



Mercer County Regional Planning Commission

TO: Coordinating Committee Voting Members and Interested Individuals

FROM: Brian Barnhizer—Senior Planner, MCRPC

SUBJECT: December 10, 2024 MPO Meeting

DATE: December 4, 2024

The Coordinating Committee of the Mercer County MPO will hold a virtual meeting on Tuesday, December 10, 2024 at 10:30 A.M. The meeting will be conducted as a “hybrid meeting”, meaning that attendees may join via the GoToMeeting platform, with online and phone-based options available to members and the public, or in-person. Instructions for joining the meeting virtually are included on the top of the (attached) agenda and also will be posted under the “Mercer County MPO and Public Information” page of MCRPC’s website (within the “transportation” subsection) at <https://mcrpc.com/transportation/mercercounty-mpo/>.

There will be discussions on a variety of items at this meeting. We intend to provide the usual up-to-date information regarding transportation funding and policy, recently approved projects in Mercer County, and any pertinent local planning efforts.

Should you have any questions or if you have any technical difficulties in joining the meeting on the 10th, please contact our office at 724.981.2412, x3207 or email Dan, Chris, Peter or me (dgracenin@mcrpc.com, cconti@mcrpc.com, pmessina@mcrpc.com, or bbarnhizer@mcrpc.com).

Thank you!

Brian Barnhizer



AGENDA

Shenango Valley Area Transportation Study

Metropolitan Planning Organization

Tuesday, December 10, 2024 (10:30am) Coordinating Committee

Hybrid Meeting

Virtual Meeting through GoToMeeting Platform—Join-in Information:

Join via computer, tablet or smartphone:	Dial by phone (long distance rates may apply):
https://meet.goto.com/721015909	United States: +1 (872) 240-3412 , Access Code: 721-015-909

Note: Items marked with a star (★) are action items requiring a vote.

1. Roll Call
2. Approval of Minutes of the June 25, 2024 and September 10, 2024 SVATS MPO Coordinating Committee Meetings★
3. 2023-2026 and 2025-2028 Highway/Bridge TIP Modifications and Informational Items (Brandon Leach, PennDOT CPDM)★
Note: Information regarding these modifications will be posted to the "Mercer County MPO and Public Information" page of MCRPC's website (within the "transportation" sub-section) at <https://www.merpc.com/mercer-county-mpo-public-information/>
4. Safe and Accessible: Complete Streets Policy (Peter Messina & Chris Conti, SVATS MPO)★
5. Discussion & Approval of the 2025-2027 UPWP (on condition of incorporation of recommendations, if any, from PennDOT, FHWA and FTA) (Dan Gracenin & Donielle Russell, SVATS MPO)★
6. 2025 Safety Performance Target Setting (SVATS MPO Staff)★
7. Project Update Summary
 - a. STU and TA Projects (SVATS MPO Staff)
 - b. Major Projects/Other TIP Projects (Mark Nicholson, PennDOT D-1)
 - c. Planning and Data Collection Updates (SVATS MPO Staff)
 - 2024 Traffic Counts: PennDOT & expected Municipal counts
 - 2024 HPMS Reviews
 - d. PennDOT Construction Projects Status 2024 (Dax Nulph, PennDOT D-1)
8. Transportation Funding Updates (PennDOT CPDM and other partners)
 - a. PennDOT
 - b. FHWA/FTA
9. Additional Discussion
10. Adjournment

MINUTES
SHENANGO VALLEY METROPOLITAN
PLANNING ORGANIZATION COORDINATING COMMITTEE
VIRTUAL/HYBRID MEETING
Tuesday, June 25, 2024 – 10:30 A.M.

PERSONS PRESENT

Jeremy Coxe
Dale Perry
Mike Nashtock
Brandon Leach
Ronique Bishop
Courtney Lyle
Matthew Crea
Brenda Heck
Brian Barnhizer
Chris Conti
Dan Gracenin
Julia Cornell
Lyndsey DeVito
Shelli Oakes
Jasson Urey
Steve Pomykata
Gary Hittle
Paul Hamill
Jason Tomko
Ann Coleman
Julie Piercy
Emily Aloiz
Rod Wilt
Ed Reese
Sara Tassone
Mark Nicholson
Zac Miles
Robert Lark
Steven Theiss
Ken Robertson

REPRESENTING

Hermitage City
Shenango Township
Mercer County Regional Council of Governments
PennDOT
FHWA
PennDOT D-1
PennDOT
Liberty Twp Sec./Treasurer
MCRPC
MCRPC
MCRPC
PennDOT
PennDOT D-1
Representative Tim Bonner
Greenville
AMT-Consulting
Hempfield
Greenville
City of Sharon
Mercer County
Senator Michele Brooks Office

Penn-Northwest
GPD Group
PennDot 1-0
PennDot 1-0
PennDot 1-4
West Middlesex Borough
Resident of Sharon
Sharpsville Borough

1. Mr. Coxe called the meeting to order at 10:30 a.m. **A quorum was present.**

2. Approval of Minutes of the April 30, 2024, MPO Coordinating Committee Meetings- Mr. Coxe asked if there were any additions, corrections, or deletions to the Minutes of the April 30, 2024 meeting. There being none, **Mr. Coxe asked for a motion to approve. Mr. Gary Hittle moved and Mr. Mike Nashtock seconded. The motion passed.**

3. 2023-2026 Highway/Bridge TIP Modifications and Informational Items (Matthew Crea, PennDOT CPDM)- Note: Information regarding these modifications will be posted to the “Mercer County MPO and Public Information” page of MCRPC’s website (within the “transportation” sub-section) at <https://mcrpc.com/transportation/mercercounty-mpo/>. There is a statewide administrative modification amendment. This is for an increase of \$1.6 million in State 581 funds on the construction phase of the Hill Road Project in federal fiscal years 2024, 2025, and 2026. The funding sources for this project were the Shenango Valley Highway Bridge Line Item, the Shenango Valley Safety Line Item, the PA 718 Bank to River Road Project, and the State Route 58 Main Street Bridge Project. This was a CPDM item that was submitted to the

central office and received CPDM approval back on March 20th.

The second action is a statewide amendment to add the Preliminary Engineering (PE) and Construction (CON) phases to the I-79 Plug Dam Project. For the federal fiscal year (FFY) 2024, \$125,000 in federal National Highway Performance Program (NHPP) funds have been allocated for the preliminary engineering phase, and \$1,310,000 in federal NHPP funds have been allocated for the construction phase. The funding source for these allocations is the interstate contingency line item. The electronic Statewide Transportation Improvement Program (eSTIP) will be managed by the interstate section. Both items discussed were for informational purposes and do not require a vote by the Shenango Valley MPO Coordinating Committee.

4. Discussion of 2023-2026 Transit TIP Modifications (SVATS MPO or COG staff) Mike Nashtock- We are moving older money from a line item that wasn't going to be used, to a different line item to upgrade the bus wash system which will require an electrical upgrade. The current bus wash system doesn't have a drying system and the new one will increase safety during the winter. Drying the buses before they leave the garage will reduce falls on the outer edge of the bus wash. No vote is required.

5. Final 2025-2028 Transportation Improvement Program (TIP) Discussion and Approval (Dan Gracenin, Chris Conti, SVATS MPO and Various PennDOT Staff)-

- a. Review of Public Comment Period Final Overview of TIP (all documents online)- There was no input from the public.
- b. Motions to Approve Final Documents-
 - I. Air Quality Conformity Report- The air quality report evaluates the impact of our highway, transit, bridge, and other related projects on air quality. The report determines whether these projects affect air quality positively or negatively. A motion to approve the Air Quality Conformity Report was made by Robert Lark and seconded by Paul Hamill. The motion passed.
 - II. Air Quality Resolution- Air quality meets requirements according to our program of projects. A motion was made by Paul Hamill to approve and seconded by Gary Hittle. The motion passed.
 - III. 2025 -2028 TIP- The TIP is the project listing for any transit, highway, etc., and includes all the documentation for the projects. A motion was made by Paul Hamill to approve and seconded by Gary Hittle. The motion passed.
 - IV. Self-Certification Resolution- States the federal rules are being followed in the way we program all of the federal dollars, and have open input opportunities. A motion was made by Robert Lark to approve and seconded by Paul Hamill. The motion passed.

Mr. Dan Gracenin thanked the PennDot District office, PennDot Central office, MCRPC staff, Cog, and the federal partners for working so diligently.

Mr. Chris Conti mentioned that past and current documents will remain available online for viewing.

Mr. Mark Nicholson, PennDOT, stated, "Even though we adopted the TIP regionally today, it still goes through the submittal process. We package together what's called a statewide transportation improvement program. Planning partners like the Shenango Valley and all those regions put together along with the interstate statewide TIPs into one large Pennsylvania improvement program that's submitted to Federal Highways, usually following the August State Transportation Commission meeting. After that, it's approved by the Secretary of Transportation. Then it's with Federal Highways, FTA, and EPA for their final review. Once they give their approval, it goes live on October 1st. I think some of you are familiar with this, but I wanted to clarify for informational purposes."

6. Project Update Summary-

- a. STU and TA Projects (Brian Barnhizer, SVATS MPO)
 - I. McKinley Avenue bridge replacement project- Progress on that project had been significantly slower than expected. PennDOT decided to bring the project in-house to get to the construction

phase using their engineers and staff. My understanding is that the municipal engineer Joe Kurtanich will still be involved and will be providing documentation as support for PennDOT's efforts to get the project done.

- II. The Route 58-18 intersection project in the Town of Greenville is currently out to bid. The bid award is expected to occur on July 11, 2024.
- III. The Springfield Township State Route 208 multi-modal path project, phase two is under construction and is expected to be completed by the end of July 2024.
- IV. The Service Avenue Bridge Replacement Project in Sharon. An engineer with Herbert Rowland and Grubic, (HRG), they're the engineering firm for the project reported that a scoping field view was completed in late April and they have prepared a preliminary layout for the replacement bridge and prepared a memo with the needed project design criteria for submission to PennDOT.
- V. The East State Street/ Pine Street project in Sharon. Jason Tomko with the City of Sharon informed me the city is in the process of acquiring right of way from property owners.
- VI. The engineering firm for Sharpsville's High Street project has reported that a pre-construction meeting will be held later today and the engineer expects construction to begin in August 2024. The planning director for the city of Hermitage reported that the pre-construction meeting for the Kelly Road project in Hermitage will also be held later today.

No questions were asked about the STU and TA projects.

b. Major Projects/Other TIP Projects (Mark Nicholson, PennDOT D-1)

- I. On July 11th, we have a few more projects that are going to let on that day: The State Route 18 Project through West Middlesex, the realignment of the Route 18-4006 intersection, the State Route 2014 bridge over Wolf Creek in addition to the Thiel College project.
- II. Modifications for the I-79/I-80 patching contract. Crews will be doing interstate patching and some joint replacement on some of the bridges, the plug dams that are scheduled to let later in August and that work will probably carry into next year.
- III. Two local bridge projects, Gilmore and Hosack, are both progressing through final design and right-of-way acquisition and are both scheduled to let this year.
- IV. The 518 Paving Project through Hermitage and Sharpsville is moving along and the Lamor Road project is moving through design coordination. Those two projects are going along well.
- V. The reconstruction of five miles of I-80 from the Ohio Line permit will be submitted promptly.
- VI. Construction of the State Route 318 bridge over Interstate 376 is progressing well with no current delays. They're moving forward with getting the bridge decking in place for that project. They're scheduled to have the interchange fully open to traffic by October 5th.

