

SEDA-COG MPO Meeting
January 24, 2025 @ 9:30 AM
SEDA-COG Office / Virtual Meeting

Meeting materials available at:

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



MPO Voting Member Attendance

Member	Yes	No
Stephen Gibson, Clinton County		
David Witchey, Columbia County		
Brad Kerstetter, Juniata County		
James Lettiere, Mifflin County		
Greg Molter, Montour County		
Justin Skavery, Northumberland County		
Lincoln Kaufman, Snyder County		
Shawn McLaughlin, Union County		
Lisa Dooley, Town of Bloomsburg		
Jack Kytte, Berwick Borough		
Mark Schultz, PennDOT District 2		
Chris King, PennDOT District 3		
Nate Walker, PennDOT Central Office		
Bob Stoudt, Multimodal Interests		
Michele Holman, Transit Interests		
Randy Karschner, SEDA-COG Board		
Steve Herman, SEDA-COG Transportation		

A. Call to Order (introduction of new members and guests)

B. Public Forum (for items not listed on the agenda)



C. *Approval of November 22, 2024, MPO Meeting Minutes (see pages 3 to 8 of packet)

Recommendation: If acceptable, approve the minutes of the November 22, 2024, SEDDA-COG MPO meeting.

D. *TIP Modifications (see pages 10 to 28 of packet and the [TIP Modifications Dashboard](#))

Note: Votes are not needed for the administrative modifications between 11/15/24 and 1/13/25 that are being presented. The three projects on pages 15 to 17 of the packet are amendments and do require votes.

Sampling of TIP modifications being reviewed at MPO meeting

Action ID	MPMS #	PennDOT One Map Report	Google Street View
137639	120682	Project Status Report Link	Street View Link
137638	122200	Project Status Report Link	Street View Link
137924	122303	Project Status Report Link	Street View Link
N/A	121840	Project Status Report Link	Street View Link
138087	121858	Project Status Report Link	Street View Link
N/A	122180	Project Status Report Link	Street View Link
137899	103011	Project Status Report Link	Street View Link
138261	116356	Project Status Report Link	Street View Link

E. CSVT Project and SR 54 Safety Project Status Reports – PennDOT District 3



CSV T project website: <https://www.csvt.com/>

E. CSVT Project Updates

Southern Section Earthwork Contract

- Construction is substantially completed.
- Excavation, hauling, and embankment construction are complete.
- Realignment of Park Rd and Colonial Dr are complete. Fisher Rd has been opened to the new alignment with Park Rd.
- Two roundabouts at Mill Road, App Road, and Airport Road are fully open to traffic.
- Contractor is completing punchlist items. Contractor and PennDOT are working on the required final project documentation and final payments.

Southern Section Structures Contract

- Roughly 40% complete overall.
- CSVT bridge over Grangers Rd is nearly complete and should be done in the spring.
- Cortland Dr bridge over the RT 61 Connector is nearly complete.
- RT 61 Connector bridge over ramps connecting to Routes 11/15 beams are set and deck placed; parapets to be done in spring.
- CSVT bridge over 11th Ave piers, abutments, and beams are complete; deck placement will begin in the spring.
- CSVT bridge over Stetler Ave piers and abutments are underway; beam setting will begin in the spring.
- Noise barrier construction is underway.
- CSVT bridge over the RT 61 Connector MSE wall abutments are underway.
- CSVT bridge over Park Rd is underway.
- CSVT bridge over Attig Rd is underway.
- The 9 bridges and 4 noise walls in this contract will be completed throughout 2025.

Southern Section Paving Contract

- Final design and plans preparation are ongoing.
- Right-of-way acquisition is ongoing for the interchange areas, particularly with existing US 11/15 and US 522.
- Utility company coordination is ongoing related to their facilities in the interchange areas.
- Permit application prep is ongoing for the proposed work in the interchange areas.
- The contract is anticipated to have its bid opening in late 2025 or early 2026.
- The mainline CSVT Southern Section highway is anticipated to be opened to traffic in 2027.
- The PA 61 Connector is anticipated to be fully completed and opened to traffic in 2028.

E. SR 54 Safety Project Update

- The bid opening date was 12/12/24. The winning bidder was New Enterprise.
- The low bid came in approximately \$2.7M under the estimate.
- The notice to proceed date is 1/27/25.
- SR 54 safety project website:

<https://www.penndot.pa.gov/RegionalOffices/district-3/ConstructionsProjectsAndRoadwork/Pages/Routes-54-and-642.aspx>

F. Unified Planning Work Program Staff Activity Report (see pages 31 to 48 of packet)

- Staff will summarize key items from the staff activity report.

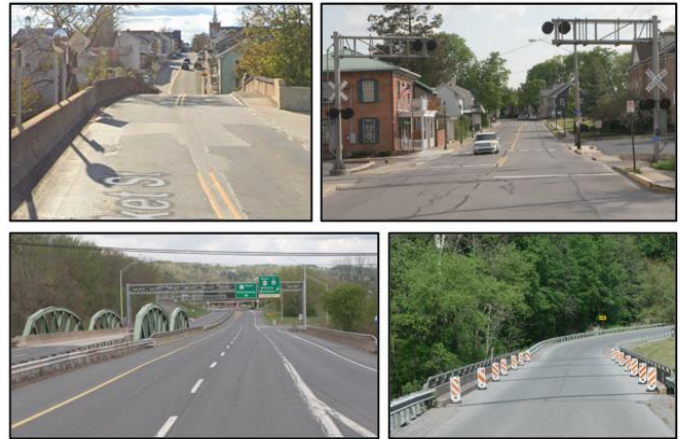
G. Central Region Regional Operations Plan Presentation

- *Separate PowerPoint update to be shared by Frank Cavataio of PennDOT's Highway Safety & Traffic Operations Division.*

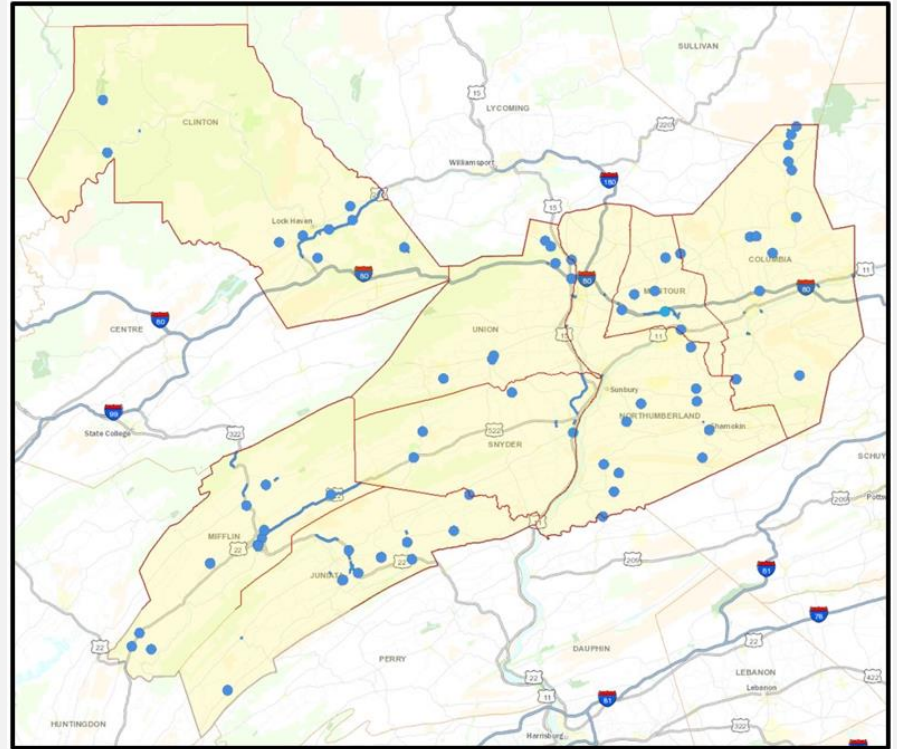
H. FFY 2024 Obligated Projects Report (see the full report [here](#))

- Staff will highlight aspects of the recently completed Obligated Projects Report for FFY 2024.

**SEDA-COG Metropolitan Planning Organization
Annual Listing of Obligated Projects
Federal Fiscal Year 2024**



Top left photo: MPMS 4190 location
Top right photo: MPMS 119246 location
Bottom right photo: MPMS 114302 location
Bottom left photo: MPMS 118769 location



I. SEDA-COG Long-Range Transportation Plan Update

- *Separate PowerPoint update to be shared by staff and Michael Baker International consultant team.*

J. NEVI Community Charging Program and EV Charging Stations Update

- Staff will provide an update on plans for the NEVI Community Charging Program, public workshops, and EV charging station projects.

K. Local Bridge Prioritization Process for 2027 TIP Update

- *Separate PowerPoint update to be shared by staff.*
- Members should offer comments about the process and any recommended changes for how local bridges are evaluated for the TIP update.

L. Active Transportation Committee Update

- Staff will provide an update on Active Transportation Committee meetings and business.
- We're still in the process of replacing Bryce Buck as our GIS Analyst and MSATC lead.

M. Member Forum (see pages 50 to 56 of packet)

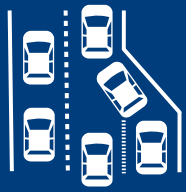
- Members are encouraged to bring up news items from their organizations and other discussion topics for the good of the order.

N. Adjournment



Thank you!

- The next MPO meeting will be on March 28, 2025.



