton County and SR 1002 in Mifflin County
- Implementation of the Hogan Boulevard Drainage Improvements Study in Clinton County
- PennDOT District 3-0 Wetland Bank Studies
- Implementation of the Central Susquehanna Valley Thruway Special Impact Study and subsequent US Route 15 Corridor Studies
- US 522, US 15, and SR 45 Roundabout Studies
- US 322 and US 15 Park and Ride Studies
- Studies related to I-99 designation and development
- Studies related to Local Bridge Bundles
- Studies related to Road Diets and other proven safety countermeasures
- Studies related to cultural and historic resources
- County Comprehensive Plan, Greenway Plan, and Hazard Mitigation Plan updates
- Studies and NEPA processes related to the State College Area Connector

Long-Range Transportation Plan

A main responsibility of the SEDA-COG MPO is to prepare a Long-Range Transportation Plan (LRTP) that covers a minimum twenty-year horizon. The SEDA-COG MPO's Long-Range Transportation Plan (2026-2050) was adopted in June 2026. The LRTP presents a regional overview, strategic directions, trend evaluations, condition assessments, performance measures, and an implementation plan for ongoing management and improvement of the transportation system serving the eight-county MPO region. The Plan's goals mirror the ten federal planning factors.

Transportation Improvement Program

A second primary responsibility of the SEDA-COG MPO is to approve funding for highway, bridge, transit, and other transportation projects, through the adoption of a short-range Transportation Improvement Program (TIP). The TIP includes federal funds and state capital funds for specific projects over a four-year period, within specified limits of financial constraint. To be on the TIP, projects must also be

consistent with the adopted LRTP. The SEDA-COG MPO works closely with member counties and PennDOT to develop and adopt the TIP, which is updated every two years. Ahead of each new TIP, MPO staff hold meetings with member counties, county bridge engineers, and PennDOT to review local bridge, safety, bike/ped, and other projects to prioritize for funding. The SEDA-COG MPO is currently operating under the 2027-2030 TIP, with a new 2029-2032 TIP scheduled to be adopted in June 2028 and become effective on October 1, 2028. The list of projects on the TIP is identical to the First Four Year segment of the Commonwealth of Pennsylvania's Twelve Year Program (TYP), which is developed at the same time as the TIP and adopted by the State Transportation Commission.

Coordinated Public Transit–Human Services Transportation Plan

Federal transit law requires that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit–human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, seniors, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. In November 2024, the SEDA-COG MPO adopted an update to its Coordinated Public Transit–Human Services Transportation Plan, done as a joint plan with the Williamsport MPO.

Active Transportation Plan

The Active Transportation Plan (ATP) examines active transportation needs and identifies projects and strategies for addressing the established needs. Its vision is to support a safer, more connected regional transportation system that improves mobility and accessibility for people of all ages and abilities. The ATP serves as a blueprint to guide active transportation investments and policies in the region. The ATP is currently being updated, with completion planned for 2027.

Public Participation Plan

The Public Participation Plan (PPP) ensures that the SEDA-COG MPO's public involvement activities comply with applicable Federal and State transportation planning regulations. The PPP includes regional overview information and a framework of goals, objectives, and strategies for accomplishing an effective and compliant public participation process. The PPP includes procedures for implementing public involvement as well as indicators for evaluating the performance of the plan and suggesting future improvements. The PPP is reviewed and updated on a periodic basis, with the last significant update occurring in 2022. The PPP specifies that draft plans and programs such as the LRTP and TIP must be made available for public review during a 30-day comment period, while the PPP itself must be made available for a 45-day comment period. The MPO is also required to hold at least one (1) public meeting for each major plan during the respective public comment periods.

Title VI

The SEDA-COG MPO is required to maintain and update a program of activities to address Title VI regulations, to ensure that no one is excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, or national origin. A demographic analysis will be performed

to further understand the community's transportation needs and potential impacts of projects on the LRTP, TYP, and TIP. Existing techniques will be refined on an ongoing basis to improve analyses and communication between citizens, agencies, and the MPO. The Title VI Program and component Limited English Proficiency (LEP) Plan, last updated in 2022, work to prevent discrimination in the MPO's programs and activities and facilitate meaningful access to the information and services provided by the SEDA-COG MPO.

Plan/Activity Milestones

The table below reflects the milestone dates (as of **November 2026**) for major planning documents/requirements/core activities that are addressed by the SEDA-COG MPO:

Plan/Activity	Current Adopted or Completed Date	Next Adoption or Completion Due	Commence Update Work
Unified Planning Work Program (UPWP)	11/20/2026	1/31/2029	5/1/2028
Long-Range Transportation Plan (LRTP)	6/12/2026	6/12/2031	1/1/2029
Transportation Improvement Program (TIP)	6/12/2026	6/30/2028	2/1/2027
Public Participation Plan (PPP)	6/10/2022	6/10/2027	6/1/2026
Coordinated Public Transit Plan	11/22/2024	As needed	9/1/2028
Community Demographics Analysis for TIP Projects	4/10/2024	4/10/2028	10/1/2027
Title VI Program	6/10/2022	6/10/2027	6/1/2026
Limited English Proficiency Plan	6/10/2022	6/10/2027	6/1/2026
Active Transportation Plan (ATP)	5/17/2019	As needed	3/1/2026
LRTP Performance Measures Dashboard	10/23/2025	10/23/2026	7/1/2026
Local Technical Assistance Program (LTAP) Annual Report	7/31/2026	8/31/2027	7/1/2027
MPO Strategic Plan	6/14/2024	As needed	9/1/2028
Regional Operations Plan	7/18/2025	7/18/2030	5/1/2029
Local Bridge Prioritization Scoring	9/19/2025	10/31/2027	2/1/2027
Annual List of Federally Obligated Projects	12/5/2025	12/29/2026	10/15/2026
MPO Planning Process Review by FHWA/FTA/PennDOT	9/20/2019	As needed	PennDOT-led
Roadway Safety Reviews	4/30/2025	4/30/2027	9/1/2026
Functional Classification Revisions	12/4/2026	12/31/2038	3/1/2035

STAFFING AND WORK PROGRAM DEVELOPMENT

Staffing and administration for the SEDA-COG MPO is provided by SEDA-Council of Governments, in cooperation with PennDOT District 2-0, PennDOT District 3-0, and PennDOT Central Office. These

organizations work together to prepare transportation plans and programs, propose project priorities, and complete technical studies to be used by the MPO Coordinating Committee to make policy decisions and fulfill its core planning responsibilities. The major activities required of the MPO, and the primary work tasks completed by the SEDA-COG staff, are detailed in the UPWP.

PennDOT develops statewide long-range plans, freight movement plans, twelve year programs, and other plans that influence the regional planning process. PennDOT also has the lead responsibility for developing statewide asset management systems and processes used for regional decision-making. PennDOT serves as the primary intermediary between SEDA-COG MPO and the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in the administration of funds, policies, and regulations. The federal transportation agencies provide overall guidance in the administration of statewide and metropolitan planning programs.

The UPWP is prepared by SEDA-COG staff, in cooperation with PennDOT and FHWA/FTA, and reviewed and adopted by the MPO Coordinating Committee. SEDA-COG staff began composing the FY 2027-2029 UPWP in March 2026; however, the UPWP is influenced by an array of collaborative meetings that staff attend throughout the year. A draft version of the FY 2027-29 UPWP was presented to the SEDA-COG MPO at its meeting on August 7, 2026. A coordination meeting with PennDOT staff was held on August 18, 2026. The draft UPWP was sent to area transit operators for comment on October 5, 2026. The draft UPWP was also submitted for formal review by PennDOT, FHWA, and FTA on October 5, 2026. A revised version of the UPWP was presented to the SEDA-COG MPO at its meeting on October 9, 2026. In addition to requesting input on the core tasks and descriptions, stakeholders were asked to submit any proposals for supplemental planning studies. The finalized FY 2027-29 UPWP was adopted by the MPO Coordinating Committee on November 20, 2026, and subsequently submitted to PennDOT for approval. The MPO's resolution approving the FY 2027-29 UPWP was included as Exhibit 1.