Mr. Dale Perry, speaking as a citizen and not on behalf of West Middlesex or Shenango Township, suggested that the area should be designated as active transportation and walk works friendly due to the high volume of pedestrian traffic on State Route 18 and near the West Middlesex School District.

c. Planning and Data Collection Updates (Brian Barnhizer, SVATS MPO)

- I. 2024 Traffic Counts: PennDOT and expected Municipal counts. MCRPC was tasked

with performing 50 traffic counts this year, 30 of which, are completed. Jason Tomko of the City of Sharon would like an intersection study conducted once the PennDot traffic counts are finished.

- II. 2024 HPMS Reviews- There are 120 sites around Mercer County. The reviews are expected to continue with Chris Conti and Peter Messina helping.

Dan Gracenin commented that the traffic counts are likely to be removed from the work program next year due to staffing and aging equipment. Dan explained some of the equipment vendors are no longer producing new equipment or are shutting down completely.

7. Transportation Funding Updates (PennDOT CPDM and other partners TBD)

- a. PennDOT- Brandon Leach, PennDot Central Office. The STIP, State Transportation Improvement Project, public comment period started June 18, 2024, and will end July 3, 2024. The STIP has the project listings for the state and is another opportunity for people to comment on the projects. Mr. Leach also discussed NEVI, the National Electric Vehicle Infrastructure Program, which has had a couple of funding rounds. The current round of funding is 1B and is building out the alternative fuel corridor system in Pennsylvania, which is all the interstates, as well as a couple of larger U.S routes serving higher numbers of electric vehicle travel based on EV registrations per zip code. That funding opportunity will close on July 10, 2024.
- b. FHWA/FTA- Ronnique Bishop- Ms. Bishop discussed Dale Perry's comment about active transportation. There is a NOFO called the Active Transportation Infrastructure Investment Program, also known as ATIP, and the application deadline has been extended to July 17, 2024. There are other NOFOs available, including funding for charging and fueling infrastructure, also known as the CFI grant program. There is the SMART, Strengthening Mobility and Revolutionizing Transportation grants program. Another option is the Safe Streets and Roads for All Planning and Demonstration Grants which are due August 29, 2024.

8. Additional Discussion- No additional discussion.

9. Adjournment- A motion to adjourn was made by Robert Lark and seconded by Gary Hittle at 11:15 a.m.

Respectfully submitted,

Daniel M. Gracenin,
MPO Secretary

MINUTES
SHENANGO VALLEY METROPOLITAN
PLANNING ORGANIZATION COORDINATING COMMITTEE
VIRTUAL/HYBRID MEETING
Tuesday, September 10, 2024 – 10:30 A.M.

PERSONS PRESENT

Jeremy Coxe
Dale Perry
Brandon Leach
Courtney Lyle
Brian Barnhizer
Chris Conti
Peter Messina
Dan Gracenin
Julia Cornell
Lyndsey DeVito
Jason Tomko
Tom McClelland
Emily Aloiz
Ed Reese
Sara Tassone
Mark Nicholson
Steven Theiss
Ken Robertson
Cindy Black
Brian McNulty
Mark Tobin
Lucinda Lipko
Mirta Reyes-Chapman
Darrin Hetich
Gary Dovey

REPRESENTING

Hermitage City
Shenango Township
PennDOT
PennDOT D-1
MCRPC
MCRPC
MCRPC
MCRPC
PennDOT
PennDOT D
City of Sharon
PennDot
Erie MPO
GPD Group
PennDot 1-0
PennDot 1-0
Resident of Sharon
Sharpsville Borough
Wilmington Township
PennDOT D-1
PennDOT
Springfield Township
Eastgate Regional COG
GPI, Pittsburgh
Penn Northwest Dev.Corp.

1. Mr. Coxe called the meeting to order at 10:30 a.m. **A quorum was not present.**
2. Approval of Minutes of the June 25, 2024, MPO Coordinating Committee Meetings- Vote not taken.

3. 2023-2026 Highway/Bridge TIP Modifications and Informational Items (Brandon Leach-PennDOT CPDM)

There were no amendments and 21 administrative modifications to the highway bridge TIP modifications. We're first looking at the administrative actions 15 and 16. These administrative actions are linked to a cash flow of state 581 funds between the SR 3020 from 18 to 3011 project and the SR 18 Mill Hill Road project in the federal fiscal years 2024 and 2025. In action 15, we are taking \$180,000 and \$40,000 in State 581 funds and adding to the final design and right-of-way phases in federal fiscal year 2024. An additional, \$357,000 in state 581 funds were added to the utility phase of the Mill Hill Road Project from the construction phase of the 18 to 3011 project all in fiscal year 2024.

For action 16, in the Federal Fiscal year 2025, we're taking \$985,598 from the construction phase of the 18 to 3011 project and moving it to the utility and construction phases of the SR35 Mill Hill Road project. In fiscal year 2026, we are taking another \$559,402 and putting it into the Mill Hill Road project. This means we are advancing two of the phases in the 18-3011 project and the construction phase in Mill Hill Road and then moving the construction for 18-3011 back a few more years in 2025 and 2026.

Mr. Dale Perry asked about the status of the repaving project in West Middlesex and if the shoulders could be marked as a bike/pedestrian lane.

Ms. Courtney Lyle stated that a similar project was let earlier this year and they are waiting to pave it because of the State Route 318 bridge detour. Now that the bridge is going to be open they will be starting the project. Most of the paving will happen in Spring 2025.

Mr. Tom McClelland stated the shoulders will be paved. All shoulders in PA are considered pedestrian access when there's an absence of sidewalks or trails. The shoulders vary in width and aren't wide enough for a marked bike lane.

Mr. Perry asked for clarification on the gravel shoulders getting paved during the 2025 paving project. Mr. Brian McNulty said he would have to look into the project and speak with Mr. Perry after the meeting.

Mr. Leach discussed a couple of the informational items that were shared in the meeting packet. The first four pages (Fiscal Constraint Chart) of the packet supplied by PennDOT consists of one amendment and eight administrative actions.

The amendment doesn't require a vote because it involved a statewide action that was approved by FHWA and this involves adding the federal TAP funds to the State Route 18, North Hermitage Road sidewalk project. This was a TASA awarded project from 2024 that received \$392,583 in the federal fiscal year 2025 and the TAP reserve line item, central office line item was used as the funding source.

Administrative actions four, five, six, and seven are all actions linked to the just over \$1,000,000 construction cost increase to the Gilmore Road Bridges Project, MPMS 1665. This increase of over a million dollars required the central office approval of the program center, which was approved at the end of June of this year. These costs were incurred due to cost estimate changes since the original planning level estimate in 2019-2020. In total, just over \$200,000 in federal STP funds, a little over \$500,000 in federal BRIP funds, and \$472,000 in federal BOF funds were added to the project. At the same time, \$70,000 in local funds were removed to match the current estimate. The Mercer local bridge line item, statewide STP reserve line item, and the Hosack Road Bridges project, MPMS 112678, were used as funding sources for this. Mr. Leach opened the floor to questions, but there were none.

Note: Information regarding these modifications has been posted to the "Mercer County MPO and Public Information" page of MCRPC's website (within the "transportation" sub-section) at <https://mcrpc.com/transportation/mercercounty-mpo/>.

4. Safe and Accessible: Complete Streets Policy (Peter Messina & Chris Conti, SVATS MPO Staff)

Due to not having a quorum, the policy cannot be voted on. Mr. Peter Messina discussed the scoring process which had been sent to members in February. The floor was opened for questions. There were no questions asked.

5. Discussion of 2025-2027 UPWP (Dan Gracenin, SVATS MPO)

- a. **Removal of Traffic Counts Assignments (Task III A.)** Mr. Dan Gracenin discussed the elimination of the traffic counts from the work program. He explained the equipment is reaching the end of its useful life. Mr. Brian Barnhizer, who conducts the counts, is also retiring soon. The elimination of that work item from the work program has been discussed with the PennDOT Central Office. Mr. Gracenin reported a letter is required to formally request the change. This action will remove \$9,000 from the work program. MCRPC will still conduct traffic counts for the municipalities as long as the equipment lasts.
- b. **The current UPWP** is being worked on and will be submitted for approval at the December 10th meeting, after the comment period.

6. Project Update Summary

- a. **STU and TA Projects (Brian Barnhizer, SVATS MPO)** Mr. Brian Barnhizer stated there are currently seven STU/TA projects in total.
 - i. McKinley Avenue Bridge Replacement Project – Mercer Borough. Ms. Courtney Lyle of PennDot stated the project is in the design phase and the current estimate is \$1.2 million for the bridge replacement. Ms. Lyle said they will be discussing if there's a way to look at the local bridge line item to help with funding any of the \$400,000 to \$600,000 overrun after PE, so it's not completely on the borough. We're looking at being able to advertise it in December for a let in February of 2025.
 - ii. State Route 58/ State Route 18 Intersection Project - Greenville. They had a pre-construction meeting on August 19th, and a notice to proceed was issued on August 26th.
 - iii. Springfield Township State Route 208 Phase II Project. Township Administrator Ms. Lucina Lupko informed Mr. Barnhizer that Phase II has been completed. Since some issues have made it unlikely that the planned Phase III project would be undertaken in the near future, the Township is hoping that the grant funds awarded for the project (funded outside of the MPO) can be redirected to other work within the municipality.
 - iv. Service Avenue Bridge Replacement Project - Sharon. Mr. Barnhizer reported that an engineer with HRG met with PennDOT representatives the day after the

last MPO meeting in June to discuss roadway design criteria, and with that guidance, they're working on a complete roadway design and layout. Once they get that done, they can proceed with the type, size, and location (TSL) submission, which will be forwarded to PennDOT.

- v. State Street/Pine Street Project - Sharon. HRG is the engineer for this project as well. They're preparing to submit final construction plans to PennDOT in the near future. PennDOT has signed off on the right-of-way plan and the easement acquisition process has begun.
- vi. High Street Project - Sharpsville. Mr. Ken Robertson informed Mr. Barnhizer that construction began in August and the work is expected to be finished by the end of September.
- vii. Kelly Road Project - Hermitage. Mr. Jeremy Coxe, the planning director for the City of Hermitage, reported that the work on the Kelly Road project is underway.

b. Major Projects/Other TIP Projects (Mark Nicholson, PennDOT D-1)

- i. The Gilmore Road project is out to bid and is scheduled to let at the end of the month.
- ii. The paving from Sharon into Sharpsville. That project has a Plans, Specifications and Estimate (PS&E) submission done and the final design meeting was a few weeks ago. It should be advertised next month for let in November.
- iii. The Hosack Road Bridges (2). This project is scheduled to let in December. The two PS&E packages are going through review and they're also finalizing right-of-way acquisitions.
- iv. Reconstruction of Interstate 80 from the Ohio line. The final design meeting was a few weeks ago. The consultant is addressing comments and they're scheduled to have a PS&E submission in on September 23. PennDOT is waiting for the joint permit from DEP and the National Pollutant Discharge Elimination System (NPDES) permit from the Conservation District. The reviewing agency is working on getting the comments that were submitted addressed.
- v. The State Route 318 bridge. This project has the semi-final inspection scheduled for the end of September.
- vi. The 2025 Lamor Road project. The Lamor Road project is in the final design phase and working through the right-of-way acquisition. This project is scheduled to let in February 2025.
- viii. The 718, Sect. 05M paving project. This is an in-house paving project from Bank Place to River Road and is moving through Preliminary Engineering (PE) It is

about 85% complete in the line grading design and working on getting environmental clearance. This project is scheduled to let in April 2025.