TSMO

PENNDOT'S REGIONAL OPERATIONS PLAN (ROP) FOR THE CENTRAL RTMC REGION

JANUARY 24, 2025

AGENDA

- TSMO Overview
- ROP Process
- Summary of ROP Projects
- Wrap Up / Next Steps



AGENDA

- Introduction
- **TSMO Overview**
- ROP Process
- Summary of ROP Projects
- Wrap Up / Next Steps



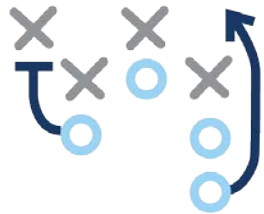
TSMO OVERVIEW

Transportation Systems Management & Operations



TSMO Purpose

A way to address reliability, mobility, and congestion by using various strategies rather than just trying to build our way out.



TSMO Vision

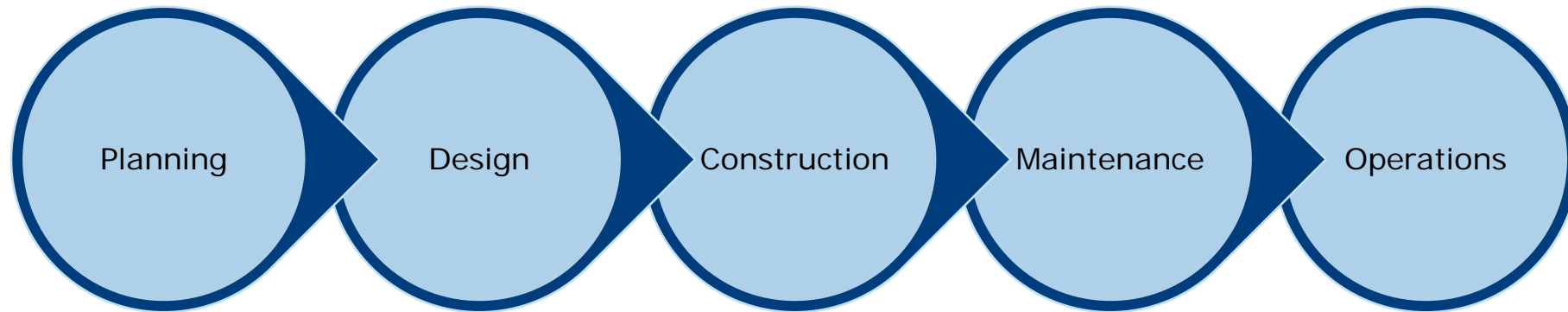
A less congested, more reliable network



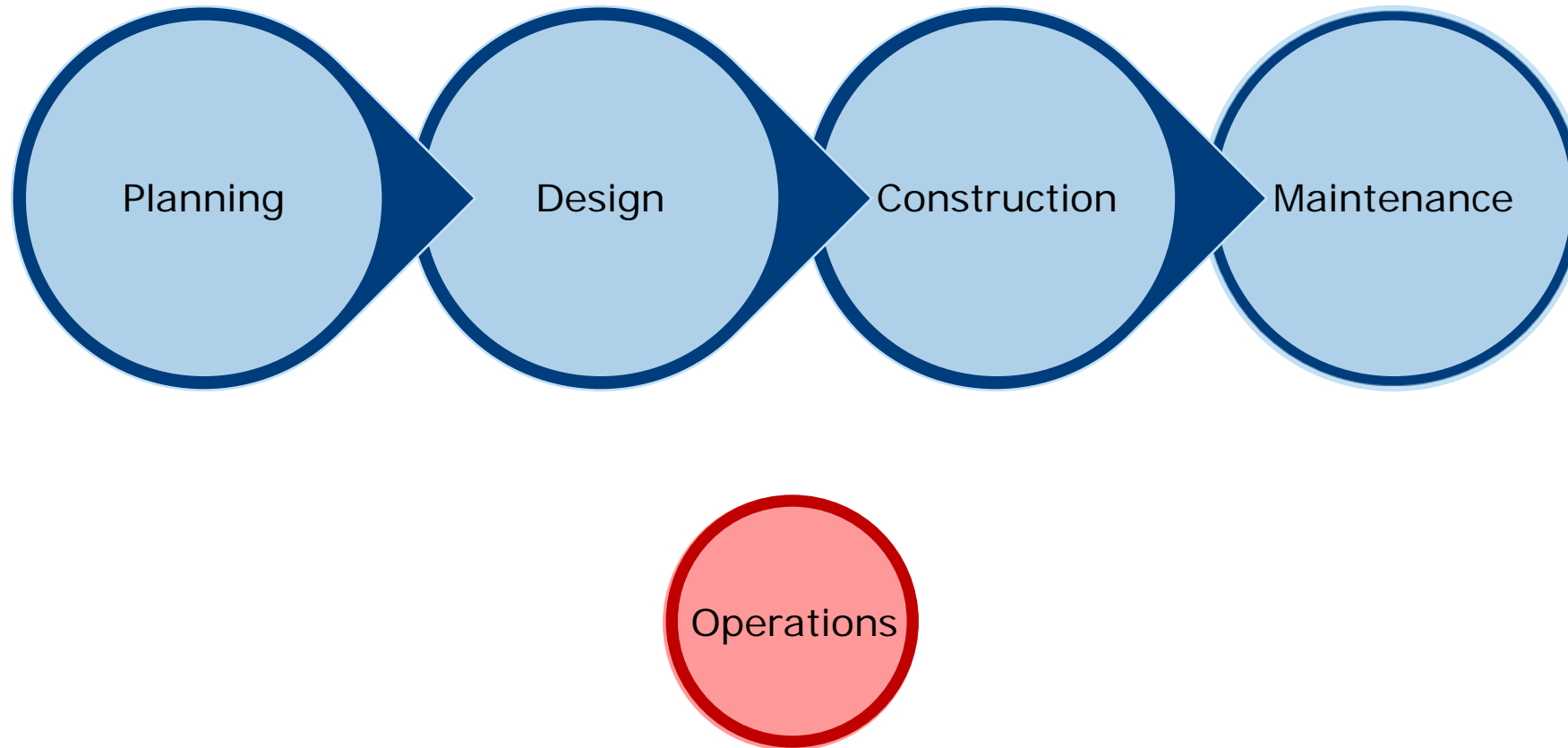
TSMO Mission

Move people and goods, from Point A to Point B, as efficiently, safely, and reliably as possible.

PROJECT LIFE CYCLE – PERCEIVED

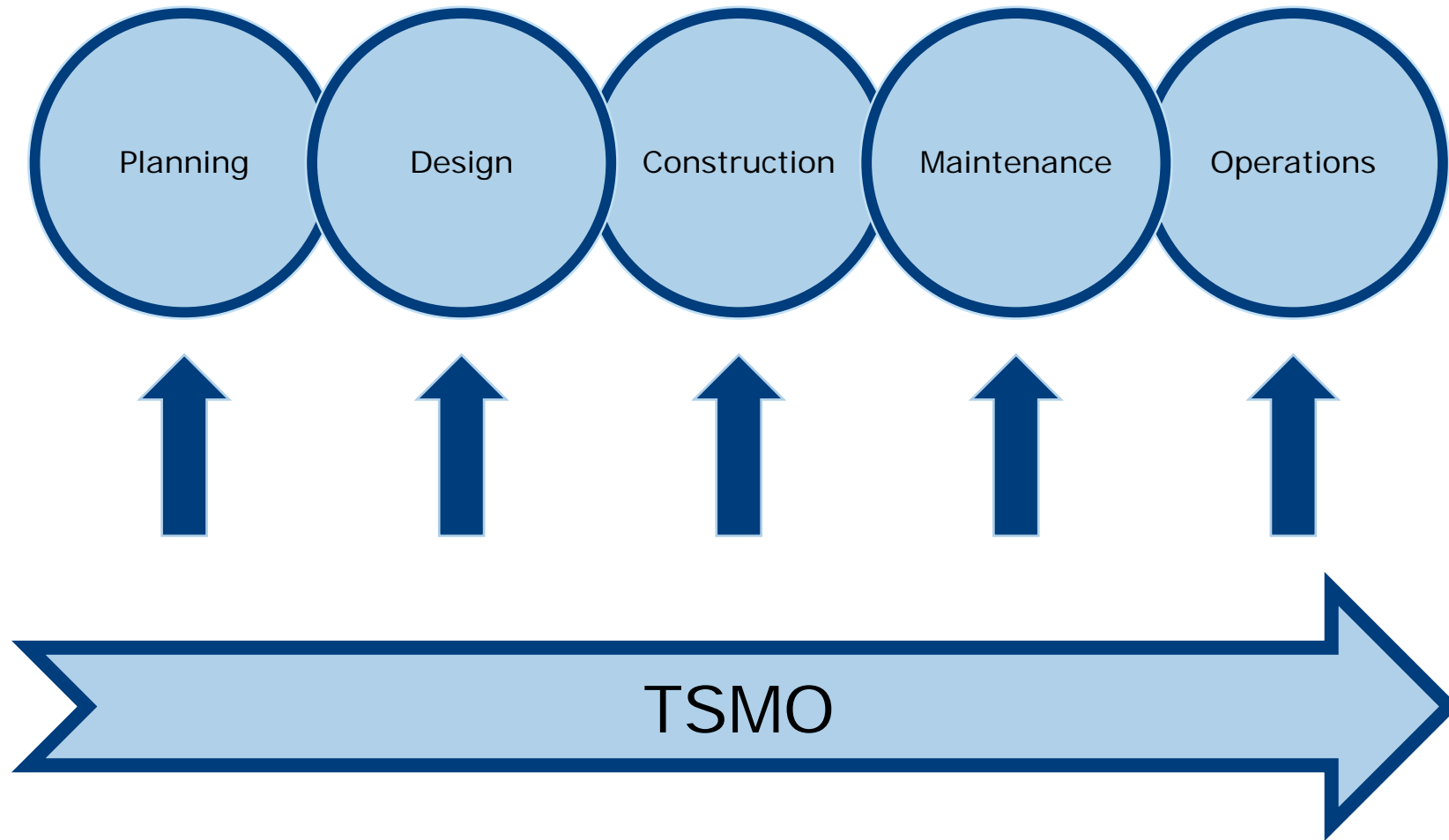


PROJECT LIFE CYCLE – REALITY



PROJECT LIFE CYCLE – IDEAL

7



2018-2019

- TSMO Strategic Framework
- TSMO Guidebook – Part 1: Planning
- Began ROP updates