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

The following pages provide details about the transportation planning activities to be completed in Fiscal Years 2027-29. Major priorities to be worked on during this period include:

- Implementing and updating the MPO's Long-Range Transportation Plan (LRTP).
- Implementing, reporting on, and evaluating the need for updates to the priority actions included in the SEDA-COG MPO Strategic Plan.
- Implementing recommendations from the MPO's Electric Vehicle Charging Stations Study and Implementation Plan.
- Supporting the MPO Active Transportation Committee, updating the MPO Active Transportation Plan, and implementing the MPO Complete Streets Policy.
- Helping to implement recommendations from the CSVT Special Impacts Study and subsequent US 15 Corridor Improvements Studies, in partnership with PennDOT and the Williamsport MPO.
- Evaluating the need for updates to the MPO's Title VI Program and public outreach processes.
- Prioritizing local bridge candidates for the 2029 Transportation Improvement Program and

- supporting local partners with advancing other transportation plans and capital projects.
- Facilitating vanpool, shared ride, microtransit, or fixed-route transit studies/initiatives.
- Analyzing performance measures/targets and developing online dashboards or other visualizations to represent transportation system performance.
- Improving the resilience of the region's transportation assets.

FOR MORE INFORMATION

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<https://seda-cog.org/departments/transportation/seda-cog-metropolitan-planning-organization>

SEDA-COG MPO FY 2027-29 UPWP
Actions and Procedures

The following tasks will be led and completed by SEDA-COG staff. If feasible, consultant assistance might be used for certain high-priority tasks and studies. Supporting agencies for the below activities include PennDOT, FHWA, FTA, counties, municipalities, transit operators (especially for the transit portions of the TIP and LRTP and for achieving transit performance measures), railroad entities, and active transportation groups. Completing these tasks may require the purchase of equipment, supplies, and professional services.

Task 1. Plans and Programs

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

Plan Development & Maintenance

- Long-Range Transportation Plan (LRTP)
 - Modify/amend the current LRTP as required. Maintain/update the current 2026-2050 SEDA-COG LRTP as needed in accordance with the current federal transportation legislation requirements.
 - Begin the process of updating the current LRTP at least 30 months in advance of the June 2031 adoption deadline.
 - Coordinate with PennDOT, FHWA, and FTA on the development of transportation performance measures for the LRTP. (Continue to monitor performance measures for the SEDA-COG MPO region with an annual performance measures online dashboard.)
 - Coordinate with local governments on new projects being considered for inclusion in the LRTP and continue to develop this process for transit projects. Document the MPO's process for local government and interagency coordination.
 - Complete Community Demographics Analysis for LRTP projects.
- Transportation Improvement Program (TIP)
 - Modify/amend the current TIP as required, according to the established TIP MOU provisions.
 - Complete Community Demographics Analysis for TIP projects.
 - Conduct county level meetings, also involving PennDOT District/Central Office and FHWA staff, to discuss candidate and carry-over projects for the 2029-2032 TIP update.
 - Maintain and update processes for project prioritization and identification of future projects for the TIP.
 - Consider and address any relevant findings as included in the FFY 2027-2030 STIP Approval and Federal Planning Finding.
 - Coordinate with PennDOT, FHWA, and FTA on the development of transportation performance measures for the TIP.

- Coordinate with PennDOT and transit operators to prepare the Annual Listing of Federally Obligated Projects for TIP Highway and Transit Projects, as required by federal regulation. Publish the listing on the MPO website annually by December 29th.
 - Develop linkages from the MPO website to the PA Transportation Projects site to visualize the TIP.
- Other Required Plan updates
 - Maintain additional plans required for the metropolitan transportation planning program, completing a regular review and update process in accordance with state and federal guidelines, including the following activities:
 - Maintain the SEDA-COG Unified Planning Work Program (UPWP) and amend it as needed. Begin preparation of the FY 2029-2031 UPWP for the next update cycle in 2028 and adopt it by January 31, 2029.
 - Maintain the joint Coordinated Public Transit–Human Services Transportation Plan for the Williamsport and SEDA-COG MPOs.
 - Maintain the Title VI/Non-discrimination Policy and Title VI Program for the SEDA-COG MPO region and update as required.
 - Ensure compliance with FTA Circular 4702.1B by submitting Title VI Program documents to PennDOT for approval.
 - Review and evaluate the effectiveness of the procedures and strategies in the MPO Public Participation Plan and update as needed.
 - Review the Limited English Proficiency Plan and update as needed.
 - Maintain the MPO Americans with Disabilities Act Grievance Procedures and identify the designated ADA Coordinator in MPO notices and websites.
 - Maintain and complete updates to locally developed planning products that support the metropolitan planning process, including the SEDA-COG MPO performance measures report, reporting on vehicle and people counts completed, the Strategic Plan for the MPO, the MPO Active Transportation Plan, and annual reports for the LTAP program.
 - Ensure coordination with local, county, and regional planning processes, including the development and maintenance of comprehensive plans, hazard mitigation plans, the SEDA-COG Comprehensive Economic Development Strategy, the PennDOT Regional Operations Plan, and other relevant planning efforts. Where requested or appropriate, share data and participate as a stakeholder or steering committee member to facilitate the completion of local plans.

Planning Process

- Conduct regular meetings for the SEDA-COG MPO to allow for maintenance of the TIP, to keep members informed on the status of transportation projects, on the availability of funding programs, to facilitate member and stakeholder input into the plans and projects at the MPO level, and facilitate coordination between state, regional, and local planning processes.
 - Where required or requested, facilitate regional scoring and prioritization processes to incorporate MPO member input.
 - Provide meeting notices, agendas, and packet materials not less than five working days prior to meetings and prepare the meeting minutes within 30 working days after the meetings.

- Maintain, develop, and present orientation materials for new SEDA-COG MPO members or those interested in receiving refreshers on transportation planning processes.
- Conduct county and municipal level meetings to identify local priorities for formula funds and discretionary programs, and as requested to provide information on plans, projects, or the planning process.
- Convene meetings and facilitate subcommittees in support of planning efforts.
 - Continue to support the MPO Active Transportation Committee and its Work Groups focused on bicycle and pedestrian related issues.
 - Continue to support the Transportation Alternatives Set-Aside Project Review Committee in its project evaluation work.
 - Continue to support public transportation advisory or planning groups as stakeholders for transit issues in the MPO region.
 - Provide regular updates on the activities of these groups to the MPO members.
- Where requested and as appropriate, attend regular meetings to provide input, gather information, identify opportunities for cooperation, and report on the activities of the MPO. Continue to participate in regular meetings for groups, including the following:
 - The SEDA-COG Board of Directors
 - The SEDA-COG Joint Rail Authority
 - The Greater Susquehanna Valley Chamber of Commerce Transportation Committee
 - The Clinton County Economic Partnership Transportation Committee
 - The rabbittransit Advisory Committee
 - The Williamsport MPO Coordinating Committee
 - The Williamsport MPO Transit Advisory Committee
 - The Williamsport MPO Bicycle/Pedestrian Advisory Committee
 - The Centre County MPO Coordinating Committee
 - The Harrisburg MPO Coordinating Committee
 - The Pittsburgh Region Clean Cities Central Region Advisory Committee
 - The PennDOT Pedalcycle and Pedestrian Advisory Committee
- Participate in workgroups, committees, and ad-hoc groups at the regional and statewide level in support of the planning process.
 - Participate in equal opportunity, non-discrimination, and DBE training sessions offered by PennDOT, FHWA and FTA, as well as training for the Commonwealth's Small Business Procurement Initiative and the Small Diverse Business Program.
 - Participate in bi-monthly Planning Partners calls and annual meetings.
 - Participate in additional training sessions identified by PennDOT, such as sessions on bicycle/pedestrian facilities design, asset management, and implementation of the OMB Uniform Guidance requirements.
 - Participate in a range of seminars, trainings, and conferences to maintain staff credentials, develop skill sets, and increase the state of the practice available to the transportation program.
- Provide technical assistance to PennDOT and other transportation providers as necessary. Assistance may come from non-traditional technical resources, such as county planning, academia, and other public or private planning expertise.