- ix. The 718/South Dock Street Bridge Replacement project. This is the replacement of the bridge just south of the roundabout. They are finalizing PE and moving into final design later this fall. The public involvement materials are online.
- x. The Old Mercer Road bridge, just east of Route 19 in Neshannock is finalizing PE and is scheduled to let in November 2025.
- xi. The Route 19 bridge replacement project. The project engineer is finalizing the PE. They have a final design being submitted and we are getting public involvement materials out in the next couple of weeks. Construction is expected to take place in 2025.

c. Planning and Data Collection Updates (Brian Barnhizer, SVATS MPO)

- I. 2024 Traffic Counts: PennDOT & expected Municipal counts. Forty-five of the fifty traffic counts assigned by PennDOT have been completed.
- II. 2024 HPMS Reviews: Mr. Barnhizer stated that MCRPC has about 25% of them done.

7. Transportation Funding Updates (PennDOT CPDM and other partners TBD)

a. PennDOT- Brandon Leach PennDOT-

- i. The PennDOT Green Light Go program announced that 73 municipalities will receive over 30 million dollars for traffic signal upgrades, increasing safety and mobility across Pennsylvania's communities by relieving congestion and improving traffic flow. Mercer County was a recipient of two of those awards, one in Hermitage for a full traffic signal modernization and coordination at Broadway Avenue and Council Avenue, along with the coordinated operation of the traffic signals at the intersection of Broadway Avenue and Mercer Avenue, Church Street, and Emerson Avenue intersections. A separate award was given to Sharon for traffic signal improvements at Service, S. Meyers, and Stambaugh Avenues, as well as Smith Avenue and Pine Hollow Boulevard.
- ii. On August 14th, the 2025 Twelve-Year Transportation Improvement Program, TYP, was adopted by the Pennsylvania State Transportation Commission. That is the compilation of all the regional TIPs, as well as the statewide and interstate tips together into one statewide improvement program, which was submitted to FHWA and FTA for their review. Upon their approval at the end of this month, the 2025-2028 TIP will be active on October 1st.
- iii. Another PennDOT award announcement was made for the Multimodal

Transportation Fund. This was announced on August 19th that over \$51 million of this funding went forward to support 66 crucial transportation projects across 32 counties in Pennsylvania. The Multi-Modal Transportation Fund, or MTF, provides financial assistance to municipalities, councils of government, governments, businesses, economic development organizations, public transportation agencies, and ports/rail/freight entities. By improving transportation assets, this program seeks to enhance communities, pedestrian safety, and transit revitalization. There was one award in Mercer County for this as well in Hermitage for improvements to Lorenwood Drive near the Hermitage Athletics Complex and the addition of a trail connection within the complex.

- iv. Later this month on September 23rd, PennDOT will begin accepting applications for the next round of funding for grants under the Multimodal Transportation Fund. Applications for that round will be due November 5th and we will expect announcements of grant recipients in July 2025.
- v. We are waiting for FHWA approval to confirm that the alternative fuel corridors are built. Once confirmed, we will begin what is known as Community Charging Initiatives across the state. This will focus more on providing those electric charging networks at a more localized scale rather than off of the major travel routes. PennDOT invites the public to submit feedback on the agency's proposal to invest in communities statewide through a survey, which will be shared with follow-up emails to the MPO mailing list and put on the PennDOT website and will be open until October 11th.
- vi. In addition, PennDOT submitted the 2024 NEVI State Plan update, which outlines progress on the National Electric Vehicle Infrastructure Program and how the agency proposes to begin the program's community charging phase, which will bring federal investments to communities across Pennsylvania.

All links will be posted on the MCRPC website under the Transportation tabs.

b. FHWA/FTA- No updates

8. Additional Discussion-

- a. Mr. Dan Gracenin stated that three of the staff members were going to the Planning Partner's Meeting at State College from September 24 through September 26.
- b. Mr. Gracenin discussed improving safety on State Route 18 by Starbucks. There was a fatal accident due to a car making an illegal left turn at that site. Mr. Gracenin, Mr. Messina, and Mr. Chris Conti met with Mr. Greg Maser (PennDOT) at the site to view the location and discuss different ways to stop drivers from turning left illegally. Mr. Maser stated that PennDOT has already installed another No Left Turn sign at the location. It was also suggested that extending the island further to the east would make turning left harder.

- c. Mr. McNulty stated the State Route 318 bridge is almost fully open. It is currently open as one lane.

9. Adjournment- 11:30 a.m.

Respectfully submitted,

Daniel M. Gracenin,
MPO Secretary

DMG

* Positive number denotes a surplus/unused device a dollar

Administrative Action #1	Fund Type	FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST.)	Beyond FFYs			Remarks	Project Location	
		Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)		Fed (\$)	State (\$)	Loc/On (\$)			
Service Avenue Bridge Mercer Co 7302STU	Before STU																		Cash flow to create PE phase	
	Adjust STU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Service Avenue Bridge Mercer Co 7302STU	Before STU																		Adding PE phase to the project	
	Adjust STU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Before FFY Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FFY Adjustment Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Project Description:

MPMS #1884: This project includes the replacement of the Service Avenue Bridge over Pine Run in the City of Sharon, Mercer County. This local bridge is 22 feet in length and is owned by Mercer County. This project was awarded SVATS MPO STU Funds in 2022 for use in 2025-2026.

Administrative action to add PE phase to the project. \$20,000 in Federal STU funds were added to the PE phase of MPMS# 1884 in FFY 2025. Source was CON phase of same project.

Narrative Notes:

Administrative Action #2	Fund Type	FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST.)	Beyond FFYs			Remarks	Project Location	
		Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)		Fed (\$)	State (\$)	Loc/On (\$)			
Mercer Highway/Bridge Line Item Mercer County	Before NHPP	57,081			514,745	101,693													Line Item Source of Funds	
	Adjust NHPP	581			(514,745)	(101,693)														
Mercer Highway/Bridge Line Item Mercer County	Before STP	57,081			474,871														Line Item Source of Funds	
	Adjust STP	0			(374,871)															
SR 18 SR 358 - Mill Hill Road Mercer County	Before STU	0	0	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	Adjust Cash Flow NTP issued	
	Adjust STU	581	1,549,000		500,000	1,259,095		410,017												
SR 18 SR 358 - Mill Hill Road Mercer County	Before STU	0	1,549,000	0	500,000	1,360,778	0	410,017	0	1,149,200	0	0	0	0	0	0	0	0	Adjust Cash Flow NTP issued	
	Adjust STU	581	1,549,000	0	500,000	1,360,778	0	410,017	0	1,149,200	0	0	0	0	0	0	0	0		
SR 18 SR 358 - Mill Hill Road Mercer County	Before STP	0	0	0	374,871	0	0	0	0	0	0	0	0	0	0	0	0	0	Adjust Cash Flow NTP issued	
	Adjust STP	0	0	0	(374,871)	0	0	0	0	0	0	0	0	0	0	0	0	0		
Before FFY Totals		57,081	1,549,000	0	1,489,616	1,360,778	0	191,713	410,017	0	0	0	0	0	0	0	0	0		
FFY Adjustment Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals		57,081	1,549,000	0	1,489,616	1,360,778	0	191,713	410,017	0	0	0	0	0	0	0	0	0		

Project Description:

MPMS# 109773: This project includes intersection improvements as well as 0.65 miles of resurfacing on State Route 18 (College Ave./Conneaut Lake Rd.) from State Route 358 (Main St.) to (Packard Ave./Mill Hill Rd.), Greenville Borough, Mercer County.

Administrative action to adjust cash flow due to NTP issued. \$101,693 in State 581 funds were added to the CON phase of MPMS# 109773 in FFY 2024. \$514,745 in Federal NHPP and \$374,871 in Federal STP Funds were added to the CON phase of MPMS# 109773 in FFY 2024. Source was Mercer Highway/Bridge Line Item.

Narrative Notes:

Administrative Action #	MPMS	Phase	Amts	Fed Type	ST	FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST)	Beyond FFY's	Remarks	Project Location
						Fed (\$)	State (\$)	LocOn (\$)	Fed (\$)	State (\$)	LocOn (\$)	Fed (\$)	State (\$)	LocOn (\$)	Fed (\$)	State (\$)	LocOn (\$)				
SVATS BILIJUA Line Item Mercer County	67103	CON	Before	BRIP															Line Item Source of Funds		
			Adjust	BRIP				199,529													
			Alter	BRIP																	
			After	BRIP																	
US 19 over Johnston Run Mercer County	84914	CON	Before	BRIP															Adjust Cash Flow NTP issued		
			Adjust	BRIP				1,625,159													
			Alter	BRIP																	
			After	BRIP																	
19807			Before FFY Totals			172,800	0	0	1,824,718	0	0	419,047	0	0	0	0	0	0			
			FFY Adjustment Totals			0	0	0	0	0	0	0	0	0	0	0	0	0			
			Alter FFY Totals			172,800	0	0	1,824,718	0	0	419,047	0	0	0	0	0	0			

Project Description:
 Narrative Notes:
 MPMS# 84914: This is a bridge replacement project on US Route 19 (Perry Highway) over Johnston Run in Springfield Township. The bridge is 37 feet in length.

Administrative Action #	MPMS	Phase	Amts	Fed Type	ST	FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST)	Beyond FFY's	Remarks	Project Location
						Fed (\$)	State (\$)	LocOn (\$)	Fed (\$)	State (\$)	LocOn (\$)	Fed (\$)	State (\$)	LocOn (\$)	Fed (\$)	State (\$)	LocOn (\$)				
SVATS BILIJUA Line Item Mercer County	67103	CON	Before	BRIP															Line Item Source of Funds		
			Adjust	BRIP				199,529													
			Alter	BRIP																	
			After	BRIP																	
US 19 over Johnston Run Mercer County	84914	CON	Before	BRIP															Adjust Cash Flow NTP issued		
			Adjust	BRIP				1,624,718													
			Alter	BRIP																	
			After	BRIP																	
19807			Before FFY Totals			172,800	0	0	1,824,718	0	0	219,518	0	0	0	0	0	0			
			FFY Adjustment Totals			0	0	0	0	0	0	0	0	0	0	0	0	0			
			Alter FFY Totals			172,800	0	0	1,824,718	0	0	219,518	0	0	0	0	0	0			
			Project Description:																		
			Administrative action to cash flow funds from earlier action. \$199,529 in Federal BRIP funds removed from CON phase of MPMS# 84914 in FFY 2025. Funds returned to SVATS BILIJUA Line Item.																		
			Narrative Notes:																		

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action # D14 SVTS & Statewide TRP	Project Title	MPPS Phase	Funds	FFY 2025			FFY 2026			FFY 2027			FFY 2028			TOTAL PROJECT COST (EST)	FFY 2033-2038	Remarks
				Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH			
179 Fund Closures / Central Office	86614	CON	179	855,000	13,978		671,000		742,000			677,000		Line Item			179 Fund Closure line item utilized as source of funds to maintain fiscal constraint	
Ohl Street Bridge			183	63,643					742,000			677,000						
AL00	1745	FD	183		3,978									\$1,392,970			Adding 179 funds to 2025 TIP	
Mercer			179			3,978												
Before Totals				\$63,643	\$86,933	\$0	\$671,000	\$0	\$742,000	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect as quality
Adjustment Totals				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	continuity
After Totals				\$63,643	\$86,933	\$0	\$671,000	\$0	\$742,000	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$0	

Project Description:

MPMS# 1745: This project includes the preservation/restoration/replacement/removal of the Ohl Street Bridge over the Shenango River approximately 0.1 miles east of the intersection with South 2nd Street in the Borough of Greenville, Mercer County. This local bridge is 256 feet in length.