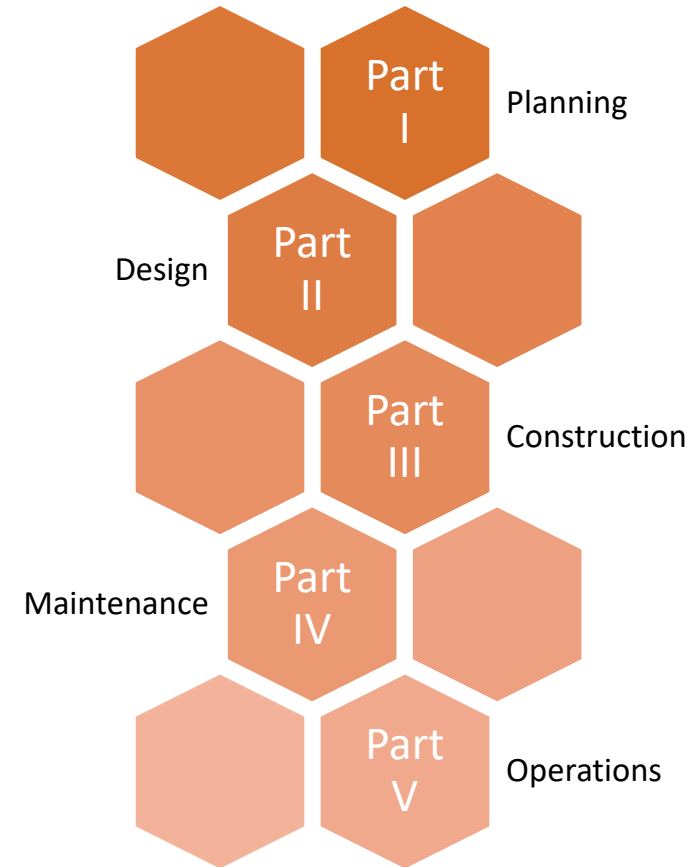
2020-2023

- Completed ROP Updates Statewide
- TSMO Guidebook – Part 5: Operations
- TSMO Guidebook – Part 2: Design
- CMM Update
- TSMO Website Launched

2024-2025

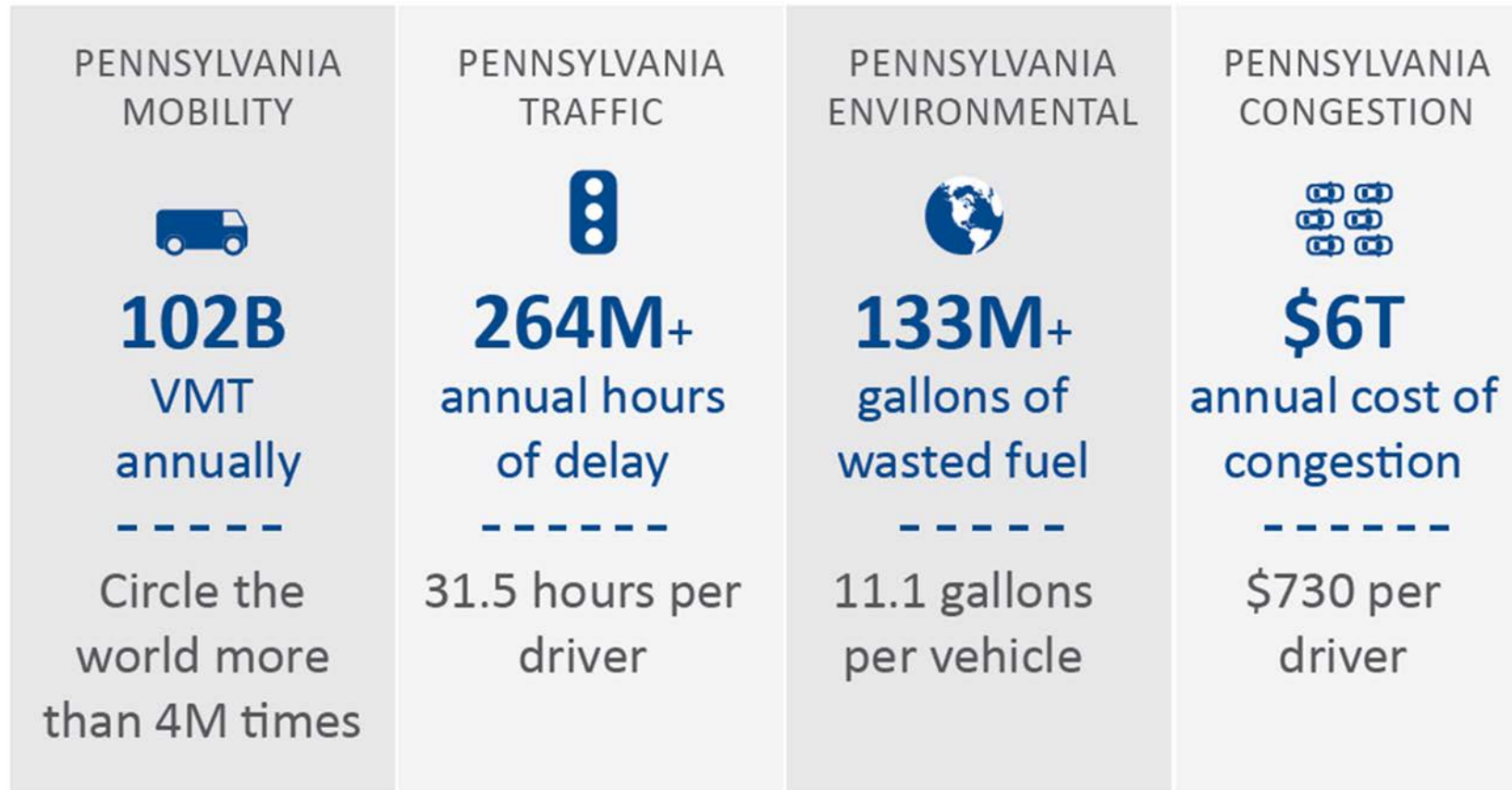
- TSMO Summit
- TSMO Guidebook – Part 3: Construction
- TSMO Guidebook – Part 4: Maintenance

TSMO Guidebook



WHY IS TSMO IMPORTANT?