- Document land use planning activities within MPO planning processes and ensure coordination and consistency with respective Comprehensive Planning, Long-Range Transportation Plans, and related Freight plans.
- Identify planning strategies to tie transportation facilities and services to broader opportunities.
- Incorporate flooding resiliency into TIP projects, enhance county hazard mitigation planning, and improve emergency preparedness. Support studies and capital projects to increase transportation system resiliency. Consider developing a regional Resilience Improvement Plan.
- Work with PennDOT and the PA Department of Environmental Protection to assist in implementing Pennsylvania's Climate Action Plan, as appropriate.
- Where appropriate, support the improvement of the National Highway Freight Network (NHFN), consisting of National Highway System (NHS) intermodal connectors, Critical Rural Freight Corridors and Critical Urban Freight Corridors in the region. Develop and enhance the visibility and effectiveness of freight planning in the MPO region through the LRTP, TIP, freight plans, freight committees, and capturing regional freight inventories.
- Identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as access to employment opportunities, affordable housing, quality schools, safe streets, economic development, and environmental conservation.
- Coordinate with FHWA, FTA, and PennDOT to integrate Planning and Environmental Linkages (PEL) as part of the transportation planning and environmental review processes.
- Work with environmental resource agencies to evaluate impacts of the energy sector as related to asset management strategies in the MPO LRTP. Work with MPO members, adjoining counties, and other stakeholders to develop strategies and actions pursuant to use of Marcellus Shale gas and other energy sources impacting transportation.
- Support PennDOT, where appropriate, with implementation and information sharing for the Pennsylvania State Plan for the National Electric Vehicle Infrastructure (NEVI) formula program.
- Partner with PennDOT to advance opportunities to manage travel demand. Travel behavior change should be considered by supporting a broad range of commuting alternatives to single occupancy vehicle (SOV) travel.
- Integrate cultural resources into the MPO planning process with coordination through, and information from, FHWA and the PennDOT Environmental Policy and Development Division.
- Develop intergovernmental planning processes for multi-municipal, corridor-focused land-use/transportation assessments for targeted geographic areas. Planning activities should be initiated in collaboration with county, local and PennDOT District stakeholders and should be consistent with available program resources, PennDOT and MPO planning tools. Planning activities should also be consistent with county and municipal comprehensive plans to the greatest extent possible. Planning activities should lead to better consideration of land-use priorities and transportation network operations in the selection and prioritization of highway, bridge, transit, bicycle/pedestrian, and other multi-modal projects.
- Coordinate with state and local officials interested in transit feasibility studies, transit development plans, or related initiatives in the region and provide data, mapping, and reviews to support these efforts. Explore innovative options with PennDOT, transit operators, and human service agencies for meeting regular public transportation needs.
- Collaborate with rabbittransit on microtransit (Stop Hopper) service planning and potential expansion efforts.

- Consider subcontracting with individual transit operators for using federal transit planning funds.
- Collaborate with and monitor regular planning updates and meeting materials from surrounding MPOs (e.g., Williamsport, Centre County, Lackawanna-Luzerne, Harrisburg, and NEPA).
- Support staff development through relevant conferences, workshops, and seminars. Research, register for, and attend training events and activities to enhance the abilities of MPO staff to implement the activities described within this work program if not specifically identified within another task. Renew staff American Planning Association and AICP memberships.
- Renew and leverage Association of Metropolitan Planning Organizations (AMPO) membership for training, research, news, and transportation planning best practices.

Project Development and Delivery

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

- Assist PennDOT in implementing the program development and project delivery process to ensure that all projects are advancing, completed on time, and within budget. Participate in scoping field view meetings; design field view meetings; status update, advisory committee, and public meetings; and other activities associated with ongoing project implementation.
- Continue to monitor current and future opportunities for grant funding and share these opportunities with local governments and community representatives.
- Partner with PennDOT in developing strategies to advance to conclusion, modify, or implement plans and projects that are outside of the region's fiscal constraint based upon cash flow.
- Monitor and advance, in conjunction with PennDOT, non-traditional projects including Congressionally Directed Spending, Appalachian Regional Commission (ARC) Local Access Road projects, and competitive discretionary grants identified or secured by the MPO, PennDOT and Transit operators.
- Participate in activities associated with planning, development, delivery, and review of projects advanced through the PennDOT and PA Department of Community and Economic Development Multimodal Transportation Fund (MTF) Programs.
- Work with PennDOT to promote public/private partnerships (P3s) and incentive/innovative financing opportunities in support of community and economic development as related to transportation planning.
- Identify and implement innovative financing mechanisms for major capital projects, such as the Pennsylvania Infrastructure Bank (PIB). Promote the PIB as a tool for financing transportation projects, including community reinvestment projects. Work with PennDOT to identify and support sustainable sources of revenue.
- Document a process to coordinate changes to the TIP and LRTP to ensure fiscal constraint, to strengthen the linkage between planning and programming, and to support the project delivery process.
- Participate in Transportation Impact Studies (TISs) and the review of Highway Occupancy Permits (HOPs) to ensure planned development is coordinated with sound land use, transportation linkages, economic development, and that all transportation modes have been adequately considered.

- Provide input to PennDOT in efforts to identify any training and planning activities targeted to county and local governments, conservation districts and community stakeholders [e.g., Smart Growth, Complete Streets, implementation tools, PennDOT One Map, functional classification, HPMS and traffic counting, access management, transit-oriented development, healthy communities, compliance with the Americans with Disabilities Act (ADA), connectivity, interchange area development, transportation impact fees, and energy savings].
- As part of the Transportation Systems Management and Operations (TSMO) initiative, continue to assess the need and appropriateness of traffic operations and Intelligent Transportation Systems (ITS) elements through the LRTP and TIP. Traffic operations/ITS projects and strategies deployed in a region should be consistent with PennDOT's TSMO and Traffic Operations Policies and Guidelines. The projects should also be supportive of the Regional Operations Plan (ROP). Participate, as appropriate, with Traffic Operations and TSMO Program staff in regular coordination calls and meetings.
- Participate in data driven safety analysis and planning activities such as road safety audits and network screening that provide weight to safety aspects in the selection and prioritization of highway and transit projects.
- Coordinate with PennDOT, FHWA, and area stakeholders on issues related to the Central Susquehanna Valley Transportation (CSVT) Project.
- Participate in Agency Coordination Meetings.
- Maintain Bridge Funding Handbook for Local Governments available on MPO website and support local governments with delivering local bridge improvements or network removals.
- Support the PennDOT Major Bridge Public-Private Partnerships Reconstruction and Rehabilitation Program and larger PennDOT Pathways Program funding initiative.

Task 1. Plans and Programs	Total Budget	Fed. PL	Fed. MPP	State MLF	Local FHWA	Local FTA
FY 2027-28	\$436,150	\$299,000	\$49,920	\$37,375	\$37,375	\$12,480
FY 2028-29	\$436,150	\$299,000	\$49,920	\$37,375	\$37,375	\$12,480

Major tasks completed in previous FY 2025-27 UPWP:

- Modified and amended the 2025-2028 TIP and 2027-2030 TIP as needed. Developed new webmaps to guide MPO members through the modifications considered at each meeting.
- Prepared Annual List of Federally Obligated Projects.
- Completed and adopted 2027-2030 TIP.
- Updated LRTP Regional Performance Measures Online Dashboard via Esri Hub site.
- Prepared FY 2027-29 UPWP and Exhibits.
- Implemented the 2024 Coordinated Transit Plan.
- Implemented the 2024 SEDA-COG MPO Strategic Plan.
- Implemented the Electric Vehicle Charging Stations Study.
- Updated LEP Employee Resource Manual and surveyed all SEDA-COG staff about LEP person interactions.
- Supported consultant team in developing US 15 Corridor Improvements Study.
- Supported Mifflin County with implementing a Capital Bridge Plan.
- Prepared Standard Operating Procedures for MPO staff.

- Prepared notices, agendas, minutes, and summaries for MPO and other meetings.
- Participated in meetings of various local organizations and committees.
- Organized PennDOT Connects training/technical assistance for local governments.
- Provided technical assistance to sponsors of several Transportation Alternatives, Green Light-Go, Multimodal Fund, ARLE, ARC Local Access Road projects, and Bipartisan Infrastructure Law discretionary grant applications.
- Held a regional Active Transportation Workshop in conjunction with the PA Downtown Center and PennDOT.
- Participated as members of several PennDOT planning and funding work groups.

Major tasks to be completed in FY 2027-29 UPWP:

- Modify and amend the 2027-2030 TIP as needed.
- Work with PennDOT, local officials, and other stakeholders to begin developing the 2029-2032 TIP due to be adopted by June 30, 2028.
- Prepare Annual List of Federally Obligated Projects by December 29 each year; post the listing on the SEDA-COG website.
- Continue annual monitoring and reporting on performance measures included in the 2026-2050 LRTP and other local priorities included in the LRTP performance measures online dashboard.
- Amend the 2026-2050 LRTP as needed.
- Document and support local government collaboration meetings, project scoping field views, project design field views, and related project meetings attended by SEDA-COG staff.
- Implement and track progress for actions in the 2024-2028 SEDA-COG Strategic Plan.
- Assist with implementing recommendations from the Hogan Boulevard Bike/Ped Study and US Route 522 Corridor Improvements Study.
- Assist with implementing recommendations from the CSVT Special Impacts Study and subsequent US 15 Corridor Improvements Studies.
- Implement and track progress for recommendations from the MPO Electric Vehicle Charging Stations Study and Implementation Plan.
- Facilitate public transit feasibility studies, transit development plans, sustainability assessments, and other public transit or human services transportation initiatives.