Narrative Notes:

Administrative action to the 2025-28 SVTS and Statewide TRPs adding 179 funds to the Ohl Street Bridge project. 179 Fund Closure statewide line item utilized as source of funds to maintain fiscal constraint.

Administrative Action # D14 SVTS & Statewide TRP	Project Title	MPPS Phase	Funds	FFY 2025			FFY 2026			FFY 2027			FFY 2028			TOTAL PROJECT COST (EST)	FFY 2033-2038	Remarks
				Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH			
	Multimodal Reserve / Central Office	CON	411	85,436,707	1318,500		87,348,000		87,348,000			89,897,000		Line Item			Multimodal Reserve line item utilized as source of funds to maintain fiscal constraint.	
	South Darby Road Trail / MTF	CON	411	85,118,207			87,248,000		87,348,000			89,897,000					Adding CON phase as per MTF agreement. Local match is additional to the TIP	
	Mercer		411	318,500	136,500									\$455,000				

Project Description:

MPMS# 120524: The project includes trail enhancements that will create connections to and improve Lorenwood Drive in the area of the Heritage Athletics Complex / Heritage Little League Complex. New trail head parking area, expanded trails and improvements to Lorenwood Drive. This project will be locally let by the City of Heritage.

Narrative Notes:

Administrative action to the 2025-28 Statewide and SVTS TRPs adding the CON phase for the Lorenwood Drive - South Darby Road Trail Project as per MTF agreement. Local match is additional to the TIP. Multimodal Reserve line item utilized as source of funds to maintain fiscal constraint.

Project Title	Project ID	Mileage	Est. Cost	FY 2016		FY 2017		FY 2018		FY 2019		FY 2020		FY 2021		FY 2022		FY 2023-2024		Remarks
				Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
Interstate 79 from MM 117 - 126 and the Northbound and Southbound bridges over State Route 2014, B&E Railroad, and Mill Creek in Findley, Jackson, and Lake Townships, Mercer County.	16476	1.26	12,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	Amendment to the 2025 Interstate 79P. Adding 153 Million to the Special Initiatives Reserve Line Item in FY 2025. MPPS #'s 116475, 97561, 103567, 106531, 106029, 106223 and 75981 were cash lowered to later years on this TIP/TYP to keep the funding on those projects whole. The Interstate Contingency Line Item was used as the funding/balancing source.
Interstate 79 from MM 117 - 126 and the Northbound and Southbound bridges over State Route 2014, B&E Railroad, and Mill Creek in Findley, Jackson, and Lake Townships, Mercer County.	16476	1.26	12,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	Amendment to the 2025 Interstate 79P. Adding 153 Million to the Special Initiatives Reserve Line Item in FY 2025. MPPS #'s 116475, 97561, 103567, 106531, 106029, 106223 and 75981 were cash lowered to later years on this TIP/TYP to keep the funding on those projects whole. The Interstate Contingency Line Item was used as the funding/balancing source.

Project Description:
 Amendment to the 2025 Interstate 79P. Adding 153 Million to the Special Initiatives Reserve Line Item in FY 2025. MPPS #'s 116475, 97561, 103567, 106531, 106029, 106223 and 75981 were cash lowered to later years on this TIP/TYP to keep the funding on those projects whole. The Interstate Contingency Line Item was used as the funding/balancing source.

Financial Summary:

Fiscal Year	Federal	State	Total
2016	2,000,000	2,000,000	4,000,000
2017	2,000,000	2,000,000	4,000,000
2018	2,000,000	2,000,000	4,000,000
2019	2,000,000	2,000,000	4,000,000
2020	2,000,000	2,000,000	4,000,000
2021	2,000,000	2,000,000	4,000,000
2022	2,000,000	2,000,000	4,000,000
2023	2,000,000	2,000,000	4,000,000
2024	2,000,000	2,000,000	4,000,000
2025	15,300,000	15,300,000	30,600,000
Total	22,300,000	22,300,000	44,600,000

Administrative Action #1	Project Title	Phase	Adms	Fund Type	Fed	St	FFY 2024		FFY 2025		FFY 2026		FFY 2027		FFY 2028		TOTAL PROJECT COST (EST)	Beyond FFYs	Remarks		
							Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)				Fed (\$)	State (\$)
Old Mercer Rd (1-80) Bridge over Neshannock Creek Mercer Co 7294100	1670	CON	BOF	193	1,025,796	192,335	64,112	110,214	20,665	6,888										Cash flow to add project on FFY 2025 TIP	
							Adj	BOF	193	(872,188)											
Gilmore Rd (1-80) Bridges Mercer L100	1965	CON	BOF	193	153,599	192,335	64,112	110,214	20,665	6,888										Cash flow to add project on FFY 2025 TIP	
							Adj	BOF	193	(214,305)											
Hosack Road (1-784) Bridges Mercer Co 7784	112878	CON	BOF	193	657,883	268,000	268,000		0	0	0	0	0	0	0	0	0	0	0	Cash flow to add project on FFY 2025 TIP	
							Adj	BOF	193	(657,883)											
							Before FFY Totals	1,025,796	192,335	64,112	110,214	20,665	6,888	0	0	0	0	0			
							FFY Adjustment Totals	0	0	642,620	0	0	0	0	0	0	0	0			
							After FFY Totals	1,025,796	192,335	706,732	110,214	20,665	6,888	0	0	0	0	0	0		

Project Description:

MPMS# 1665: This project includes the replacement of the Gilmore Road (Township Road 481) Bridges over Wolf Creek & the East Branch of Wolf Creek in Wolf Creek Township. These local bridges are 65 and 44 feet in length and are owned by Mercer County.

MPMS# 112678: This project includes the replacement of two bridges on Hosack Road (1-784) over Yellow Creek Branch, Jackson Township, Mercer County. These structures are 27 and 28 feet in length. These structures are owned by Mercer County.

Narrative Notes:

Administrative action to add project to TIP. \$214,305 in Federal BOF funds and \$374,620 in Local funds were added to the CON phase of MPMS# 1665 in FFY 2025, \$657,883 in Federal BOF and \$268,000 in Local funds were added to the CON phase of MPMS# 112678 in FFY 2025. Source was MPMS# 1670.



Administrative Action #2	Project Title	Phase	Adms	Fund Type	Fed	St	FFY 2024		FFY 2025		FFY 2026		FFY 2027		FFY 2028		TOTAL PROJECT COST (EST)	Beyond FFYs	Remarks		
							Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)					
Mercer Local Bdg Line Mercer	98261	CON	BOF	193	132,597	132,597		1,830,688												Line item source of funding	
							Adj	BOF	193	(1,798,309)											
Hosack Road (1-784) Bridges Mercer Co 7784	112878	CON	BOF	193	657,883	268,000	268,000		0	0	0	0	0	0	0	0	0	0	0	Cash flow to add project on FFY 2025 TIP	
							Adj	BOF	193	(657,883)											
Old Mercer Rd (1-80) Bridge over Neshannock Creek Mercer Co 7294100	1670	CON	BOF	193	153,599	192,335	64,112	110,214	20,665	6,888										Cash flow from FFY25 to FFY26	
							Adj	BOF	193	(153,599)											
							Before FFY Totals	811,481	192,335	332,112	110,214	20,665	6,888	0	0	0	0	0			
							FFY Adjustment Totals	0	0	0	0	0	0	0	0	0	0	0	0		
							After FFY Totals	811,481	192,335	332,112	110,214	20,665	6,888	0	0	0	0	0	0		

Project Description:

MPMS# 112678: This project includes the replacement of two bridges on Hosack Road (1-784) over Yellow Creek Branch, Jackson Township, Mercer County. These structures are 27 and 28 feet in length. These structures are owned by Mercer County.

MPMS# 1670: This project includes the replacement of the Old Mercer Road (Township Road 401) Bridge over Neshannock Creek in East Lackawannock Township, Mercer County. This local bridge is 104 feet in length.

Narrative Notes:

Administrative action to add project to the TIP. \$414,117 in Federal BOF funds were added to the CON phase of MPMS# 112678 in FFY 2026, \$872,188 in Federal BOF funds deferred in CON phase of MPMS# 1670 in FFY 2026. Source of funds was MPMS# 98261.



Administrative Action #	Project Title	Mileage	Phase	Status	FY 2026		FY 2028		FY 2027		FY 2028		TOTAL PROJECT COST (EST.)	Beyond FY's		Remarks	Project Location	
					Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)		Fed (\$)	State (\$)			
SVATS BIL/JUA Line Item Mercer Co	07103	CON	Bridge	Adopt	200,000	0	200,000	0	200,000	0	200,000	0	200,000	0	0	0	Line item source of funding	
					BRIP	0	0	0	200,000	0	0	0	0	0	0	0	0	
US 19 Bridge over Shenango River Mercer Co	1725	CON	Bridge	Adopt	800,000	200,000	800,000	200,000	800,000	200,000	800,000	200,000	1,100,000	0	0	0	Cash flow to make FFY	
					BRIP	0	0	0	0	0	0	0	0	0	0	0	0	
US 19 Bridge over Shenango River Mercer Co	1725	CON	Bridge	Adopt	800,000	200,000	800,000	200,000	800,000	200,000	800,000	200,000	1,100,000	0	0	0	Cash flow to make FFY	
					BRIP	0	0	0	0	0	0	0	0	0	0	0	0	
Gimnore rd (t-481) Bridges Mercer	1665	CON	Bridge	Adopt	500,689	0	500,689	0	500,689	0	500,689	0	500,689	0	0	0	Cash flow to add project on FFY 2025 TIP	
					BRIP	0	0	0	0	0	0	0	0	0	0	0	0	
FY Adjustment Totals					1,053,535	426,252	1,053,535	426,252	1,053,535	426,252	1,053,535	426,252	1,053,535	426,252	0	0		
FY After FY Totals					1,053,535	426,252	1,053,535	426,252	1,053,535	426,252	1,053,535	426,252	1,053,535	426,252	0	0		

MPMS# 1665: This project includes the replacement of the Gimnore Road (Township Road 481) Bridges over Wolf Creek & the East Branch of Wolf Creek in Wolf Creek Township. These local bridges are 65 and 44 feet in length and are owned by Mercer County.