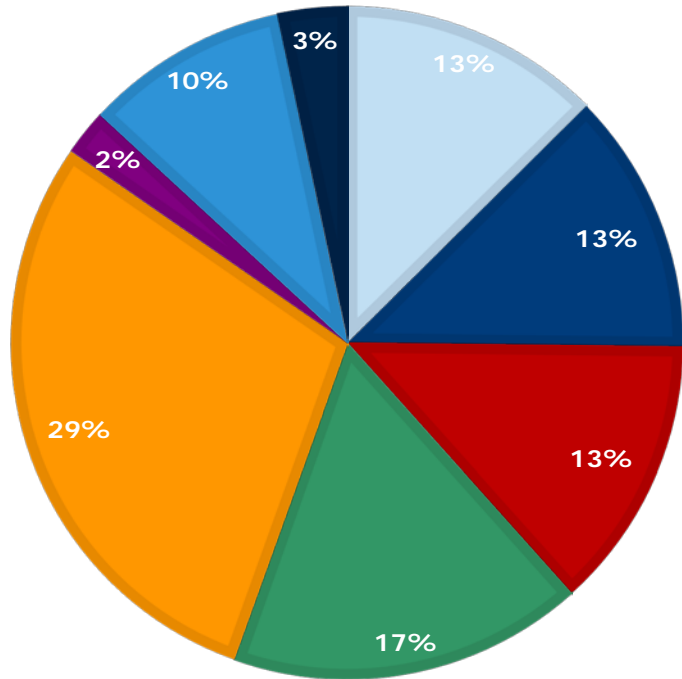
NEED FOR TSMO/TRAFFIC OPERATIONS



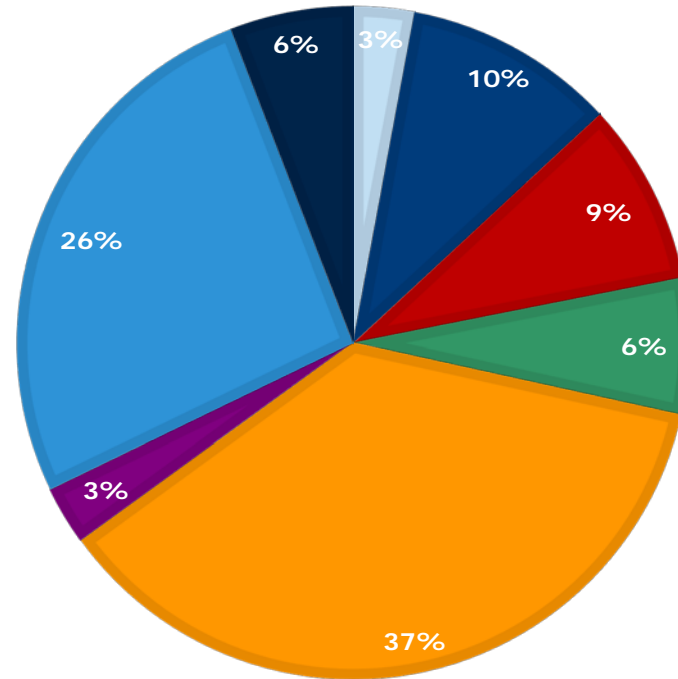
CONGESTION PIE CHART

2023 Congestion Pie Chart

STATEWIDE



CENTRAL REGION



Cause	Source/Definition
Roadwork	RCRS Roadwork, Maintenance Database, or Waze Roadwork event
Other Incident	Non-crash traffic hazard from Waze (i.e. disabled/car stopped on shoulder, hazard on roadway)
Minor Crash	Non-reportable crash from RCRS or Waze
Crash	Reportable crash from the Crash Record System (CRS)
Weather	Inclement weather conditions from RWIS or Waze weather event
Recurring	Congestion where speed drop is no more than 10% greater than the historical average speed
Unknown	Cause could not be identified with current data sources
Rubbernecking	Any previously identified congestion pie chart incident cause is linked to one side of the road, and no incident is correlated to the other side of the road in the same area, but still experiences a speed drop above historical norm



PA vs THE NATION

URBAN (≥ 500,000 PEOPLE)

ANNUAL HOURS
OF DELAY



PENNSYLVANIA
73.018M

NATIONALLY
71.990M

ANNUAL CONGESTION
COST



PENNSYLVANIA
\$1.697M

NATIONALLY
\$1.649M

ANNUAL EXCESS
FUEL CONSUMED IN
GALLONS



PENNSYLVANIA
36.769M

NATIONALLY
31.936M

RURAL (< 500,000 PEOPLE)

ANNUAL HOURS
OF DELAY



PENNSYLVANIA
2.789M

NATIONALLY
2.651M

ANNUAL CONGESTION
COST



PENNSYLVANIA
\$67M

NATIONALLY
\$62M

ANNUAL EXCESS
FUEL CONSUMED IN
GALLONS



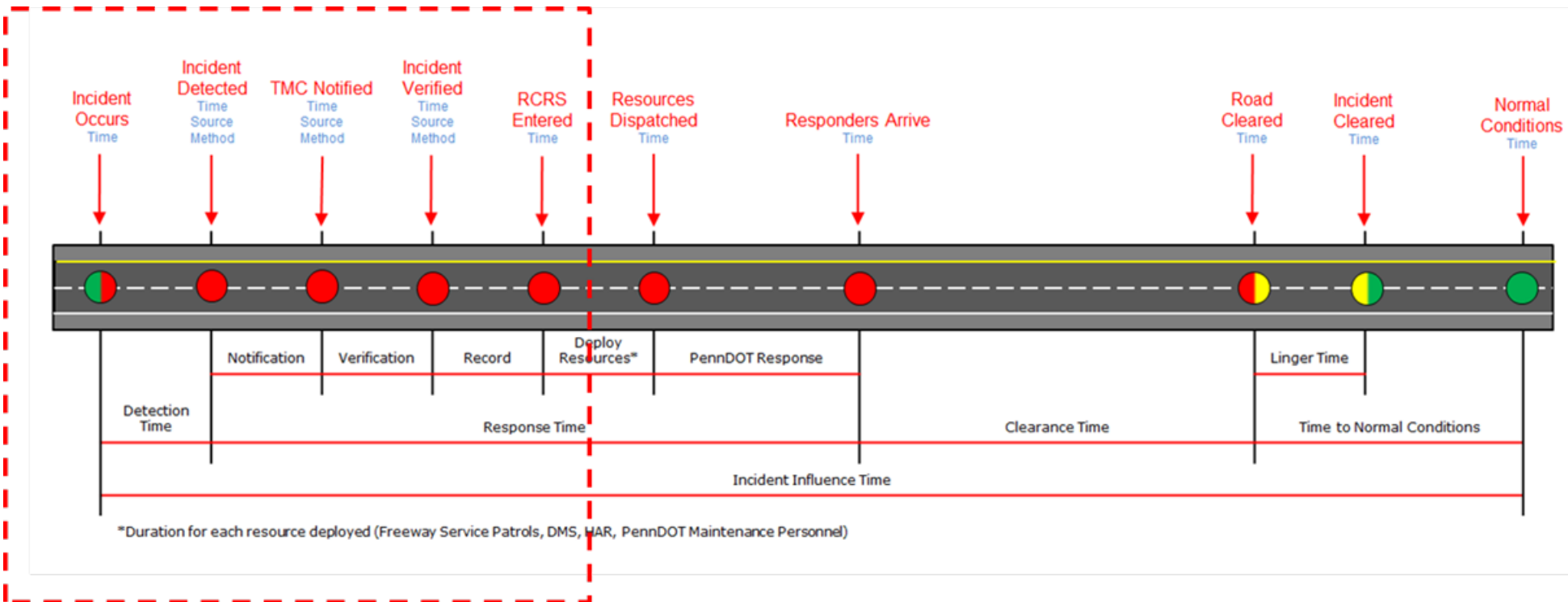
PENNSYLVANIA
1.408M

NATIONALLY
1.243M



PERFORMANCE: TSMO PERFORMANCE REPORTS

- Crash detection by source
- Detection times by source
- Crash and congestion data by times
- High congestion crashes
- TMC staff time



AGENDA

- Introduction
- TSMO Overview
- **ROP Process**
- Summary of ROP Projects
- Wrap Up / Next Steps



WHY THE ROP?

- Meet federal requirements related to ITS planning (23 CFR 940)
- Incorporate statewide TSMO goals for operations planning at the regional level
- Utilize objectives-driven, performance-based planning processes for operations and congestion management planning
- Integrate/mainstream operations planning into the overall transportation planning process, as per FHWA guidance
- Prioritize and fund TSMO capital projects, studies, and initiatives as part of the Transportation Improvement Program (TIP)
- Manage funds for TSMO operations and maintenance (O&M) in future years



FEDERAL COMPLIANCE

The Federal Highway Administration adopted regulations, which are contained in 23 CFR Part 940, pertaining to conformance with the National Intelligent Transportation Systems Architecture and Standards pursuant to §5206(e) of the Transportation Equity Act for the 21st Century Act (TEA-21).

Projects incorporating TSMO Strategies that utilize federal funding are required to comply with 23 CFR Part 940. The ROP can fulfill the requirement to establish a regional ITS architecture.

Table 10 identifies how the recommended ROP structure complies with the FHWA requirements in 23 CFR 940. In order to serve as the regional ITS architecture, the ROP will require completion of the FHWA Compliance checklists which should be included within an appendix of the ROP.



FEDERAL COMPLIANCE

Table 10 identifies how the recommended ROP structure complies with the FHWA requirements in 23 CFR 940. In order to serve as the regional ITS architecture, the ROP will require completion of the FHWA Compliance checklists which should be included within an appendix of the ROP.

TABLE 10: 23 CFR PART 940 CORRELATION TO ROP GUIDELINES

23 CFR Part 490 Reference	Regulatory Requirement	ROP Location
§940.5	Development of regional ITS architecture should be consistent with the transportation planning process for Statewide and Metropolitan Transportation Planning	Chapter 1
§940.9(a)	Provision should be made to include participation from the following agencies, as appropriate: Highway agencies, public safety agencies (e.g. police, fire, emergency/medical); transit operators; Federal lands agencies; State motor carrier agencies; and other operation agencies necessary to fully address regional ITS integration	Chapter 1
§940.9(d)(1)	Include a description of the region	Chapter 2
§940.9(d)(2)	Include identification of participating agencies and other stakeholders	Chapter 1
§940.9(d)(3)	Include an operational concept that identifies the roles and responsibilities in the operation and implementation of the systems	Chapter 4
§940.9(d)(4)	Identify any agreements (existing or new) required for operations, including at a minimum those affecting interoperability, utilization of standards, and the operations of identified projects	Chapter 5
§940.9(d)(5)	Include system functional requirements	Chapter 5
§940.9(d)(6)	Identify interface requirements and information exchanges with planned and existing systems and subsystems	Chapter 5
§940.9(d)(7)	Identification of standards supporting interoperability	Chapter 5
§940.9(d)(8)	Identify the sequence of projects required for implementation	Chapter 5

Other federal laws contain requirements relating to transportation planning and the demonstration of need for projects, including the National Environmental Policy Act (NEPA), the Clean Water Act and Section 4(f) of the United States Department of Transportation Act of 1966 (Title 49 U.S.C.). ROPs can facilitate compliance with these laws by documenting the operational needs of the transportation system. The needs identified in the ROP can then be incorporated by reference into required project-specific documentation.