Task 2. Data, Tools and Analysis

Local Data Coordination

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

- Maintain locally created data layers, including the following:
 - Major employers and critical facilities
 - Locally owned bridges less than 20 ft. long

- o Regional freight and intermodal facilities
 - o Official and unofficial park and ride lot locations
 - o Sewer and water service areas
 - o Industrial parks
 - o Sidewalks
- As appropriate, hold meetings for regional GIS users to discuss tools, techniques, and data.
- Publicize opportunities to provide local input into processes to improve data at the state and national level, such as efforts surrounding the American Community Survey.
- Work to develop additional data sets as needed. Conduct analysis and research to identify data sources and issues.
- Ensure that the MPO has access to PennDOT One Map and PennDOT's SharePoint website for efficient document and information sharing purposes.
- Maintain or pursue access to other data tools and sources within PennDOT systems as appropriate (e.g., INRIX data, Traffic Operations Analytics Portal, Project Builder, etc.)
- Work with SEDA-COG Economic Development department to update data, text, and mapping for the region's Comprehensive Economic Development Strategy (CEDS).

Data Collection

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

Tools and Analysis

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

- Conduct geographic analysis to support scoring processes for local bridge prioritization, LRTP project selection, and regional input into TA Set-Aside and other appropriate programs.
- Continue to use regional GIS data and locally developed tools to support context determinations for project development processes.
- Review existing Functional Classification maps and make recommended changes for roadway functional classification, National Highway System, National Highway Freight Network, NHS intermodal connectors, and/or urbanized boundary updates for MPO, at a minimum of every 10 years in conjunction with the Census.
 - Continue analysis, meetings with local officials/surrounding planning partners, and technical submissions that need to carry over from FY 25-27 UPWP. Repeat these efforts in conjunction with the decennial Census, at a minimum.
 - Coordinate with PennDOT as requested to jointly identify and integrate a prioritization concept that identifies critical multimodal transportation facilities and intermodal connectors that support the state's economy and that connects the region to important employment centers, workforce catchment areas and national and international markets.
- Consider MS4-related improvements that need to be made in conjunction with transportation system improvements.
- Use prioritization tools to provide comparative analysis of projects and strategies to support transportation decision making.
- Work with PennDOT, FHWA, and FTA to implement provisions of the current federal transportation legislation, including performance measures and targets; freight provisions; accelerated project delivery; and implementation of the Transportation Alternatives Set-Aside Program. Monitor current discussions and implement (when appropriate) final rulemaking/legislation in cooperation with, and with guidance provided by, FHWA/FTA and PennDOT. Maintain data and procedures for a local performance based planning process, and work with PennDOT and FHWA/FTA to refine the process and synchronize it with statewide and federal requirements. Approve supporting the state PM-1, PM-2 and PM-3 targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT performance targets.
- Work with PennDOT and local transit operators to review and update cooperative Planning Agreements to accurately document the collaborative planning process and determine respective and mutual roles, responsibilities, and procedures governing cooperative efforts in carrying out required federal and state transportation planning processes. The review/update should occur every four to five years or sooner if there has been a change in the structure/relationship among the operators or a change in federal responsibilities/requirements. Similarly, cooperate biennially to develop the MOU for TIP revisions.
- Reuse and refine processes developed for plan updates, such as analysis of State Transportation Commission (STC) survey responses, with a focus on safety, mobility, and operations issues.
- Support MPO members, municipalities, and departments within SEDA-COG in the development of techniques to use GIS and other analytical tools to improve transportation and land use decision making processes.
- Develop analysis and tools, such as the ArcGIS Hub site developed for Performance Measures, trail counting initiative StoryMap, area zoning district webmap, local government directory, or

crash data dashboard, to guide transportation and economic development decision making. As requested, share the data, outcomes, and methodologies to support local land use, transportation, and economic development planning.

- Continue to maintain and develop data and mapping for the MPO Active Transportation Plan.
- Use task management software for tracking the status of planning program activities.
- Support and complete Road Safety Reviews involving multidisciplinary teams to improve traffic safety at locations throughout the MPO region. Regularly use the PA Crash Information Tool and Highway Safety Manual Network Screening Tool as part of regional safety analysis. Strive to collect local crash and near-miss data from local authorities and system users.

Public Involvement and Outreach

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

- Develop and expand the use of the MPO website to share planning and programming information and the tenets and requirements of current federal legislation in a timely and meaningful manner with the public and Tribal governments when developing the LRTP, TIP, PPP, and other major planning documents and public outreach activities. Update SEDA-COG transportation webpages to include meeting minutes, agendas, packets, presentations, resource links, publications, and calendar of events listings.
- Continue to facilitate opportunities for all populations to participate in the planning and programming process. As needed, use the vendor SEDA-COG currently contracts with for telephone-based interpretation services and procure other LEP services within the confines of the UPWP agreement and state procurement guidelines. Survey SEDA-COG staff to track interactions with LEP persons.
- Consult with federally-recognized Tribes and Nations that have regions of interest in Pennsylvania to provide them with opportunities for review and comment on key planning documents such as the TIP, LRTP, and PPP.
- Provide space on MPO website for PennDOT to share statewide documents (STIP, Statewide LRTP, etc.) with the public for review and comments.
- Continue to collaborate with the State Transportation Commission (STC) in the modernized Twelve Year Program (TYP) public outreach campaign. Continue to work with the STC and PennDOT to garner input by encouraging citizens to take the online survey through various methods including meetings, mass email communications, social media, etc.
- Ensure that all stakeholders have the opportunity to become involved in the region's planning and programming process. Continue including MPO meeting information as part of the MPO website updates.
- Conduct a demographic analysis on both the LRTP and TIP.
- Pursue additional virtual public involvement tools to solicit input and expand the reach of the regional transportation planning process.
- Provide timely information in response to requests from the public and news media.
- Use social media for MPO public outreach efforts, regularly posting MPO and Transportation Program news items and promoting transportation meetings via Facebook events feature.

- Develop and issue quarterly MPO newsletters.
- Develop Transportation Ticker highlights from MPO meetings to share with MPO members, SEDA-COG Board of Directors, and other partners.
- Convene and support the SEDA-COG MPO Public Participation Panel.
- Update the MPO interested parties contacts database.
- Participate in regional events and conferences to reach new stakeholders and members of the public.
- Engage with community organizations and leaders.

Task 2. Data, Tools and Analysis	Total Budget	Fed. PL	Fed. MPP	State MLF	Local FHWA	Local FTA
FY 2027-28	\$201,300	\$138,000	\$23,040	\$17,250	\$17,250	\$5,760
FY 2028-29	\$201,300	\$138,000	\$23,040	\$17,250	\$17,250	\$5,760

Major tasks completed in previous FY 2025-27 UPWP:

- Maintained and refined locally created data layers (major employers, critical facilities, etc.) that were shared with local officials and used for evaluating transportation projects.
- Created data layers, project matrices, StoryMap, and Hub site related to the Middle Susquehanna Regional Bicycle and Pedestrian Plan.
- Worked with PennDOT's PA Crash Information Tool and .csv downloads for querying crash and injury data for systemic analysis.
- Completed Road Safety Reviews for use with TIP projects and HSIP funding.
- Maintained access to and worked with PennDOT's ePermitting System for reviewing HOP and TIS submissions from the region.
- Deployed six TRAFx trail counter units and four Eco-Counter units on area trails and analyzed, publicized, and presented the data collected.
- Deployed a radar traffic recorder for collecting traffic volume and speed data on local roads throughout the region.
- Reviewed existing Functional Classification roadway designation maps and recommended comprehensive revisions for the MPO area.
- Collected data and performed quality assurance reviews of HPMS samples. Used HPMS mobile application for efficient sample data entries and workflow management.
- Used graphics software to create social media graphics, flyers, and newsletter visuals.
- Developed a SEDA-COG MPO Guidebook designed for use by the general public.
- Completed a regional Sidewalk Inventory and companion ArcGIS Online map.
- Developed a Crash Data Dashboard via ArcGIS Online.
- Used Social Point online community engagement platform for the LRTP update, TIP update, Active Transportation Plan update, and virtual public involvement for other planning processes.

Major tasks to be completed in FY 2027-29 UPWP:

- Continue maintaining regional data layers clearinghouse annually.