Project Description:
Administrative action to add project to the TIP. \$500,689 in Federal BRIP funds were added to the CON phase of MPMS# 1665 in FFY 2025. Source was deferred project (MPMS# 1725) and SVATS BIL/JUA Line Item.

Narrative Notes:

Administrative Action #	Project Title	Mileage	Phase	Status	FY 2026		FY 2028		FY 2027		FY 2028		TOTAL PROJECT COST (EST.)	Beyond FY's		Remarks	Project Location	
					Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)		Fed (\$)	State (\$)			
SVATS BIL/JUA Line Item Mercer Co	07103	CON	Bridge	Adopt	200,000	0	200,000	0	200,000	0	200,000	0	200,000	0	0	0	Line item source of funding	
					BRIP	0	0	0	200,000	0	0	0	0	0	0	0	0	
US 19 Bridge over Shenango River Mercer Co	1725	CON	Bridge	Adopt	800,000	200,000	800,000	200,000	800,000	200,000	800,000	200,000	1,100,000	0	0	0	Cash flow to make project while	
					BRIP	0	0	0	0	0	0	0	0	0	0	0	0	
US 19 Bridge over Shenango River Mercer Co	1725	CON	Bridge	Adopt	800,000	200,000	800,000	200,000	800,000	200,000	800,000	200,000	1,100,000	0	0	0	Cash flow to make project while	
					BRIP	0	0	0	0	0	0	0	0	0	0	0	0	
FY Adjustment Totals					1,563,254	426,252	1,563,254	426,252	1,563,254	426,252	1,563,254	426,252	1,563,254	426,252	0	0		
FY After FY Totals					1,563,254	426,252	1,563,254	426,252	1,563,254	426,252	1,563,254	426,252	1,563,254	426,252	0	0		

MPMS# 1725: This project includes the replacement of the US Route 19 (Perry Highway) Bridge over the Shenango River, Tributary and the resurfacing of 1 mile of roadway in Perry Township, Mercer County. The bridge is 220 feet in length.

Project Description:
Administrative action to return deferred funds to project. \$150,689 in Federal BRIP funds were added to the CON phase of MPMS# 1725 in FFY 2026 and FFY 2027. Source was SVATS BIL/JUA Line Item.

Narrative Notes:

Administrative Action #	Agency	Phase	Zone	Fund Type	Fund #	FY 2024		FY 2025		FY 2026		FY 2027		FY 2028		FY 2029		TOTAL PROJ. EST. COST (EBL)	Beyond FY's	Remarks	Project Location	
						Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)					Fed (\$)
US 19 Bridge over Shenango River Mercer Co	181819	CON	SIP	S61	820,000	200,000												\$10,210,000		Cash flow to future FY		
US 19 Bridge over Shenango River Mercer Co	1725	CON	SIP	S61	600,000	200,000												\$10,210,000		Cash flow to future FY		
US 19 Bridge over Shenango River Mercer Co	1725	CON	BRIP	155	653,643	458,252												\$10,210,000		Cash flow to future FY		
Ohi Street Bridge Mercer Co	1745	FD	BRIP	185	1,900,310	458,252												\$1,392,570		Cash flow to add project to FFY 2025 TIP		
Before FFY Totals					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FFY Adjustment Totals					61,643	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals					61,643	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Project Description:
 Narrative Notes:
 Administrative action to add project to the TIP. \$63,643 in Federal BRIP funds were added to the FD phase of MPMS# 1745 in FFY 2025. Source was MPMS# 1725 which was deferred.

Administrative Action #	Agency	Phase	Zone	Fund Type	Fund #	FY 2024		FY 2025		FY 2026		FY 2027		FY 2028		FY 2029		TOTAL PROJ. EST. COST (EBL)	Beyond FY's	Remarks	Project Location	
						Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)					
US 19 Bridge over Shenango River Mercer Co	1725	CON	SIP	S61	800,000	200,000												\$10,210,000		Cash flow to make whole		
US 19 Bridge over Shenango River Mercer Co	1725	CON	BRIP	155	1,499,641	458,252												\$10,210,000		Cash flow to make whole		
SVATS BIL/JUA line item Mercer Co	67103	CON	BRIP	185	0	458,252												0		Line item source of funding		
Before FFY Totals					2,299,641	656,252	0	1,917,000	438,986	0	619,047	104,762	0	300,000	0	0	0	0	0	0		
FFY Adjustment Totals					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals					2,299,641	656,252	0	1,917,000	438,986	0	619,047	104,762	0	300,000	0	0	0	0	0	0	0	

Project Description:
 Narrative Notes:
 Administrative action to return deferred funds to project. \$49,331 and \$14,312 in Federal BRIP funds were added to the CON phase of MPMS# 1725 in FFY 2026 and FFY 2027. Source was SVATS BIL/JUA Line Item.

MPMS# 1725: This project includes the replacement of the US Route 19 (Perry Highway) Bridge over the Shenango River Tributary and the resurfacing of 1 mile of roadway in Perry Township, Mercer County. The bridge is 220 feet in length.

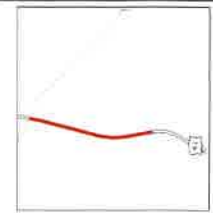
Administrative Action #	MMS	Phase	Area	Fund Type	FFY 2025			FFY 2026			FFY 2027			FFY 2028			TOTAL PROJECT COST (EST.)	Beyond FFY's	Remarks	Project Location	
					Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)					Fed (\$)
SR 518/2025 Intersection	111157	CON	Before Adopt	HSIP	350,000	0	0	0	0	0	0	0	0	0	0	0	0	1,450,000	Chart how to reduce FFY		
Mercer Co			After	HSIP	265,330	0	0	0	0	0	0	0	0	0	0	0	0	0	Chart how to add additional funds on FFY2025 TP		
PA-1/BSR-4026 Intersection	110234	CON	Before Adopt	HSIP	634,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,705,561	Chart how to add additional funds on FFY2025 TP	
Mercer Co			After	HSIP	126,330	0	0	0	0	0	0	0	0	0	0	0	0	0	Chart how to add additional funds on FFY2025 TP		
US 62/PA-1/2027 Intersection	117671	PE	Before Adopt	HSIP	752,330	0	0	0	0	0	0	0	0	0	0	0	0	0	1,321,039	Chart how to add additional funds on FFY2025 TP	
Mercer Co			After	HSIP	137,000	0	0	0	0	0	0	0	0	0	0	0	0	0			
FFY Adjustment Totals					634,000	0	0	0	0	0	0	0	0	0	0	0	0	0	Narrative Notes:		
After FFY Totals					634,000	0	0	0	0	0	0	0	0	0	0	0	0	0			

Project Description:
 MPMS# 110234: This project includes the intersection realignment and upgrade at SR 18 and SR 4006 (Williamson Rd) in Hemfield, West Salem and Sugar Grove Townships, Mercer County.
 MPMS# 117671: This project includes the intersection improvement of US 62 (State St.) and SR 3037 (Neshannock Rd.) in the City of Hermitage, Mercer County.



Administrative Action #	MMS	Phase	Area	Fund Type	FFY 2025			FFY 2026			FFY 2027			FFY 2028			TOTAL PROJECT COST (EST.)	Beyond FFY's	Remarks	Project Location	
					Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)					Fed (\$)
SR 518/2025 Intersection	111157	CON	Before Adopt	HSIP	84,670	0	0	0	0	0	0	0	0	0	0	0	0	0	1,450,000	Chart how to reduce when in FFY25	
Mercer Co			After	HSIP	84,670	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Chart how to add additional funds on FFY2025 TP	
Mercer Highway/Bridge Line Item	106223	CON	Before Adopt	HSIP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Line Item	
Mercer Co			After	HSIP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Chart how to add additional funds on FFY2025 TP	
Before FFY Totals					84,670	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Narrative Notes:	
FFY Adjustment Totals					0	0	0	0	0	0	0	0	0	0	0	0	0	0			
After FFY Totals					84,670	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Project Description:
 MPMS# 111157: This project includes safety improvements at the intersection of SR 518 (South Walnut St) and SR 3025 (Mercer Ave) in the Borough of Sharpville, Mercer County.

Administrative Action #12				Fund Type		FY 2026		FY 2027		FY 2028		FY 2029		TOTAL		Beyond FY's		Remarks	
Project Title	MIPMS	Phase	Action	Fed	RA	Fed (B)	State (B)	Fed (B)	State (B)	Fed (B)	State (B)	Fed (B)	State (B)	CONTRACT COST (EST.)	Fed (B)	State (B)	Location (B)		
Mercer Highway/Bridges Line Item				Bid/Inv	185	280,400	173,957	280,400	271,300	173,312	286,890	280,400	286,800						Cash flow to make as line item source
Mercer Co	186423	CON	Alter	BOF	185	280,400	173,957	280,400	271,300	173,312	286,890	280,400	286,800	Line Item	0	0			
US 19 Bridge over Shenango River				Bid/Inv	185	900,000	200,000												Cash flow to make project vehicle
Mercer Co	1725	CON	Alter	STP	581	900,000	200,000							\$10,210,000	0	0			
US 19 Bridge over Shenango River				Bid/Inv	185	1,499,641	456,252												Cash flow to make project vehicle
Mercer Co	1725	CON	Alter	BRIP	185	1,499,641	456,252	1,917,000	163,966	968,359	104,752			75,000	\$10,210,000	0	0		
US 19 Bridge over Shenango River				Bid/Inv	185	1,499,641	456,252	1,917,000	363,966	968,359	175,752	0	0		0	0			
Mercer Co	1725	CON	Alter	BRIP	185	1,499,641	456,252	1,917,000	363,966	968,359	175,752	0	0		0	0			
Below FFY Totals						2,560,041	635,619	0	2,117,400	455,285	0	758,671	371,662	0	286,800	0	0		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						2,560,041	635,619	0	2,117,400	455,285	0	758,671	371,662	0	286,800	0	0		
<p>Project Description:</p> <p>MIPMS# 1725: This project includes the replacement of the US Route 19 (Perry Highway) Bridge over the Shenango River Tributary and the resurfacing of 1 mile of roadway in Perry Township, Mercer County. The bridge is 220 feet in length.</p> <p>Narrative Notes:</p> <p>Administrative action to return funds to project source. \$200,000 in State 185 funds were added to the CON phase of MIPMS# 1725 in FY 2026, \$75,000 in State 185 funds were added to the CON phase of MIPMS# 1725 in FY 2027. Source was Mercer Highway/Bridge Line Item.</p>																			