ROP PROCESS OVERVIEW

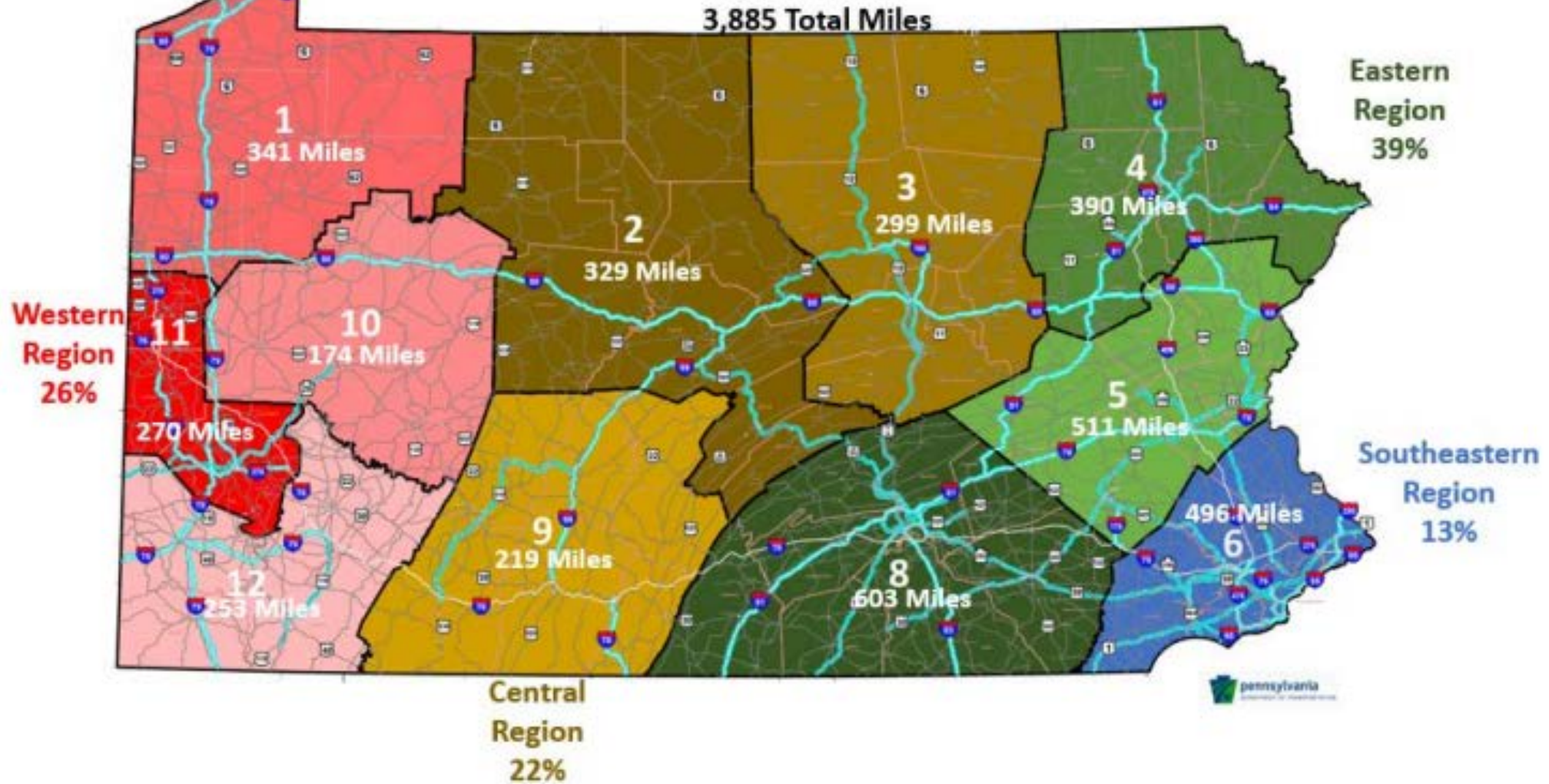
Transportation Systems Management and Operations (TSMO) Guidebook PART I: PLANNING

Chapter 3. Regional Operations Plans.....	13
Introduction.....	13
ROP Development Process.....	13
ROP Framework.....	15
ROP Structure.....	19
Federal Compliance.....	30



ROP PROCESS OVERVIEW

PennDOT Core Roadway Network



ROP PROCESS OVERVIEW

- Strategy Development

- PennDOT Primary Statewide Goals for Traffic Operations

- 1. Mitigate Recurring Congestion**

- Bottlenecks
 - Poor Signal Timing

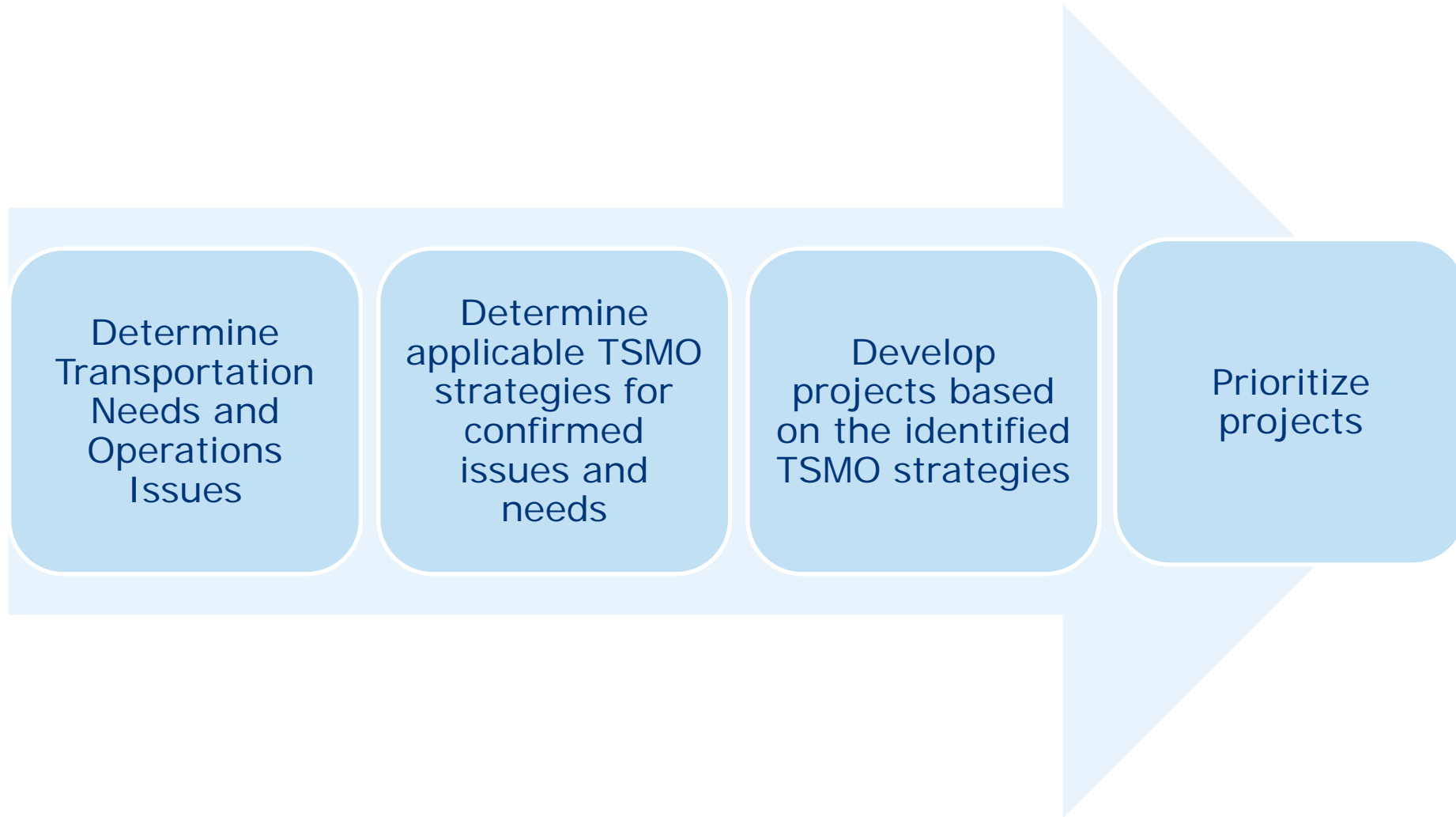
- 2. Maintain Mobility During Planned Events**

- Work Zones
 - Special Events/Other

- 3. Minimize the Impact of Unplanned Events**

- Traffic Incidents
 - Inclement Weather

ROP PROCESS OVERVIEW



ROP PROCESS OVERVIEW

District Unverified Heavy Congestion Crash Maps

District 2



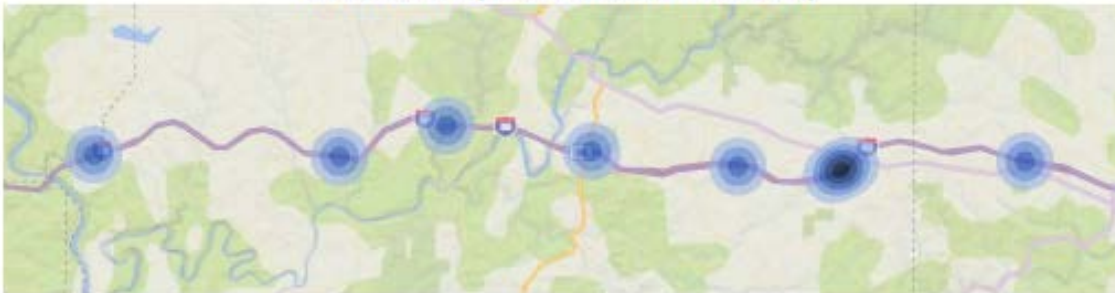
District 3



District 9



District 10 (Clarion and Jefferson)