- Prepare crash mapping and coordinate with PennDOT, FHWA, and local officials on analyzing traffic safety concerns.
- Deploy a drone for data collection, mapping, and public engagement activities.
- Complete community demographics analysis as part of TIP and LRTP updates.
- Use available data sources and work with PennDOT and FHWA to analyze Safety, Pavement/Bridge, System Reliability, Transit, and Freight performance measures and targets.
- Collect traffic volume and speed data to support project prioritization and planning efforts.
- Continue annual collection and quality assurance reviews of HPMS sample locations by the first Friday in December of each year.
- Continue regional trail usage count program and pursue expanding this initiative to benefit more communities and bike/ped facility stewards.
- Continue to maintain and improve GIS tools such as ArcGIS StoryMaps, Instant Apps, Dashboards, Experience Builds, and Hub sites.
- Continue innovative and virtual public involvement efforts to engage existing stakeholders and reach new audiences.

Task 3. Administration

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

- Provide regular invoices and activity reports for the program, observing the following requirements:
 - Submit progress reports to PennDOT no later than 30 days following the reporting period.
 - Provide detailed budget tables for each year of the UPWP document.
 - Identify carryover/ongoing supplemental planning tasks as candidates when the UPWP is developed/supplemented.
 - Complete timesheets, expense forms, and reports that will allow UPWP billing to occur.
 - Work with FHWA/FTA and PennDOT to implement 2 CFR 200, which addresses requirements for monitoring contractors and sub-recipients, allowable costs, Indirect Cost Allocation Plans, etc.
 - Ensure that the MPO is addressing the requirements for Disadvantaged Business Enterprises (DBE) as part of MPO contracting practices.
- Provide FHWA/FTA with any proposed federally funded amendments to the current UPWP for advance review at least 15 days prior to MPO Coordinating Committee consideration. Amendments to the UPWP include:
 - The addition/removal of tasks or the addition/removal of federal funds (e.g., PL/SPR or MPP funds) from a UPWP.
 - The transfer of federal funds from any one task(s) to another task(s) where the total revision of federal funds exceeds \$80,000.
 - Changes to the scope of work or objectives of the project, regardless of an associated budget revision, that is significant enough to essentially constitute a new project.

- Assist stakeholders in the completion of studies and projects undertaken with Supplemental Planning Funds.
- Develop the FY 2029-2031 UPWP and related agreements. Participate in the PennDOT UPWP Guidance Work Group.
- Coordinate with FHWA, FTA, PennDOT, transit operators, and others in preparation for the next State Planning Process Review per the schedule established by FHWA and PennDOT.
- Review updates to the PennDOT MPO/RPO Planning Partner Invoice Process Guidebook and use the state's Partner Portal for submitting PennDOT invoices.
- Participate in PennDOT Planning Partners' meetings/calls and other statewide meetings.
- Maintain on-call consulting contracts with selected consultant teams to provide a wide range of support services related to transportation planning, with particular attention to maintenance, updates, and support of existing plans. Solicit new consulting contracts as appropriate.
- Solicit and supervise the work of interns.
- Implement recommendations from MPO Staffing and Organizational Assessment.
- Review Transportation Planning department budget updates with SEDA-COG management.
- Implement training processes for SEDA-COG Transportation Planning Program staff.

Task 3. Administration	Total Budget	Fed. PL	Fed. MPP	State MLF	Local FHWA	Local FTA
FY 2027-28	\$100,650	\$69,000	\$11,520	\$8,625	\$8,625	\$2,880
FY 2028-29	\$100,650	\$69,000	\$11,520	\$8,625	\$8,625	\$2,880

Major tasks completed in previous FY 2025-27 UPWP:

- Completed progress reports, invoices, and budgets.
- Trained a fiscal analyst on invoice preparation and enhanced invoicing processes.
- Implemented best practices from PennDOT's MPO/RPO Invoice Process Guidebook and used Keystone Login Partner Portal for invoice submissions.
- Provided administrative support for sponsors of supplemental planning studies.
- Helped to implement the OMB 2 *CFR 200* requirements.
- Considered SEDA-COG MPO Planning Process Review recommendations included in summary findings.
- Implemented recommendations from MPO Staffing & Organizational Assessment.
- Used on-call consulting contracts for delivering work order assignments.

Major tasks to be completed in FY 2027-29 UPWP:

- Continue preparing monthly progress reports and invoices.
- Prepare FY 2029-31 UPWP and execute related agreements.
- Implement recommendations from SEDA-COG MPO Planning Process Review.
- Assist with completing and implementing projects approved for supplemental planning funds.
- Close out on-call consulting contracts and issue a new RFQ for consulting services.

S1. Local Technical Assistance Program (LTAP)

The PennDOT Local Technical Assistance Program, PennDOT LTAP, is part of a national initiative to transfer transportation technology through training, technical assistance, and other customer services to municipal elected officials and their staff. PennDOT LTAP provides technical information and proven technologies to meet the growing demands on municipal governments. To expand and promote LTAP services to the 212 municipalities within its 9-county LTAP planning region (Centre, Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union counties), SEDA-COG proposes to assist PennDOT with facilitating LTAP training during Fiscal Years 2027-2029.

Identify Regional Training Needs

- Develop a priority training list that identifies training needs within the region based on historical data, relationships, shifting trends, and PennDOT Municipal Services representatives' input.
- Using the priority training list, work with PennDOT to schedule training dates.
- In coordination with PennDOT LTAP Director, identify training course locations. Responsibilities will include logistics, class locations, registration, room set-up, food, etc.
- Identify new regional training or technology issues and provide to the PennDOT LTAP Director for consideration.
- Partner with workforce training vendors to sponsor special workshops on topics such as Equipment Operator Training and Chainsaw Safety.

LTAP Program Marketing and Outreach

- Develop a plan to market the value of LTAP training and technical assistance in the region. Examples of marketing activities may include integration of LTAP into MPO outreach programs, promotion of technical assistance, targeting municipalities that have not taken advantage of LTAP services, etc. The plan should be developed no later than September 15 of each year.
- Advertise training to all municipalities and PennDOT's Municipal Services representatives. Promote upcoming LTAP activities at least six (6) weeks prior to the scheduled LTAP class sessions. Promotional activities may include emails, letters, brochures, website updates, newsletters, postcards, social media, etc.
- In coordination with the PennDOT LTAP Director, develop a plan for LTAP outreach in the region, such as equipment shows, Advisory Committee, COG meetings, etc. Outreach activities should be coordinated with PennDOT LTAP Director and Municipal Services representatives to ensure there is no duplication in outreach efforts.

Administration and Reporting

- Work with PennDOT LTAP Director to develop an annual travel budget, which includes costs and justification for outreach activities, no later than August 29 of each year.
- Participate in conference calls with PennDOT LTAP Director and PSATS training specialists. Determine a regular communication method that will work best for all parties.
- Participate in an annual LTAP MPO/RPO meeting and other PennDOT meetings as required,

including regular PennDOT LTAP Advisory Committee meetings.

- Attend LTAP training courses and participate in technical assistance on-site visits in the region.
- Submit monthly reports detailing all LTAP project activities and expenditures to PennDOT.
- Develop and submit an annual report that summarizes LTAP activities and details the process used to market LTAP in the region no later than August 31 of each year. The annual report should include an evaluation of training, marketing, and outreach activities, and recommendations for future activities with LTAP in the region.
- Maintain an interactive ArcGIS Online dashboard for LTAP performance measures.

Task S1. Local Technical Assistance Program (LTAP)	Total Budget	Fed. PL
FY 2027-28	\$35,000	\$35,000
FY 2028-29	\$35,000	\$35,000

Major tasks completed in previous FY 2025-27 UPWP:

- Scheduled, marketed, and facilitated over 20 LTAP safety & maintenance courses.
- Trained over 300 students attending LTAP courses.
- Developed LTAP budget, travel, and marketing plans.
- Completed LTAP annual reports.
- Participated in county conventions and regional equipment shows.
- Conducted training interest and road crew surveys.
- Participated in LTAP statewide Advisory Committee proceedings.
- Issued LTAP e-newsletters via Constant Contact.
- Sponsored and organized Equipment Operator Training workshops in conjunction with Pennsylvania College of Technology.
- Sponsored and organized Chainsaw Safety Training workshops in conjunction with Pennsylvania College of Technology.
- Supported PennDOT LTAP with creating new LTAP class on Leadership Development.
- Updated ArcGIS Dashboard for sharing LTAP training and technical assistance statistics.

Major tasks to be completed in FY 2027-29 UPWP:

- Continue identifying priority training lists.
- Schedule and facilitate LTAP course training.
- Continue promoting LTAP technical assistance offerings and attend tech assist on-site visits.
- Continue marketing LTAP through newsletters, flyers, emails, press releases, social media posts, website content, and attendance at county conventions, equipment shows, PSATS conferences, LTAP Center conferences, etc.
- Complete LTAP Annual Report by August 31 of each year.
- Maintain LTAP ArcGIS Annual Dashboard.
- Integrate LTAP with related MPO transportation activities and programs.
- Sponsor special workshops through Pennsylvania College of Technology or other vendors.