Project Title	MFM#	Phase	Fund Type	FY 2026		FY 2027		FY 2028		FY 2029		FY 2030		TOTAL		Remarks	Project Location	
				Fed (B)	State (B)	Fed (B)	State (B)	Fed (B)	State (B)	Fed (B)	State (B)	Fed (B)	State (B)	Fed (B)	State (B)			Fed (B)
Mercer Highway/Bridge Line Item	108223	CON	BOF	185	260,400	179,367	260,400	71,300	173,312	191,900	260,400	266,900	0	0	0	0	Cash flow to make this item	
Mercer Co			BOF	185	260,400	179,367	260,400	71,300	173,312	191,900	260,400	266,900	0	0	0	0	Cash flow to make this item	
PA 258 Bridge over Lackawanna Crk	97319	PE	Adopt	185	0	0	0	25,000	0	0	0	0	0	0	0	0	Cash flow to make project whole	
Mercer Co			Adopt	185	0	0	0	25,000	0	0	0	0	0	0	0	0	Cash flow to make project whole	
PA 965 Bridge over Yellow Creek	97319	FO	Adopt	185	0	40,000	0	0	0	0	0	0	0	0	0	0	Cash flow to make project whole	
Mercer Co			Adopt	185	0	40,000	0	0	0	0	0	0	0	0	0	0	Cash flow to make project whole	
PA 965 Bridge over Yellow Creek	97319	CON	Adopt	185	0	0	0	0	0	128,624	0	0	0	0	0	0	Cash flow to make project whole	
Mercer Co			Adopt	185	0	0	0	0	0	128,624	0	0	0	0	0	0	Cash flow to make project whole	
SR 1004 over Little Shesango River	89120	FD	Adopt	185	0	100,000	0	0	0	0	0	0	0	0	0	0	Cash flow to make project whole	
Mercer Co			Adopt	185	0	100,000	0	0	0	0	0	0	0	0	0	0	Cash flow to make project whole	
PA 845 Bridge over Sawmill Run	97298	FD	Adopt	185	0	0	0	0	0	50,000	0	0	0	0	0	0	Cash flow to make project whole	
Mercer Co			Adopt	185	0	0	0	0	0	50,000	0	0	0	0	0	0	Cash flow to make project whole	
Below FFY Totals				260,400	179,367	0	260,400	71,300	173,312	191,900	0	266,900	0	0	0	0		
FFY Adjustment Totals				0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals				260,400	179,367	0	260,400	71,300	173,312	191,900	0	266,900	0	0	0	0		
<p>Project Description:</p> <p>MPMS# 97318: This project includes the preservation/restoration/replacement of the State Route 258 (Lake Road) Bridge over Lackawanna Creek in Jefferson Township. Work involves applying a waterproof membrane and overlay. The bridge is 41 feet in length.</p> <p>MPMS# 97319: This project includes the preservation of the State Route 965 (Henderson Road) Jackson Center Road Bridge over Yellow Creek in Jackson Township. Work involves applying a waterproof membrane and overlay. The bridge is 34 feet in length.</p> <p>MPMS# 89120: This project includes the preservation/restoration/replacement of the State Route 1004 (Fredonia Road) Bridge over the Little Shesango River Tributary in Lake Township, Mercer County. The bridge is 11 feet in length.</p> <p>MPMS# 97298: This project includes the preservation/restoration/replacement of the State Route 845 (Linden Street) Bridge over Sawmill Run in the Borough of Stoneboro, Mercer County. The bridge is 15 feet in length.</p>																		
<p>Narrative Notes:</p> <p>Administrative action to return funds to projects used as sources. \$25,000 in State 185 funds were added to the PE phase of MPMS# 97318 in FFY 2026. \$40,000 in State 185 funds were added to the FD phase of MPMS# 97319 in FFY 2025. \$100,000 in State 185 funds were added to the FD phase of MPMS# 89120 in FFY 2025. \$128,624 in State 185 funds were added to the CON phase of MPMS# 97319 in FFY 2027. \$50,000 in State 185 funds were added to the FD phase of MPMS# 97298 in FFY 2027. Source was Mercer Highway/Bridge Line Item.</p>																		

Project Title	MPMS#	Phase	Ants	Fund Type	SI	FFY 2024			FFY 2025			FFY 2026			FFY 2027			FFY 2028			TOTAL PROJECT COST (\$'s)	Beyond FY's	Remarks	Project Location
						Fed (B)	State (B)	Locatn (B)	Fed (B)	State (B)	Locatn (B)	Fed (B)	State (B)	Locatn (B)	Fed (B)	State (B)	Locatn (B)	Fed (B)	State (B)	Locatn (B)				
Mercer Highway/Bridge Line Item	106423	CON	Before Alter	NHPP	581	127,000	206,267	0	131,000	251,000	100,000	350,000	100,000	350,000	100,000	350,000	0	0	0	Line Item source of funding				
US 62 SR 358 to Venango Co Line	6222M	FD	Before Alter	NHPP	581	127,000	163,267	0	131,000	150,000	100,000	350,000	100,000	350,000	100,000	350,000	0	0	0	Cash flow to add project on FFY 2025 TIP				
MPMS# 98390: This project includes 4.38 miles of resurfacing (betterment) on State Route 3003 (Bedford Road/Wheatland Road) from the Lawrence County Line to SR 718 in Shenango Township and the Borough of West Middlesex, Mercer County.	98390	PE	Before Alter	NHPP	581	0	0	0	0	100,000	100,000	0	0	0	0	0	0	0	0	Cash flow to make project viable				
Before FFY Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0					
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0					
After FFY Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0					
<p>Project Description:</p> <p>MPMS# 32325: This project includes 4.38 miles of resurfacing on US Route 62 (Franklin Road) from State Route 358 (Sandy Lake Road) to the Venango County Line in Sandy Lake Township and the Borough of Sandy Lake.</p> <p>MPMS# 98390: This project includes 5.24 miles of resurfacing (betterment) on State Route 3003 (Bedford Road/Wheatland Road) from the Lawrence County Line to SR 718 in Shenango Township and the Borough of West Middlesex, Mercer County.</p> <p>Narrative Notes:</p> <p>Administrative action to add project to the TIP- \$23,000 in State 581 funds were added to the FD phase of MPMS# 32325 in FFY 2025. \$100,000 in State 581 funds were added to the PE phase of MPMS# 98390 in FFY 2026. Source was Mercer Highway/Bridge line item.</p>																								

Administrative Action #16	Project Title	Phase	Status	Fund Type	FY 2024		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL PROJECT COST (EST.)	Beyond FY's	Remarks	Project Location			
					Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)					Fed (\$)	State (\$)	Fed (\$)
PA 718 Bank Pl-River Rd Mercer Co 71805M		CON	SHVNU	304,885	0	304,885	0	0	0	0	0	0	0	0	\$2,574,885	0	0	0	Cash flow to initiate FFY		
PA 718 Bank Pl-River Rd Mercer Co 71805M		CON	SHVNU	1,694,250	0	1,694,250	0	0	0	0	0	0	0	0	\$2,574,885	0	0	0	Cash flow to initiate FFY		
SR 308 & State Rmpg Safety Improvements Mercer Co 398501		CON	SHVNU	271,979	0	271,979	0	0	0	0	0	0	0	0	\$821,979	0	0	0	Cash flow to add project on FFY2025 TIP		
				Before FFY Totals	0	0	0	0	0	0	0	0	0	0		0	0	0			
				FFY Adjustment Totals	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
				After FFY Totals	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
Project Description:																					
Administrative action to add project to TIP. \$271,979 in State 581 funds were added to the CON phase of MPMMS# 119863 in FFY 2025. Source was MPMMS# 109750.																					
Narrative Notes:																					

Administrative Action #16	Project Title	Phase	Status	Fund Type	FY 2024		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL PROJECT COST (EST.)	Beyond FY's	Remarks	Project Location		
					Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)					Fed (\$)	State (\$)
PA 718 Bank Pl-River Rd Mercer Co 71805M		CON	SHVNU	304,885	0	304,885	0	0	0	0	0	0	0	\$2,574,885	0	0	0	Cash flow to initiate vehicle		
PA 718 Bank Pl-River Rd Mercer Co 71805M		CON	SHVNU	822,271	0	822,271	0	0	0	0	0	0	0	\$2,574,885	0	0	0	Cash flow to initiate vehicle		
SR 581 US 19 to Campal Drive Mercer Co 34000M		CON	SHVNU	1,940,542	0	1,940,542	0	0	0	0	0	0	0	\$10,568,000	0	0	0	Cash flow to initiate FFY		
				Before FFY Totals	0	0	0	0	0	0	0	0	0		0	0	0			
				FFY Adjustment Totals	0	0	0	0	0	0	0	0	0	0		0	0	0		
				After FFY Totals	0	0	0	0	0	0	0	0	0	0		0	0	0		
Project Description:																				
Administrative action to return funds to source project. \$271,979 in State 581 funds were added to the CON phase of MPMMS# 109750 in FFY 2026. Source was MPMMS# 51188.																				
Narrative Notes:																				



Administrative Action #16	Project Title	Phase	Status	Fund Type	FY 2024		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL PROJECT COST (EST.)	Beyond FY's	Remarks	Project Location		
					Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)					Fed (\$)	State (\$)
PA 718 Bank Pl-River Rd Mercer Co 71805M		CON	SHVNU	304,885	0	304,885	0	0	0	0	0	0	0	\$2,574,885	0	0	0	Cash flow to initiate vehicle		
PA 718 Bank Pl-River Rd Mercer Co 71805M		CON	SHVNU	822,271	0	822,271	0	0	0	0	0	0	0	\$2,574,885	0	0	0	Cash flow to initiate vehicle		
SR 581 US 19 to Campal Drive Mercer Co 34000M		CON	SHVNU	1,940,542	0	1,940,542	0	0	0	0	0	0	0	\$10,568,000	0	0	0	Cash flow to initiate FFY		
				Before FFY Totals	0	0	0	0	0	0	0	0	0		0	0	0			
				FFY Adjustment Totals	0	0	0	0	0	0	0	0	0	0		0	0	0		
				After FFY Totals	0	0	0	0	0	0	0	0	0	0		0	0	0		
Project Description:																				
Administrative action to return funds to source project. \$271,979 in State 581 funds were added to the CON phase of MPMMS# 109750 in FFY 2026. Source was MPMMS# 51188.																				
Narrative Notes:																				

Administrative Action #17	MPMS	Phase	Agency	Fund Type	FFY 2025			FFY 2026			FFY 2027			FFY 2028			TOTAL PROJECT COST (EST.)	Beyond FFY's	Remarks
					Fed (B)	State (B)	Locom (B)	Fed (B)	State (B)	Locom (B)	Fed (B)	State (B)	Locom (B)	Fed (B)	State (B)	Locom (B)			
SR 58 US 1910 Campbell Drive Mercer Co	51198	CON	Bridge	581			1,688,963			4,285,000		4,084,039			\$10,945,000			Capth flow to make whole	
Mercer Highway Bridge Line Item Mercer Co	106423	CON	Bridge	581			150,000			350,000		350,000						Line item source of funding	
				Before FFY Totals	127,000	183,297	0	1,818,963	0	100,000	4,645,000	0	100,000	4,434,039	0	0	0		
				FFY Adjustment Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				After FFY Totals	127,000	183,297	0	1,818,963	0	100,000	4,645,000	0	100,000	4,434,039	0	0	0	0	

Project Description:

MPMS# 51188: This project includes .36 miles of resurfacing on State Route 58 (Grove City Road) from the end of the 4 lanes to Oak Street in Findley and Pine Townships, and Grove City and Mercer Boroughs, Mercer County.