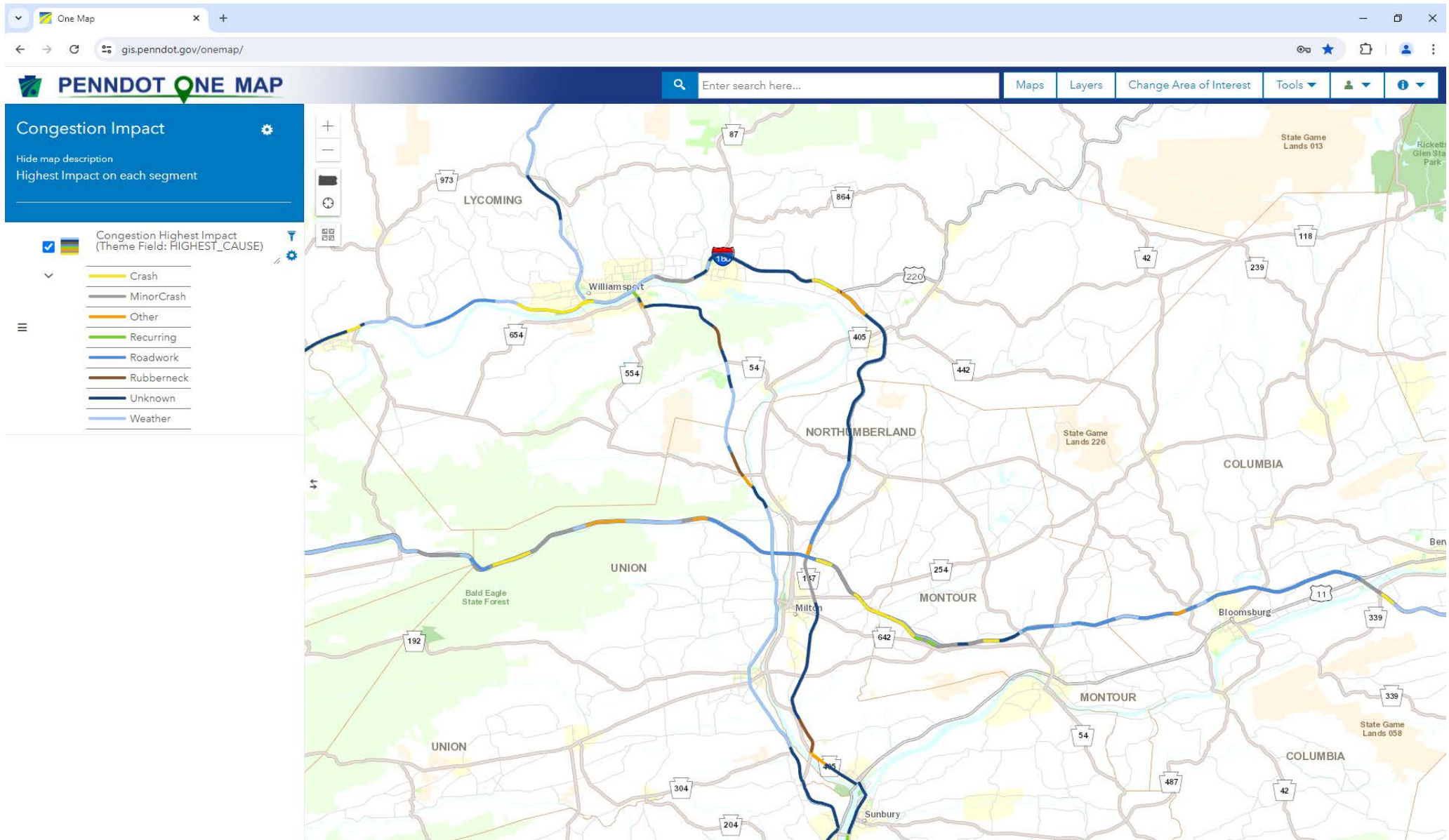


ROP PROCESS OVERVIEW

Map of Top Ten Most Unreliable Segments by District



ROP PROCESS OVERVIEW



ROP PROCESS OVERVIEW

Performance Metrics in OneMap

Travel Time Index: — Travel time represented as a percentage of the ideal travel time ($\text{Travel Time} / \text{Free-flow Travel Time}$).

Buffer Index — The Buffer Time's percentage value of the Average Travel Time ($(95\% \text{ Travel Time} - \text{Average Travel Time}) / \text{Average Travel Time}$).

Planning Time Index: Free Flow Speed — The total travel time that should be planned when an adequate buffer time is included ($95\% \text{ Travel Time} / \text{Free-flow Travel Time}$).



ROP PROCESS OVERVIEW

TSMO Guidebook Part I: Planning outlines a variety of strategies to mitigate different classifications of congestion

		Bridge De-Icing	CCTV Cameras	Dynamic Curve Warning	DMS	Dynamic Rerouting	Flex Lanes	Freeway Service Patrols	Integrated Corridor Management	Junction Control	Managed Lanes	Queue Warning	Ramp Metering	RWIS	Smart Corridor Initiatives	TIM Teams	Traffic Incident Detection	Traffic Management Center	Traffic Signal Enhancements	Traveler Information	Variable Speed Displays
Recurring Congestion	Bottlenecks		X	X	X	X	X		X	X	X	X		X			X		X	X	
	Poor Signal Timing								X					X			X	X	X		
Unplanned Events	Traffic Incidents		X	X	X	X	X	X	X		X	X		X	X	X	X			X	X
	Inclement Weather	X	X	X	X			X				X	X			X			X	X	
Planned Events	Work Zones		X		X	X	X	X	X		X			X			X			X	X
	Special Events		X		X	X	X	X	X		X	X		X	X		X			X	



ROP PROCESS OVERVIEW

Regional Operations Plan (ROP)
Central RTMC Region

FA-18: US 11 Detour ICM

FOCUS AREA: Freeway and Arterial Operations

PRIORITY: Normal

PROJECT DESCRIPTION AND SCOPE: Upgrade 14 traffic signals on US 11 and 4 traffic signals on PA 42 in Bloomsburg and 14 traffic signals on US 11 in Berwick to improve detour operations for I-80.

STAKEHOLDERS: PennDOT 3-0, Local Municipalities

ESTIMATED SCHEDULE: 3+ [years](#)

ESTIMATED COSTS:
\$500k-\$2M

Life Cycle:

LEVEL OF EFFORT: Moderate

TECHNOLOGY COMPONENTS (if applicable): Traffic Signal Systems

PREREQUISITES AND DEPENDENCIES: N/A

PERFORMANCE MEASURES: Improved Travel Time Ratio

BENEFITS: Improved traffic flow and reduced congestion.

Categories of Projects

- Antiquated Devices
- New Devices
- Communications Network
- Traffic Signals
- Traffic Incident Management
- TSMO



ROP PROCESS OVERVIEW

- Existing Narratives
- Existing Project Lists
 - Update Status
 - Review Priority
 - Add New Projects



TENTATIVE SCHEDULE

	2024				
	Aug	Sep	Oct	Nov	Dec
Stakeholder Meetings Round 1 (In-Person)					
Stakeholder Meetings Round 2 (In-Person)					
60% Draft ROP Document					
Stakeholder Meeting Round 3 (Virtual)					
100% Draft ROP Document					
Final ROP Report					



AGENDA

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ROP PROJECT LIST (PREVIOUS)

2018 Full ROP Update: 42 Projects

2021 Interim Update: 15 Projects

Project Number	Project Name	Location	Capital Cost	Annual O&M
ST-01	CSVT Integrated Corridor Management and TIM Team	US 11/US 15/PA-61/PA-147	\$5,442,000	\$62,000
ST-02	I-80/I-99 Existing CCTV Replacements	Various	\$110,000	\$6,000
ST-03	Breezewood Integrated Corridor Management	I-70/I-76 (PA Turnpike)/US 30	\$155,000	\$950
ST-04	I-80 ICM (147 to 158)	I-80/PA-144/PA-150	\$3,679,000	\$33,000
ST-05	US 22 Queue Detection	Eastbound US 22, near US 219	\$66,000	\$700
ST-06	I-80 CCTV Gaps	Various	\$245,000	\$2,000
ST-07	I-80 TIM Team	I-80 Corridor	\$20,000	N/A
ST-08	US 219/Elton Road Queue Preemption	Southbound US 219 Off-Ramp at Elton Road	\$60,000	\$500
ST-09	Philipsburg Traffic Signal Improvements	Philipsburg Borough	\$325,000	\$1,800
ST-10	I-80 Existing HAR Replacements	Various	\$1,100,000	\$4,000
ST-11	Existing DMS Retrofit – Centre County	I-99/US 322, Port Matilda	\$105,000	\$3,800
ST-12	US 322, Philipsburg to I-99 ITS	US 322, west of I-99	\$2,300,000	\$19,500
ST-13	I-80 Slow Vehicle Warning	I-80, MM 111 to 120	\$1,010,000	\$11,500
ST-14	I-99 TIM Team	I-99 Corridor	\$20,000	N/A
ST-15	US 322 Slow Vehicle Warning	US 322, Seven Mountains	\$342,000	\$3,000
ST-16	I-99 CCTV Gaps	Various	\$700,000	\$13,000
ST-17	Existing Bridge De-Icing Retrofit	Various	\$610,000	\$5,000
ST-18	I-99 RWIS	I-99 at Skytop	\$245,000	\$1,900
ST-19	US 15 to I-180 Dynamic Curve Warning	Southbound US 15, prior to I-180	\$262,000	\$2,100
ST-20	Central Region CCTV Gaps	Various	\$462,000	\$4,000
ST-21	Existing DMS Retrofit – District 9-0	Various	\$352,000	\$15,500
ST-22	Existing DMS Retrofit – McKean County	US 219, near Bradford	\$105,000	\$3,800
ST-23	US 22/322 RWIS	US 22/322, near Thompsettown	\$135,000	\$950
ST-24	PA-350 RWIS	PA-350, west of Bald Eagle	\$135,000	\$950
ST-25	Special Event Use of Portable DMS	Various	\$250,000	\$2,000