S2. Plan Updates and Support

Enlist consultant support for updates, support, and implementation related to regional plans and needs. Specific uses are yet to be determined, but may include efforts to support implementation of the recommendations of prior transportation studies, a Resilience Improvement Plan, new transportation and land use coordination studies, the update to the Coordinated Public Transit Plan, the update to the Long-Range Transportation Plan, the update to the Active Transportation Plan, technical assistance in the development of safety projects, data collection or analysis to support transportation plans, etc.

Task S2. Plan Updates and Support	Total Budget	Fed. PL	Fed. MPP	State MLF	Local FHWA	Local FTA
FY 2027-28	\$100,650	\$69,000	\$11,520	\$8,625	\$8,625	\$2,880
FY 2028-29	\$100,650	\$69,000	\$11,520	\$8,625	\$8,625	\$2,880

Major tasks completed in previous FY 2025-27 UPWP:

- Supported public involvement, technical analysis, plan production, and StoryMap tasks related to the 2026-2050 LRTP.
- Developed new public engagement techniques and products.
- Supported an update to the MPO's Active Transportation Plan.

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

- May include facilitation services in support of developing an MPO Resilience Improvement Plan.
- May include facilitation services in support of implementing and updating the MPO's Active Transportation Plan.
- May include facilitation services in support of implementing and updating the MPO's LRTP.
- May include facilitation services in support of implementing and updating the MPO's Coordinated Transit Plan.
- May include facilitation services in support of implementing and updating the MPO's Strategic Plan.
- May include facilitation services in support of implementing and updating the MPO's Electric Vehicle Charging Stations Study.
- May include facilitation services toward new supplemental studies or implementing prior PennDOT Connects studies.
- May include facilitation services provided in support of an update to the MPO Title VI Program, including its Public Participation Plan and Limited English Proficiency Plan components.
- May include tools, studies, and analysis related to discretionary funding programs or planning requirements.
- May include special traffic, safety, interchange, corridor, or access studies.

S3. Increasing Safe and Accessible Transportation Options

The current federal transportation legislation includes a section for Increasing Safe and Accessible Transportation Options. This section requires states and metropolitan planning organizations to use not less than 2.5 percent of SPR and PL funds on “Complete Streets planning activities.” The use of “Complete Streets standards or policies” in this section means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

To increase safe and accessible options across multiple travel modes for people of all ages and abilities, the SEDA-COG MPO may use these funds toward the following activities:

- Educating municipalities and sharing best practices for Complete Streets standards or policies.
- Helping municipalities or other stakeholders to develop or maintain plans and studies that create a network of active transportation facilities connecting people to daily needs.
- Conducting walkability/bikeability audits or vulnerable road user safety assessments.
- Helping public transportation providers to integrate active transportation facilities with public transportation services, improve access to public transportation, increase public transportation ridership, or support transit-oriented development.
- Implementing and revising the SEDA-COG MPO’s Complete Streets Policy.
- Developing and mapping a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve safety, mobility, or accessibility.
- Supporting work of the MPO Active Transportation Committee and an update to the MPO Active Transportation Plan or facilitating planning work prioritized in the Plan’s project matrix for improving the safety of bicyclists and pedestrians.
- Developing studies or plans to improve the safety of bicyclists and pedestrians.
- Completing sidewalk inventories relative to developing plans to improve pedestrian safety or provide access to public transportation.

Consultant assistance may be used for performing the above tasks.

Task S3. Increasing Safe and Accessible Transportation Options	Total Budget	Fed. PL
FY 2027-28	\$16,000	\$16,000
FY 2028-29	\$16,000	\$16,000

Major tasks completed in previous FY 2025-27 UPWP:

- Implemented the SEDA-COG MPO Complete Streets Policy.
- Prepared Complete Streets project matrix and mapping for the MPO region.
- Supported an update to the MPO Active Transportation Plan.

**SEDA-COUNCIL OF GOVERNMENTS MPO
UNIFIED PLANNING WORK PROGRAM
FY 2027-2028 BUDGET SUMMARY**

Work Task	Funding Sources					
	Total Task Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1. Plans and Programs	\$436,150	\$299,000	\$49,920	\$37,375	\$37,375	\$12,480
2. Data, Tools and Analysis	\$201,300	\$138,000	\$23,040	\$17,250	\$17,250	\$5,760
3. Administration	\$100,650	\$69,000	\$11,520	\$8,625	\$8,625	\$2,880
Base Program Total	\$738,100	\$506,000	\$84,480	\$63,250	\$63,250	\$21,120
S1. Local Technical Assistance Program (LTAP)	\$35,000	\$35,000				
S2. Plan Updates and Support	\$100,650	\$69,000	\$11,520	\$8,625	\$8,625	\$2,880
S3. Increasing Safe and Accessible Transportation Options	\$16,000	\$16,000				
Supplemental Program Total	\$151,650	\$120,000	\$11,520	\$8,625	\$8,625	\$2,880
TOTAL BUDGET	\$889,750	\$626,000	\$96,000	\$71,875	\$71,875	\$24,000

**SEDA-COUNCIL OF GOVERNMENTS MPO
UNIFIED PLANNING WORK PROGRAM
FY 2028-2029 BUDGET SUMMARY**

Work Task	Funding Sources					
	Total Task Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1. Plans and Programs	\$436,150	\$299,000	\$49,920	\$37,375	\$37,375	\$12,480
2. Data, Tools and Analysis	\$201,300	\$138,000	\$23,040	\$17,250	\$17,250	\$5,760
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Base Program Total	\$738,100	\$506,000	\$84,480	\$63,250	\$63,250	\$21,120
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S3. Increasing Safe and Accessible Transportation Options	\$16,000	\$16,000				
Supplemental Program Total	\$151,650	\$120,000	\$11,520	\$8,625	\$8,625	\$2,880
TOTAL BUDGET	\$889,750	\$626,000	\$96,000	\$71,875	\$71,875	\$24,000

Agenda Item J

Items of Potential Interest to MPO Members As of October 2026

Opportunities to Provide Review and Comment:

rabbittransit Stop Hopper
Microtransit Service

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 in March 2022. The service expanded to include Berwick in October 2024. Staff promoted this service and coordinated with rabbittransit to further analyze and market the pilot. Staff are assisting rabbittransit with discussions on continuing and expanding the service. Meetings to discuss local match options have been held regularly since January 2024. A service update presentation for the MPO members was last received at the 11/21/25 MPO meeting. More information is available [here](#).

Pennsylvania Wildlife
Connectivity Work Group

This new multi-agency effort will develop Pennsylvania's first statewide wildlife connectivity strategy to prioritize wildlife crossings, improve public safety, and conserve critical habitat. PennDOT and DCNR will co-lead the group. PennDOT has secured \$840,000 in federal funding to support the initiative, which will identify priority wildlife crossings and guide future infrastructure investments across the Commonwealth. To learn more about the initiative and track its progress, click [here](#).

PA Micromobility
Information Sheet

PennDOT's [Micromobility Information Sheet](#) was recently updated to provide additional clarity on legal requirements related to the listed devices.

FHWA Transportation
Planning Capacity Building

Two videos are available on FHWA's [Transportation Planning Capacity Building Website](#). The video learning series is designed to exchange information on planning tools, share common experiences and noteworthy practices across the planning discipline, and establish a common knowledge base for all planners. The [Federal Transportation Planning Process video](#) explains the typical transportation planning process, based on the Transportation Planning Process Briefing Book. The [Federal Transportation Planning Funds video](#) explains the process to ensure that federal funding is being used to plan a safe and efficient transportation system as per laws and regulations.

Federal Transportation
Reauthorization Proposals

The [Bridges and Safety Infrastructure for Community Success \(BASICS\) Act](#) was introduced in the U.S. House on Feb. 9, 2026. A BASICS Toolkit from the Local Officials in Transportation Coalition can be found [here](#). On May 21, the U.S. House Transportation and Infrastructure Committee approved the text for the next five-year surface transportation reauthorization bill, titled the [BUILD America 250 Act](#). The U.S. Senate has not yet released its own proposal. The current IIJA bill has been extended to 12/11/26 and

Items of Potential Interest to MPO Members As of October 2026

another extension into Spring 2027 appears more likely than passage of a new multi-year transportation reauthorization bill.