Narrative Notes:

Administrative action to make source project whole. \$271,979 in State 581 funds were added to the CON phase of MPMS# 51188 in FFY 2027. Source was Mercer Highway/Bridge Line Item.



Administrative Action #18	MPMS	Phase	Agency	Fund Type	FFY 2026			FFY 2027			FFY 2028			TOTAL PROJECT COST (EST.)	Beyond FFY's	Remarks			
					Fed (B)	State (B)	Locom (B)	Fed (B)	State (B)	Locom (B)	Fed (B)	State (B)	Locom (B)						
Mercer Highway/Bridge Line Item Mercer Co	106423	CON	Bridge	185			71,300			173,312		191,900			266,400			Line item source of funding	
SR 2017 Drag/Cool Spring Cr Mercer Co	1861	CON	Bridge	185			55,611			173,312		191,900			\$116,026			Cash flow to add project to FFY 2025 TIP	
SR 3007/W. Beth West Cr Mercer Co	97292	CON	Bridge	185			204,789			0		0			0			Cash flow to add project to FFY 2025 TIP	
				Before FFY Totals	260,400	179,367	0	260,400	0	173,312	191,900	0	266,400	266,900	0	0	0	0	
				FFY Adjustment Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				After FFY Totals	260,400	179,367	0	260,400	0	173,312	191,900	0	266,400	266,900	0	0	0	0	

Project Description:

MPMS# 1861: This project is the replacement of the State Route 2017 (North Foster Road) Bridge over Cool Spring Creek in Fairview Township. The bridge is 51 feet in length.

Narrative Notes:

Administrative action to add project to the TIP. \$204,789 in Federal BOF funds were added to the CON phase of MPMS# 1861 in FFY 2025. \$116,026 in Federal BOF funds were added to the CON phase of MPMS# 97292 in FFY 2028. Source was Mercer Highway/Bridge Line Item.



Administrative Action #17	MPMS	Phase	Agency	Fund Type	FFY 2025			FFY 2026			FFY 2027			FFY 2028			TOTAL PROJECT COST (EST.)	Beyond FFY's	Remarks	
					Fed (B)	State (B)	Locom (B)	Fed (B)	State (B)	Locom (B)	Fed (B)	State (B)	Locom (B)	Fed (B)	State (B)	Locom (B)				
SR 58 US 1910 Campbell Drive Mercer Co	51198	CON	Bridge	581			1,688,963			4,285,000		4,084,039			\$10,945,000			Capth flow to make whole		
Mercer Highway Bridge Line Item Mercer Co	106423	CON	Bridge	581			150,000			350,000		350,000						Line item source of funding		
				Before FFY Totals	127,000	183,297	0	1,818,963	0	100,000	4,645,000	0	100,000	4,434,039	0	0	0	0		
				FFY Adjustment Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				After FFY Totals	127,000	183,297	0	1,818,963	0	100,000	4,645,000	0	100,000	4,434,039	0	0	0	0	0	

Project Description:

MPMS# 51188: This project includes .36 miles of resurfacing on State Route 58 (Grove City Road) from the end of the 4 lanes to Oak Street in Findley and Pine Townships, and Grove City and Mercer Boroughs, Mercer County.

Narrative Notes:

Administrative action to make source project whole. \$271,979 in State 581 funds were added to the CON phase of MPMS# 51188 in FFY 2027. Source was Mercer Highway/Bridge Line Item.



Administrative Action #19	M/WB	Phase	Agency	FY 2024			FY 2025			FY 2026			FY 2027			FY 2028			TOTAL PROJECT COST (EST.)	Beyond FY's	Remarks	Project Location
				Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)				
Mercer Highway/Bridge Line Item Mercer Co	106423	CON	Before	BOF	185	55,811	39,367	280,400	46,300	173,312	13,276	150,374	266,900	0	0	0	0	0	0	Line Item source of funding	Various Locations	
			After	BOF	185	55,811	39,367	280,400	46,300	173,312	13,276	150,374	266,900	0	0	0	0	0	0	Line Item source of funding		
On Demand Bridge Repair Contract Mercer Co	120713	CON	Before	BOF	185	459,367	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Cash flow to add additional funds on FY 2025 TIP	
			After	BOF	185	459,367	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FY 2024 Totals			Before	BOF	370	1,018,184	393,767	280,400	46,300	346,624	26,552	300,748	533,800	0	0	0	0	0	0			
FY 2025 Totals			Before	BOF	185	55,811	39,367	280,400	46,300	173,312	13,276	150,374	266,900	0	0	0	0	0	0			
After			BOF	185	55,811	39,367	280,400	46,300	173,312	13,276	150,374	266,900	0	0	0	0	0	0	0			

Project Description: Administrative action to increase CON. \$39,367 in State 185 funds were added to the CON phase of MPMWS# 120713 in FY 2025. \$40,633 in State 185 funds were added to the CON phase of MPMWS# 120713 in FY 2026. Source was Mercer Highway/Bridge Line Item.

Narrative Notes:

Administrative Action #20	M/WB	Phase	Agency	FY 2024			FY 2025			FY 2026			FY 2027			FY 2028			TOTAL PROJECT COST (EST.)	Beyond FY's	Remarks	Project Location	
				Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)					
Mercer Highway/Bridge Line Item Mercer Co	106423	CON	Before	STP	185	322,500	0	200,000	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0	Line Item source of funding	
			After	STP	185	322,500	0	200,000	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0		
PA 16SR 4006 Intersection Mercer Co	110234	PE	Before	STP	185	314,001	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	Cash flow to clear AUC	
			After	STP	185	314,001	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
PA 16SR 4006 Intersection Mercer Co	110234	PE	Before	STP	185	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Cash flow to clear AUC	
			After	STP	185	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PA 16SR 4006 Intersection Mercer Co	110234	ROW	Before	STP	185	8,493	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Cash flow to clear AUC	
			After	STP	185	8,493	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FY 2024 Totals			Before	STP	370	644,501	0	400,000	200,000	0	0	200,000	0	0	0	0	0	0	0	0			
FY 2025 Totals			Before	STP	185	322,500	0	200,000	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0		
After			STP	185	322,500	0	200,000	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0	0		

Project Description: Administrative action to increase funds to clear AUC. \$6 in Federal STP funds were added to the PE phase of MPMWS# 110234 and \$8,493 in Federal STP funds were added to the ROW phase of the same project in FY 2025. Source was Mercer Highway/Bridge Line Item.

Narrative Notes:

Administrative Action #21	M/WB	Phase	Agency	FY 2024			FY 2025			FY 2026			FY 2027			FY 2028			TOTAL PROJECT COST (EST.)	Beyond FY's	Remarks	Project Location	
				Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)					
Mercer Highway/Bridge Line Item Mercer Co	106423	CON	Before	STP	185	314,001	0	200,000	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0	Line Item source of funding	
			After	STP	185	314,001	0	200,000	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0		
UDS 19 Bridge over Shermans River Mercer Co	1725	CON	Before	STP	185	800,000	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	Cash flow to fund FY 2025 TIP	
			After	STP	185	800,000	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
UDS 19 Bridge over Shermans River Mercer Co	1725	CON	Before	STP	185	416,972	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	Cash flow to fund FY 2025 TIP	
			After	STP	185	416,972	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
UDS 19 Bridge over Shermans River Mercer Co	1725	CON	Before	BRIP	185	1,499,641	0	1,917,000	438,986	0	0	0	0	0	0	0	0	0	0	0	0	Cash flow to add funding on FY 2025 TIP	
			After	BRIP	185	1,499,641	0	1,917,000	438,986	0	0	0	0	0	0	0	0	0	0	0	0		
Mackinay Ave Brdg Mercer Co	1693	CON	Before	STP	185	697,029	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Cash flow to add funding on FY 2025 TIP	
			After	STP	185	697,029	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FY 2024 Totals			Before	STP	370	1,530,574	0	400,000	400,000	0	0	200,000	0	0	0	0	0	0	0	0			
FY 2025 Totals			Before	STP	185	800,000	0	200,000	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0		
After			STP	185	800,000	0	200,000	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0	0		

Project Description: Administrative action to add funds to 2025 TIP. \$697,029 in Federal STP funds were added to the CON phase of MPMWS# 1693 in the Borough of Mercer. This local bridge is 31 feet in length and is owned by the Borough of Mercer. This project is being funded with Mercer STU funds.

Narrative Notes:



Administrative Action #22	MPM#	Phase	Fund Type	Fed R	Fed (S)	FFY 2024			FFY 2026			FFY 2027			FFY 2028			TOTAL PPD,ACTY COST (EST.)	Beyond FFY's	Remarks	Project Location
						State (S)	Locom (S)	Fed (S)	State (S)	Locom (S)	Fed (S)	State (S)	Locom (S)	State (S)	Locom (S)	Fed (S)	State (S)				
US 19 Bridge over Shenango River Mercer Co	1725	CON	STP	581	416,972	200,000													Cash flow to make whole		
						383,028															
US 19 Bridge over Shenango River Tributary Mercer Co	1725	CON	STP	581	416,972	200,000													Cash flow to make whole		
						383,028															
19 Sheakleyville Boro Ln-Crawford C Mercer Co	66060	CON	STP	185	1,499,641	469,252													Cash flow to make whole		
						1,030,389															
FFY Adjustment Totals						1,316,613	662,332	0	4,346,919	438,986	0	2,751,440	104,762	0	0	0	0	0			
After FFY Totals						1,916,613	662,332	0	4,346,919	438,986	0	2,751,440	104,762	0	0	0	0	0			

Project Description:
 Administrative action to make project whole which was used as source in previous action. \$383,028 in Federal STP funds were added to the CON phase of MPM# 1725 in FFY 2026. MPM# 86060 used as the source.

Administrative Action #23	MPM#	Phase	Fund Type	Fed R	Fed (S)	FFY 2024			FFY 2026			FFY 2027			FFY 2028			TOTAL PPD,ACTY COST (EST.)	Beyond FFY's	Remarks	Project Location
						State (S)	Locom (S)	Fed (S)	State (S)	Locom (S)	Fed (S)	State (S)	Locom (S)	State (S)	Locom (S)	Fed (S)	State (S)				
Mincee Highway/Bridge Line Item Mercer Co	196423	CON	STP	581	0	200,000													Line Item		
						163,028															
19 Sheakleyville Boro Ln-Crawford C Mercer Co	66060	CON	STP	185	0	2,046,891													Cash flow to make project whole		
						183,028															
FFY Adjustment Totals						0	0	0	2,246,891	0	0	2,366,091	0	0	0	0	0	0			
After FFY Totals						0	0	0	2,246,891	0	0	2,366,091	0	0	0	0	0	0			

Project Description:
 Administrative action to add funds to make project whole which was source for previous action. \$200,000 in Federal STP funds were added to the CON phase of MPM# 86060 in FFY 2026. \$183,028 in Federal STP funds were added to the CON phase of MPM# 86060 in FFY 2027. Source was Mercer Highway/Bridge Line Item.