Project Number	Project Name	Location	Capital Cost	Annual O&M
LT-01	I-80 ICM (Exit 232 to 241) + Parallel Corridor Improvements	I-80/US 11/PA-42, Bloomsburg	\$4,402,000	\$10,500
LT-02	I-80/I-99 Fiber Backbone	Various	\$41,600,000	\$70,000
LT-03	I-80 ICM (Exit 97 to 101) + Parallel Corridor Improvements	I-80/US 219/PA-255, DuBois	\$604,000	\$6,500
LT-04	I-180 Interchange Improvements	I-180, Williamsport	\$76,000	\$900
LT-05	I-99/US 322 ICM (Atherton Street)	I-99/US 322/SR 3014	\$1,536,000	\$15,000
LT-06	I-80 ICM (Exit 111 to 123)	I-80/PA-153/US 322/PA-879/PA-970	\$550,000	\$4,500
LT-07	I-80 ICM (Exit 173 to 185)	I-80/PA-64/PA-477	\$1,169,000	\$11,000
LT-08	PA-56 Traffic Signal Improvements	PA-56, near US 219	\$755,000	\$5,700
LT-09	US 220-Business Traffic Signal Improvements	US 220-Business/Plank Road	\$3,100,000	\$16,000
LT-10	Central Region Dynamic Curve Warning	Various	\$1,775,000	\$17,000
LT-11	PA-54 Traffic Signal Improvements	PA-54, Danville	\$2,795,000	\$7,000
LT-12	Central Region DMS Gaps	Various	\$3,774,000	\$45,000
LT-13	PA-36 Traffic Signal Improvements	PA-36, Roaring Spring	\$185,000	\$1,000
LT-14	US 6 Corridor ITS	Various	\$2,581,000	\$24,000
LT-15	PA-150 Traffic Signal Improvements	PA-150 (Hogan Blvd), near Mill Hall	\$175,000	\$1,500
LT-16	Sayre Traffic Signal Improvements	US 220 Ramps/SR 1069, Sayre	\$210,000	\$1,300
LT-17	PA-144 Truck Enforcement	PA-144, west of Centre Hall	\$730,000	\$6,000

Project #	Project	Stakeholders	Planned Improvements
IU.01	PA-150 ICM	PennDOT 2-0; Centre MPO	Traffic Signal Improvements, CCTV, Type A DMS
IU.02	College Twp. Signal Improvements	PennDOT 2-0; Centre MPO	Traffic Signal Improvements, CCTV, Type A DMS
IU.03	DuBois Fiber Deployment	PennDOT 2-0; North Central RPO	Fiber Backbone
IU.04	I-80 VSL Pilot	PennDOT 2-0; North Central RPO	Variable Speed Displays
IU.05	North Central ITS	PennDOT 2-0; North Central RPO	CCTV, DMS, RWIS
IU.06	PA-879 Signal Improvements	PennDOT 2-0; North Central RPO	Traffic Signal Improvements
IU.07	PA-655 Signal Improvements	PennDOT 2-0; SEDA-COG MPO	Traffic Signal Improvements
IU.08	US 220 Corridor ITS	PennDOT 2-0; SEDA-COG MPO	CCTV, Type A DMS
IU.09	US 15 Corridor ITS	PennDOT 3-0; Northern Tier RPO	CCTV, DMS
IU.10	CSVT Signal Improvements	PennDOT 3-0; SEDA-COG MPO	Traffic Signal Improvements
IU.11	Middleburg Signal Improvements	PennDOT 3-0; SEDA-COG MPO	Traffic Signal Improvements
IU.12	Montoursville Signal Improvements	PennDOT 3-0; Williamsport MPO	Traffic Signal Improvements
IU.13	Third Street Signal Improvements	PennDOT 3-0; Williamsport MPO	Traffic Signal Improvements
IU.14	I-70 Curve Warning	PennDOT 9-0; Southern Alleghenies RPO	Dynamic Curve Warning
IU.15	I-70 ITS Gaps	PennDOT 9-0; Southern Alleghenies RPO	CCTV, DMS
IU.16	Pleasantville ITS	PennDOT 9-0; Southern Alleghenies RPO	Type A DMS



SEDA COG PROJECTS FROM PREVIOUS ROP

ROP Project ID	Project Type	Project Title	Project Status
IU-11	Signals	Middleburg Signal Improvements	In Construction
ST-01	TSMO	CSVT ICM + TIM Team	In Design
IU-10	Signals	CSVT Signal Improvements	Partial Progress
LT-01	TSMO	I-80 ICM (Exit 232 to 241)	Partial Progress
LT-07	TSMO	I-80 ICM (Exit 173 to 185)	Partial Progress
LT-11	Signals	PA-54 Traffic Signal Improvements	Partial Progress
LT-12	New Devices	Central Region DMS Gaps	Partial Progress
ST-06	New Devices	I-80 CCTV Gaps	Partial Progress



CURRENT PROJECTS ON THE ROP

SEDA COG has 11 projects from current ROP out of 73 for the region.

Project ID	Project Name	Project Description
FA.01	US 22/322 ITS Gaps	Install CCTV, CMS, RWIS, and VSL along US 22/322.
FA.02	District 3 I-80 Corridor ITS Gaps	Install CCTV, CMS, RWIS, and VSL along I-80 in District 3
FA.13	Loganton RWIS	Install RWIS on I-80 at exit 185, Loganton
FA.14	US 22/322 ICM	Connect traffic signals on US 22/322 parallel routes.
FA.15	Jacks Mountain ITS	Install CCTV & RWIS at US 22 and SR 4007 intersection
FA.18	US 11 Detour ICM	Upgrade 14 traffic signals on US 11 and 4 traffic signals on PA 42 in Bloomsburg and 14 traffic signals on US 11 in Berwick to improve detour operations for I-80.
FA.19	CSVT Traffic Signal Timing Study	Perform a study to determine signal retiming and coordination on US 15 near I-80
FA.20	Danville Traffic Signal Upgrade	Upgrade traffic signals in Danville. Install Displaced Left Turn at US 11 and PA 54
TI.13	Natalie Mountain Portable CMS	Deploy portable CMS near Natalie Mountain
TI.14	CSVT ITS	Install CCTV and CMS along US 15 and PA 147
TI.15	Lewisburg CCTV	Install CCTV at US 15 and PA 192



ROP EXISTING PROJECT LIST

- Before and After Analysis:
 - For completed projects
 - Utilize performance metrics identified for project
 - Performance Office is working on examples
 - Available Tools
 - CDART (Crash Data)
 - Traffic Operation Analytics (TOA) Platform
 - Probe Data Analytics Suite – Speed/Travel Time (<https://pda.ritis.org>)
- Contact Performance Office for assistance (penndotdata@pa.gov)



AGENDA

- Introduction
- TSMO Overview
- ROP Process
- Summary of ROP Projects
- **Wrap Up / Next Steps**



TSMO FUNDING INITIATIVE 2025

TFI Round	Amount Awarded
2021	\$1,848,260
2023	\$1,400,000
2025	\$2,121,000



THANK YOU!

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Frank Cavataio – TSMO PLANNING & FUNDING

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More info on PennDOT's TSMO and ROP efforts...