Funding Opportunities:	
USDOT Bipartisan Infrastructure Law (BIL) Discretionary Grants Resources	<i>The USDOT Discretionary Grants Dashboard provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. The BIL Launchpad provides customized information on available funding, interactive technical support, data on successful awards, and essential resources.</i>
Pursuing Federal Grant Funding: A Guide for Regional and Local Applicants	<i>PennDOT updated this Guide in November 2025. PennDOT first issued it as a Guide for Developing IJIA Grant Proposals in 2022 to aid in developing high-quality grant proposals to compete for the discretionary funds made available through the Infrastructure Investment and Jobs Act (IIJA). Rebranding the guide broadens the focus beyond individual transportation funding laws. The principles within apply broadly to most federal grants. The guide is periodically updated to capture best practices and lessons learned.</i>
National Electric Vehicle Infrastructure (NEVI) Formula Program	<i>PennDOT announced the NEVI Community Charging funding round for the Central Region on 9/8/26. The funding opportunity closes to proposals on 3/12/27. More information can be found here.</i>
PROTECT Competitive Grant Program	<i>The FY 2024-2026 Notice of Funding Opportunities (NOFO) for the PROTECT Competitive Grant Program is now available. The purpose of the PROTECT program is to plan for and strengthen surface transportation to be more resilient to weather events, natural disasters and changing conditions. Funding is available for planning grants, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. The deadline for applications is October 9, 2026. More information can be found here. PennDOT will be applying for the PA 54 Natalie Mountain Slide Project located in Mount Carmel Township, Northumberland County.</i>
WalkWorks 2026 Community Capacity-Building Pre-Planning Assistance	<i>On April 24, 2026, PA WalkWorks announced the next round of funding to assist low-capacity, high-interest municipalities with the steps they must take to be ready to apply in 2027 for funding to develop active transportation plans. Applicants must be located in either PA Department of Health State Physical Activity and Nutrition or Diabetes priority counties or in communities anywhere in the commonwealth with an overall percentile rating above 60 in the PA Department of Environmental Protection's PennEnviroScreen Tool. Grant awards are expected in summer 2026. Technical assistance will be offered to a limited number of</i>

Items of Potential Interest to MPO Members As of October 2026

	<i>municipalities between July of 2026 and April of 2027. More information can be found here.</i>
Green Light-Go Program	<i>PennDOT announced the application period for 2026 Green Light-Go Program funding in November 2025 and awards were announced on 8/4/26. More details on the Green Light-Go Program can be found here. PennDOT has developed new discretionary programs overviews that cover GLG, Multimodal, ARLE, etc. See here and here.</i>
DCED Local Share Account (LSA) Statewide Grant Program	<i>The Local Share Account (LSA) Statewide Grant Program awards from the Commonwealth Financing Authority were announced on September 15, 2026. Projects funded in the SEDA-COG MPO region include Waltmyer Road Reconstruction in Anthony Township, Montour County, a Pedestrian Bridge in Danville Borough, Montour County, and Memorial Drive Paving Project in the City of Sunbury, Northumberland County, The complete list of funded projects can be found here; more information can be found here.</i>
Susquehanna Greenway Mini-Grant Program	<i>The latest Susquehanna Greenway Mini-Grant round is open until 10/31/26. These grants aim to support the advancement of regional outdoor recreation, conservation, and trail projects and programs within the Susquehanna Greenway corridor. Applicants may request up to \$25,000 for: Outreach & Education, Wayfinding & Signage, Parks, Land & Water Trails, and Active Transportation, or Temporary Placemaking, and proposals must include a 1:1 match (cash or in-kind).</i>
DCNR Community Conservation Partnerships Program	<i>DCNR has scheduled a virtual workshop for 11/5/26 to help applicants develop project ideas in preparation for submitting a grant application to the 2027 Community Conservation Partnerships Program (C2P2). To register, visit here. Typically, applications are accepted from January to April.</i>
ROUTES Initiative Applicant Toolkit	<i>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.</i>
ARC Local Access Road Program	<i>Interested parties should contact SEDA-COG's Betsy Lockwood regarding candidate local access road projects. Applications are accepted on a rolling basis, and sponsors of candidate projects should coordinate with Betsy as they're being defined. Betsy will provide an update to MPO members at the 4/10/26 meeting.</i>

PennDOT Project Information:

Items of Potential Interest to MPO Members As of October 2026

Maintenance and Traffic Bulletins	<i>PennDOT District 2 Maintenance & Traffic Bulletins can be found here. PennDOT District 3 Maintenance & Traffic Bulletins can be found here.</i>	
Major and Ongoing Construction Projects	<i>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.</i>	
State College Area Connector Project	<i>This project is intended to improve roadway congestion and address safety issues along the Route 322 corridor by constructing an eight-mile, four-lane limited access roadway on new alignment from the four-lane section of US 322/Mount Nittany Expressway near Route 45 to US 322 at Potters Mills. The final Planning & Environmental Linkages Study report was accepted by FHWA and is available on the project website. More information can be found on the project page: www.penndot.pa.gov/SCAC.</i>	
PA Transportation Projects	<i>Statewide active construction projects and projects included on current TIPs and Twelve Year Plans can be found here.</i>	
PennDOT One Map	<i>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.</i>	
MPO and Committee Activities:		
Next MPO Meeting	<i>November Meeting.</i>	November 20, 2026
MPO Strategic Plan	<i>Members adopted the current Strategic Plan at the 6/14/24 MPO meeting. We will report on the implementation actions regularly at MPO meetings.</i>	
Middle Susquehanna Bicycle and Pedestrian Plan	<i>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. A Plan update is underway, with completion anticipated for June 2027. More details can be found here.</i>	
Federal Functional Classification Review	<i>MPO staff have been working over the past year to comprehensively evaluate functional classification revisions. The proposed revisions were submitted to PennDOT District offices on 7/13/26. The revisions account for 2020 Census urban area boundary adjustments and land use/traffic volume changes.</i>	

Items of Potential Interest to MPO Members
As of October 2026

LTAP Classes and Other
Municipal Training

*Class requests and training needs can be provided to Don Kiel,
dkiel@seda-cog.org.*

2027 SEDA-COG MPO Meeting Dates

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

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

Proposed 2027 Meeting Dates

January 22

March 19

May 21

July 23

September 24

November 12 or December 3

The Sentinel

SEPTEMBER 18, 2026

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EDITORIALS

Second train opens new door for local tourism

September 18, 2026 3 min read

OUR VIEW

Much of the talk about a second daily Pennsylvanian has centered on what it will mean for people who live here. It will give local passengers more options for reaching Harrisburg, Philadelphia, Pittsburgh and New York.

But those trains run both ways.

The schedule will tell us what is actually possible. If it gives passengers several hours in Lewistown before the return trip, tourism officials and local businesses should be ready to take advantage of it.

Some passengers may come here intentionally. Others may be looking for somewhere to get off, walk around and break up a longer trip. They may have heard about our rich local history, want to see the Historic Courthouse or be interested in Lewistown Station, considered the oldest depot still served by Amtrak.

The Juniata River Valley Visitors Bureau deserves credit for bringing people into the region and spreading the word about Goose Day. A tradition once known mostly by local residents now attracts attention far beyond Mifflin and Juniata counties.

The second train could help keep those visitors here longer and bring them back at other times of the year. History, restaurants, downtown shops, outdoor recreation and community events give the Visitors Bureau plenty to work with.

Even someone here for only an afternoon can spend money at a restaurant or locally owned business. One person will not change the local economy, but a steady stream of visitors might.

Only a few short years ago, a walk through downtown Lewistown revealed more locked doors and darkened windows than anyone wanted to see. Downtown is not without its challenges, but it has come a long way.

Businesses have closed, but others are opening in their place. Buildings have been restored. Owners have taken risks, and residents have made an effort to support them.

A number of local and state agencies, including the Juniata River Valley Chamber of Commerce have helped business owners find resources and work through the challenges that come with opening and operating a small business. Once the train schedule is available, the Chamber can help them identify when passengers are most likely to be in town.

No one expects every business to remain open from the first train until the last. But where it makes sense, adjusting hours to match likely visitor traffic could be worthwhile. Passengers who arrive to find locked doors will have little reason to return.

Getting them from the station to downtown is the most obvious problem.

Fortunately, some of that planning has already been done. Mifflin Moves, the county's active-transportation plan, identified the need for a safer connection between Lewistown Station and downtown. SEDA-COG's regional transportation plan also lists pedestrian access around the station and along connecting corridors as a priority.

The second train gives local officials a reason to move that work higher on the list.

At a minimum, visitors need clear signs and a marked walking route. A map, a QR code at the station and a few suggested itineraries could tell passengers where to eat, shop and visit before their return train arrives. For festivals and other busy travel days, officials could explore a shuttle or sponsored ride into town.

If the schedule does not allow for afternoon visits, the same effort can be aimed at overnight stays and trips built around local events.