[Search PennDOT TSMO](#)



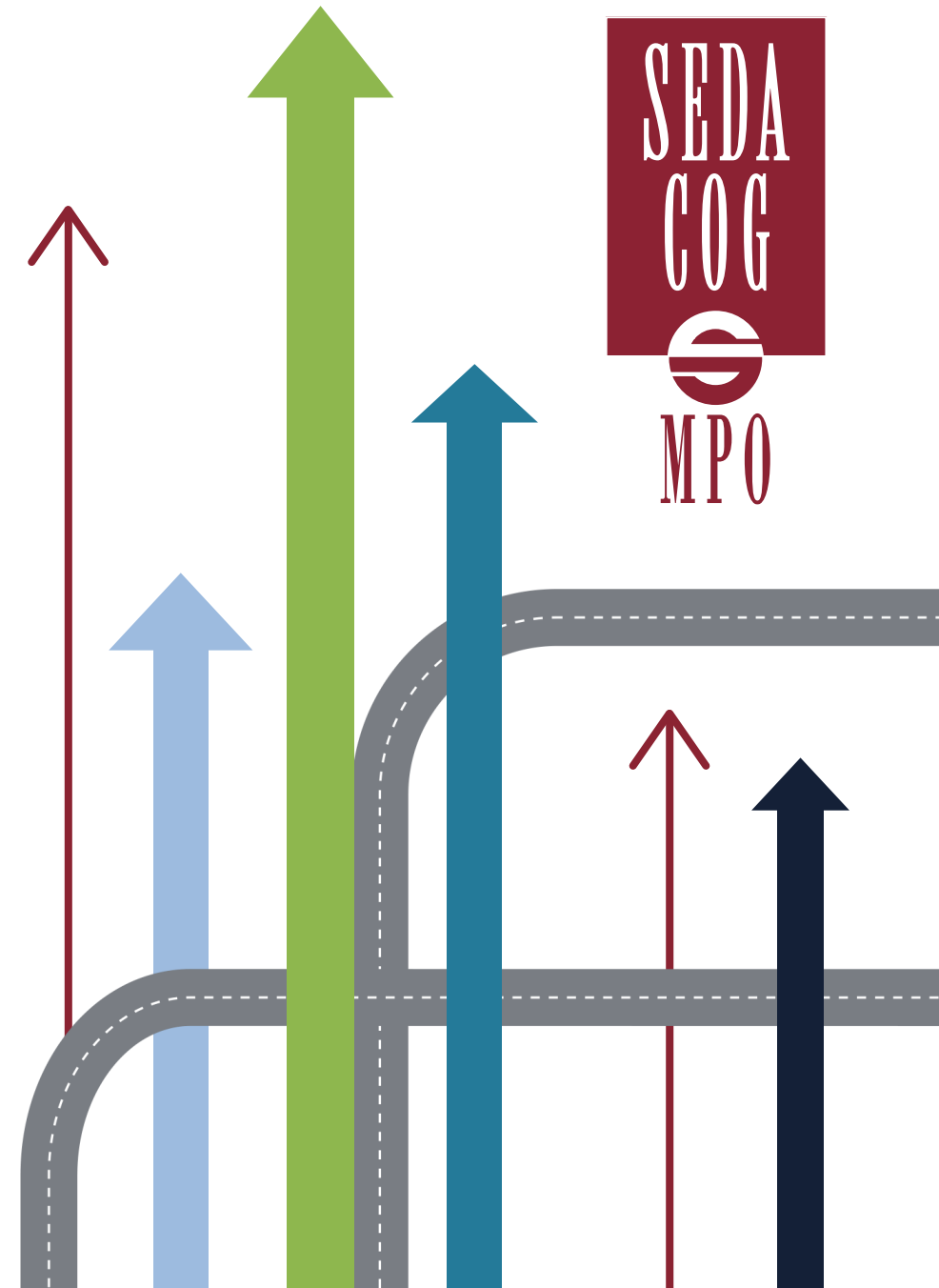
SEDA-COG Metropolitan Planning Organization

2050

LONG-RANGE TRANSPORTATION PLAN

MPO Briefing
January 24, 2025

Michael Baker
INTERNATIONAL



Overview

- Stakeholder Outreach
- Summary of Stakeholder Interviews
- Initial Look at Strategic Directions
- Review of Next Steps

Stakeholder Outreach

- Public Survey Web Map (<https://arcg.is/1uO4Wq0>)
- [Social Pinpoint](https://engage.seda-cog.org/) (engage.seda-cog.org/)





Stakeholder Interviews

- Interviews with 24 individuals across the eight-county region.
- Conducted late November / early December.

Strategic Directions

- 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 **accessibility and mobility** of people and freight.
- 5) Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

Strategic Directions

- 6) Enhance the integration and **connectivity** of the transportation system, across and between modes, for people and freight.
- 7) Promote efficient **system management** and operation.
- 8) Emphasize **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**.



Next Steps

- Conduct Steering Committee Meeting #2 – January 29
- Continue Development of Background Profile
- Develop Strategic Directions
- Review Functional Classification
- Forecast Revenue
- Review STC Survey Results

THANK YOU!



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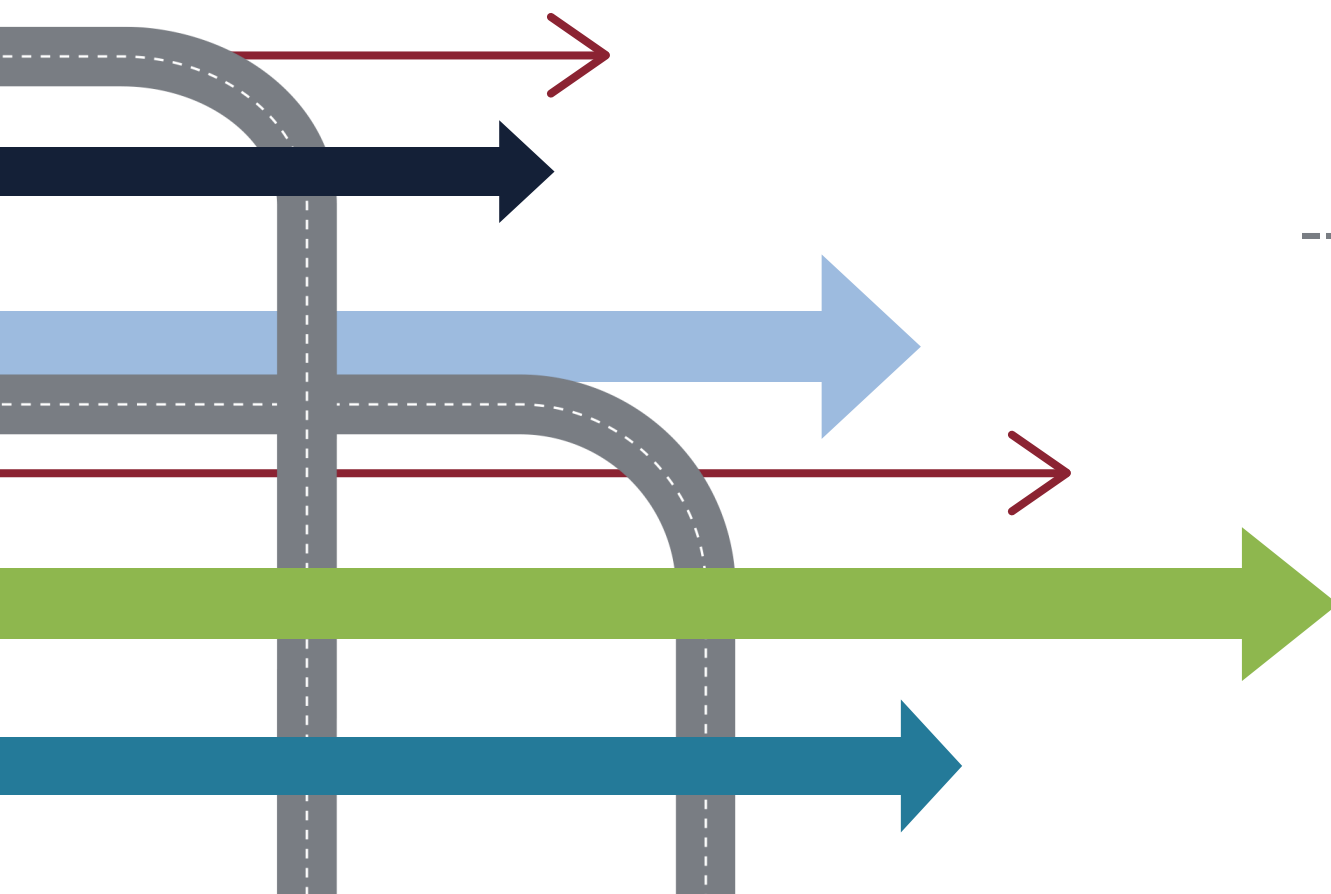
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PREPARED BY:

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INTERNATIONAL





2027 TIP LOCAL BRIDGE PRIORITIZATION PROCESS

January 24, 2025 | Agenda Item K

PURPOSE & PROCESS

- **Purpose:** compile a listing of bridges that can be provided to PennDOT as candidates for funding on the next TIP
- **Process:**
 - Priority Meetings with Counties
 - Data Collection & Analysis
 - Quality Checks
 - Approval for Submitting Prioritized List to PennDOT

COUNTY MEETINGS

- Structure of meetings will be based on the needs of each county
- **Attendee Examples***
 - Commissioners
 - Bridge Engineers
 - Economic Development Organizations
 - County Maintenance Staff
 - Other County Personnel & Stakeholders

*Including MPO Members, SEDA-COG, & PennDOT

WEB MAP

- An interactive AGOL web map will display bridges by ownership, condition, etc.
 - **Available throughout the whole process**
 - Critical for initial meetings
 - **Can be updated to allow you to explore changes**



DATA FEATURES

1. **County Priority**- ranking
2. **Bridge Information**- bridge type; posted weight restrictions; functionality
3. **Potential Development**- zoning; future development
4. **Impact to Residents**- how many; dead-end vs. not
5. **Impact to Facilities**- bike/ped use; activity centers; road network connections; EMS detour time; sewer/water service; agricultural impacts
6. **Resiliency**- scour critical; flood history; evacuation route

3-PART QUALITY CHECK

SEDA-COG Staff

- Bridge IDs
- Data Input
- Calculations

PennDOT

- Bridge IDs
- Bridge Condition
- Funding Eligibility
and Cost
Estimates

MPO Voting Members

- Survey Responses

FOR YOUR CONSIDERATION

- **Local Bridge Candidate SharePoint List**
- **Survey Monkey**
- **Decision Lens**
- **Improvement Questions**
 - More information needed?
 - After action review at end of process?
 - Other ideas that you have?

Next Step: Emails will go out in early February with a poll to schedule initial county meetings