Lewistown has more to offer than it did only a few years ago. When more trains begin stopping here, we should be ready to show people what has changed.

Federal Funding 101

The MPO Process

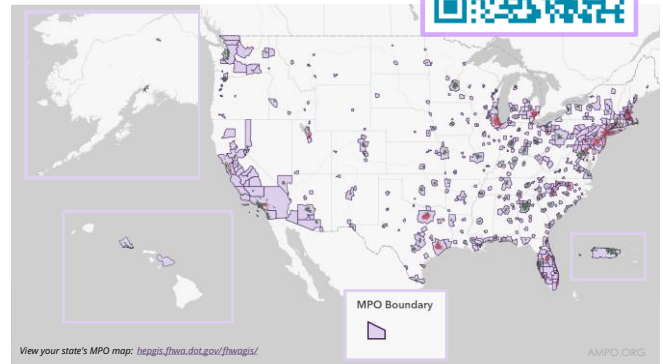
Understanding Federal Transportation Funding for MPOs

As a local elected official, you play a vital role in shaping transportation decisions. Understanding how federal funding flows to Metropolitan Planning Organizations (MPOs) is crucial. MPOs ensure that federal investments align with local and regional priorities.



What's an MPO?

As **mandated by federal law**, MPOs are **regional policy-making bodies responsible for developing and coordinating multimodal transportation plans in urban areas with populations exceeding 50,000**. These plans are guided by Congressionally established performance measures. Congress created MPOs in 1973 to foster cooperation among local governments, state agencies, and transit authorities. Today, there are **410 MPOs** across the United States. Each MPO is **governed by a policy board composed of local elected officials** and other key transportation stakeholders, ensuring that transportation investment and project selection reflects both local priorities and regional needs.



Importance of MPOs

You wouldn't build a house without a blueprint—so why build a regional transportation network, critical to economic success, without a plan? MPOs develop these blueprints using data-driven processes and extensive stakeholder engagement to ensure investments are targeted, responsive to local needs, aligned with national priorities, and future-proof.



How Federal Transportation Funds Flow

Federal transportation funding starts at the federal level and moves through several steps before reaching local projects.

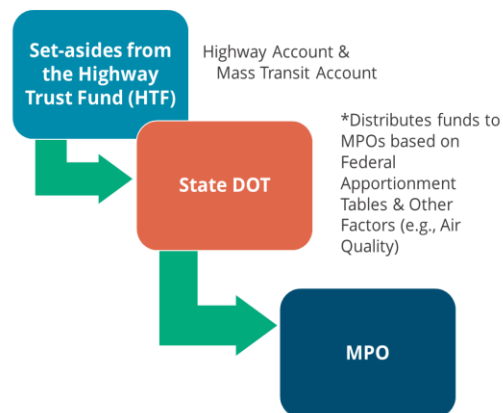
1. **Congress Authorizes and Appropriates Funds:** Congress passes transportation bills, like the IIJA, setting funding levels and policies.
2. **Highway Trust Fund (HTF) as a Funding Source:** The HTF, funded primarily by federal gas taxes and transportation fees, is divided into two accounts:
 - a. **Highway Account:** Supports roads, highways, and MPO planning through FHWA-administered programs.
 - b. **Mass Transit Account:** Funds public transportation investments, including MPO transit planning, through FTA-administered programs.



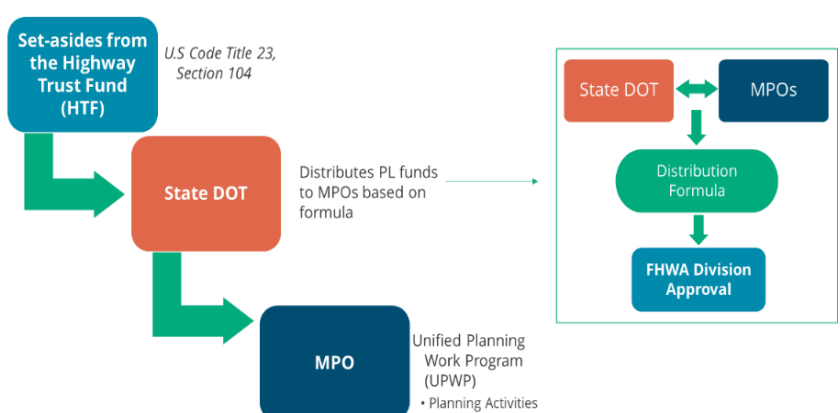
- c. **Note:** The HTF is not self-sufficient. Revenues from fuel taxes and transportation fees have not kept pace with infrastructure needs, requiring regular transfers from the General Fund. Read more in the [HTF primer](#).
3. **Funds Flow to State Departments of Transportation (DOTs):** State DOTs receive funds typically based on federal apportionment tables and are then suballocated to MPOs.
4. **MPOs Receive Suballocated Funds:** In Transportation Management Areas (TMA) (i.e., urbanized areas over 200,000), funds are directly suballocated to MPOs. For smaller MPOs, state DOTs have more discretion.
5. **MPOs Program Funds into TIPs and MTPs:** MPOs prioritize projects, with board approval, and integrate funds into Transportation Improvement Programs (TIPs) and Metropolitan Transportation Plans (MTP).
6. **Project Implementation:** Once programmed, the money is used by state and local governments to implement transportation projects that meet regional needs.



Capital Formula Funds



PL Formula Funds



Key Formula Funding Sources for MPOs

Most MPO funding comes from **formula programs that distribute funds based on population, transportation system needs, and other factors**. Here are the main sources:

Planning Formula Funds

- Planning Funds (PL/5303):**
- These formula funds support MPO planning activities and are allocated to all MPOs based on population and other factors. They fund transportation studies, staff, and long-range planning efforts.

Capital Formula Funds

Surface Transportation Block Grant (STBG):	Funds support road, bridge, and multimodal projects. In areas with populations over 200,000 (i.e., Transportation Management Areas or TMAs), a portion is directly suballocated to MPOs. For smaller MPOs, the state determines the funding allocation.
Congestion Mitigation and Air Quality Improvement (CMAQ):	This program funds projects aimed at reducing transportation-related emissions. CMAQ funds are suballocated to TMAs, while in smaller regions they are often administered by the state. Not all MPOs receive; based on Air Quality and/or agreement with State DOT.
Transportation Alternatives (TA) Set-Aside:	Funds projects focused on improving non-motorized transportation options, such as bicycle and pedestrian infrastructure. TA funds are suballocated in TMAs, with administration varying in smaller regions.
Carbon Reduction Program (CRP):	Funds projects that reduce greenhouse gas emissions from transportation. Like other programs, CRP is suballocated to TMAs, and is often state-administered in smaller areas.

Most federal funds require a **local match**, typically **20% for PL** funds and an **80% federal / 20% local split** for most programs.

While formula funding (e.g., PL, STBG, CMAQ, CRP) provides a predictable stream of resources, MPOs and their member jurisdictions can also compete for **discretionary grants**, which are awarded based on project merit and other factors.

Importance of Participation

If you serve on an MPO board, or are considering getting involved, you have a **direct role in shaping how federal transportation dollars are invested** in your region. MPOs help shape the future of transportation. They do more than plan; they **drive real change by shaping the infrastructure that supports economic growth, mobility, and quality of life**. Board members play a critical role in ensuring federal investments align with local and regional priorities.

- **MPOs offer a powerful platform for decision-making.** Board members influence billions of dollars in transportation investment decisions. By serving, you have a unique opportunity to shape the future of mobility, safety, and sustainability in your region.
- **MPO board members translate community priorities into regional action and investments.** Being informed and engaged in regional discussions strengthens an MPO's ability to advance impactful projects.
- **Advocacy is key.** Federal reauthorization and transportation funding decisions are heavily influenced by local elected officials. MPO Board members should advocate for MPO priorities through outreach and participation in national policy discussions.
 - **Note:** The vast majority of MPOs cannot lobby due to various state, federal, and local restrictions, but advocacy and education efforts are essential in reinforcing their role.

MPO Advocacy Toolkit



MPOs are critical players in regional transportation planning and funding. As a local elected official, your involvement ensures that federal dollars are used effectively to **support the transportation needs of your community**. Whether it's advocating for better roads or safer bike and pedestrian infrastructure, understanding the MPO funding process empowers you to make a lasting impact.



Legislative Priorities

Regional and local governments are the foundation of America’s transportation system. As Congress considers the next surface transportation reauthorization, it must prioritize stable, dedicated funding that empowers MPOs and local leaders—those who best understand their communities—to make strategic decisions on federal transportation investments. Explore national priorities that strengthen MPOs’ ability to deliver effective, efficient, and transformative transportation solutions nationwide.