Administrative Action #24	Project Title	Phase	Phase	Fund Type	FFY 2024		FFY 2025		FFY 2027		FFY 2028		TOTAL PROJECT COST (EST.)	Beyond FFYs		Remarks	Project Location
					Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)		Fed (\$)	State (\$)		
US 62 Bridge over Sandy Creek T10	Merced Co	CON	Below Actual	185	0	0	0	400,000	0	0	0	0	\$205,000	0	0	Line item source of funding	
SR 4020 Bridge over Morrison Run	Merced Co	FD	Below Actual	185	0	0	0	195,000	0	0	0	0	\$200,000	0	0	Grant flow to add funds on FFY 2025 TIP	
SR 4002 Coal Hill Road Bridge over Main St	Merced Co	FD	Below Actual	185	0	0	0	50,000	0	0	0	0	\$625,000	0	0	Grant flow to add funds on FFY 2025 TIP	
SR 3012 Boggs/Kernano River	Merced Co	FD	Below Actual	185	0	0	0	75,000	0	0	0	0	\$1,950,000	0	0	Grant flow to add funds on FFY 2025 TIP	
				Below FFY Totals	0	0	0	400,000	0	0	0	0		0	0		
				FFY Adjustment Totals	0	0	0	0	0	0	0	0		0	0		
				After FFY Totals	0	0	0	400,000	0	0	0	0		0	0		

Project Description:

MPMS# 97296: This project includes the preservation/restoration/replacement of the State Route 4002 (Coal Hill Road) Bridge over Big Run just southwest of Shaebleville Greenville Road Bridge over Morrison Run in Sandy Creek Township. The bridge is 28 feet in length.

MPMS# 1475: This project includes the preservation/restoration/replacement of the State Route 4002 (Coal Hill Road) Bridge over Big Run just southwest of Greenville in West Salem Township. The bridge is 71 feet in length.

MPMS# 74712: This project includes the restoration/rehabilitation of the State Route 3012 (Clark Street) Bridge over the Shemango River in the City of Sharon, Mercer County. The bridge is 224 feet in length.

Narrative Notes:

Administrative action to add funds to 2025 TIP. \$50,000 in State 185 funds were added to the FD phase of MPMS# 97296 in FFY 2027. \$75,000 in State 185 funds were added to the FD phase of MPMS# 1475 in FFY 2027. \$80,000 in State 185 funds were added to the FD phase of MPMS# 74712 in FFY 2027. Source was MPMS# 72658.

Administrative Action #25	Project Title	Phase	Phase	Fund Type	FFY 2028		FFY 2028		FFY 2027		FFY 2028		TOTAL PROJECT COST (EST.)	Beyond FFYs		Remarks	Project Location
					Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)		Fed (\$)	State (\$)		
Merced Highway/Bridge Line Item	Merced Co	CON	Below Actual	185	55,611	99,367	0	5,667	173,312	13,276	150,374	296,900	Line Item source	0	0		
US 62 Bridge over Sandy Creek T10	Merced Co	CON	Below Actual	185	55,611	99,367	0	5,667	173,312	13,276	150,374	296,900	make project whole	0	0		
				Below FFY Totals	55,611	99,367	0	5,667	173,312	26,552	300,748	593,800		0	0		
				FFY Adjustment Totals	0	0	0	0	0	0	0	0		0	0		
				After FFY Totals	55,611	99,367	0	5,667	173,312	26,552	300,748	593,800		0	0		

Project Description:

MPMS# 72658: This project includes the preservation/restoration/replacement of the US Route 62 (Franklin Road) Main Street Bridge over Sandy Creek Tributary in Sandy Lake Township, Mercer County. The bridge is 29 feet in length.

Narrative Notes:

Administrative action to return funds to make project whole which was the source in the previous action. \$205,000 in State 185 funds were added to the CON phase of MPMS# 72658 in FFY 2028. Source was Merced Highway/Bridge Line Item.

Administrative Action #26		Fund Type		FFY 2024		FFY 2025		FFY 2026		FFY 2027		FFY 2028		TOTAL PROJECT COST (EST.)		Beyond FY's		Remarks			
Project Title	MPM#	Phase	Amts	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)			
Wolf Creek Rd (T-481) Bridge over Hawthorne Creek Mercer Co 7204 L00	1670	CON	Before Actual	1,025,786 (274,305)	192,335	64,112	110,214	20,665	6,888	0	0	0	0	0	0	3,695,000	0	0	0	Can't flow to add project on FFY 2025 TIP	
Gilmore Rd (T-481) Bridges Mercer L00	1665	CON	Before Actual	214,305 374,620	0	374,620	0	0	0	0	0	0	0	0	0	\$3,730,131	0	0	0	Can't flow to add project on FFY 2025 TIP	
FFY Totals				1,025,786	192,335	64,112	110,214	20,665	6,888	0	0	0	0	0	0		0	0	0		
FFY Adjustment Totals				0	0	374,620	0	0	0	0	0	0	0	0	0	0		0	0	0	
After FFY Totals				1,025,786	192,335	408,732	110,214	20,665	6,888	0	0	0	0	0	0	0		0	0	0	
Project Description: Administrative action to add project to 2025 TIP. \$214,305 in Federal BOF funds and \$374,620 in Local Funds were added to the CON phase of MPM# 1665 in FFY 2025. Source was MPM# 1670.																					

Administrative Action #27		Fund Type		FFY 2024		FFY 2025		FFY 2026		FFY 2027		FFY 2028		TOTAL PROJECT COST (EST.)		Beyond FY's		Remarks			
Project Title	MPM#	Phase	Amts	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)			
SVATS BIL/ILUA Line Item Mercer Co	87103	CON	Before Actual	200,000 (160,721)	0	0	200,000	0	0	200,000	0	0	0	0	0	Line Item	0	0	0	Can't flow to add project on FFY 2025 TIP	
Gilmore Rd (T-481) Bridges Mercer L00	1665	CON	Before Actual	160,721 160,721	0	0	0	0	0	0	0	0	0	0	0	\$3,730,131	0	0	0	Can't flow to add project on FFY 2025 TIP	
FFY Totals				0	0	0	200,000	0	0	200,000	0	0	0	0	0		0	0	0		
FFY Adjustment Totals				0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
After FFY Totals				0	0	0	200,000	0	0	200,000	0	0	0	0	0	0		0	0	0	
Project Description: Administrative action to add project to 2025 TIP. \$160,721 in Federal BRIP funds were added to the CON phase of MPM# 1665. These local bridges are 65 and 44 feet in length and are owned by Mercer County.																					

Administrative Action #28		Fund Type		FFY 2024		FFY 2025		FFY 2026		FFY 2027		FFY 2028		TOTAL PROJECT COST (EST.)		Beyond FY's		Remarks			
Project Title	MPM#	Phase	Amts	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)	Fed (\$)	State (\$)	Locom (\$)			
Old Mercer Rd (T-481) Bridge over Hawthorne Creek Mercer Co 7204 L00	1670	CON	Before Actual	811,481 (657,863)	192,335	64,112	110,214	20,665	6,888	0	0	0	0	0	0	\$3,695,000	0	0	0	Can't flow to add project on FFY 2025 TIP	
Hosack Road (T-784) Bridges Mercer Co 7784	112678	CON	Before Actual	657,863 657,863	0	268,000	0	0	0	0	0	0	0	0	0	\$1,990,000	0	0	0	Can't flow to add project on FFY 2025 TIP	
FFY Totals				811,481	192,335	64,112	110,214	20,665	6,888	0	0	0	0	0	0		0	0	0		
FFY Adjustment Totals				0	0	268,000	0	0	0	0	0	0	0	0	0	0		0	0	0	
After FFY Totals				811,481	192,335	352,112	110,214	20,665	6,888	0	0	0	0	0	0	0		0	0	0	
Project Description: Administrative action to add project to 2025 TIP. \$657,863 in Federal BOF funds and \$268,000 in Local Funds were added to the CON phase of MPM# 112678 in FFY 2025. Source was MPM# 1670.																					



Administrative Action #31	MPMS Phase	Phase	Accts	Fund Type	FFY 2025		FFY 2026		FFY 2027		FFY 2028		FFY 2029		FFY 2030		TOTAL FUNDING COST (EST.)	Beyond FY's	Remarks	Project Location		
					Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)						
Old Mercer Rd (401) Bridge over Neshannock Creek Mercer Co 7204100 US 62 Bridge over Shannock River Mercer 62811	CON	Before Adjust	BOF	183	68,321	0	413,504	0	1,630,688	0	1,630,688	0	1,630,688	0	1,630,688	0	0	0	Cash flow from source of funding			
					68,321	0	100,000	0	1,630,688	0	1,630,688	0	1,630,688	0	1,630,688	0	0	0	0		Cash flow from source of funding	
					68,321	0	313,504	0	1,630,688	0	1,630,688	0	1,630,688	0	1,630,688	0	0	0	0		Cash flow from source of funding	
					BOF	183	53,598	161,533	64,112	882,402	20,995	8,898	0	0	0	0	0	0	0		0	Cash flow to make project whole
					BOF	183	53,598	161,533	64,112	1,062,402	51,487	6,898	0	0	0	0	0	0	0		0	Cash flow to make project whole
					BOF	183	53,598	161,533	64,112	1,062,402	51,487	6,898	0	0	0	0	0	0	0		0	Cash flow to make project whole
					BOF	183	53,598	161,533	64,112	1,062,402	51,487	6,898	0	0	0	0	0	0	0		0	Cash flow to make project whole
					BOF	183	53,598	161,533	64,112	1,062,402	51,487	6,898	0	0	0	0	0	0	0		0	Cash flow to make project whole
					BOF	183	53,598	161,533	64,112	1,062,402	51,487	6,898	0	0	0	0	0	0	0		0	Cash flow to make project whole
					BOF	183	53,598	161,533	64,112	1,062,402	51,487	6,898	0	0	0	0	0	0	0		0	Cash flow to make project whole
FFY Totals	183	183	53,598	161,533	64,112	1,062,402	51,487	6,898	0	0	0	0	0	0	0	0	0	Cash flow to make project whole				
Before FFY Totals	121,919	161,533	64,112	1,385,906	120,995	6,898	1,830,688	0	0	0	0	0	0	0	0	0	0					
FFY Adjustment Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
After FFY Totals	121,919	161,533	64,112	1,385,906	120,995	6,898	1,830,688	0	0	0	0	0	0	0	0	0	0	0				

Project Description:
Administrative action to return funds to make project whole. \$100,000 in Federal BOF funds and \$30,082 in State 183 funds were added to the CON phase of MPMS# 1670 in FFY 2026. Source was Mercer Local Bridge Line Item and MPMS# 97327.

Narrative Notes:
Narrative Notes:

Administrative Action #32	MPMS Phase	Phase	Accts	Fund Type	FFY 2025		FFY 2026		FFY 2027		FFY 2028		FFY 2029		FFY 2030		TOTAL FUNDING COST (EST.)	Beyond FY's	Remarks	Project Location				
					Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)								
121311 Mercer Co's Addition at Sp 173, 174A Mercer 80154 121311 121311 121311 80154	CON	Before Adjust	CRP	581	316,687	79,217	0	0	0	0	0	0	0	0	0	0	0	0	0	Cash flow to set up PE phase				
					316,687	79,217	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Cash flow to set up PE phase		
					316,687	79,217	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	Cash flow to set up PE phase	
					CRP	581	285,181	71,295	0	0	0	0	0	0	0	0	0	0	0	0		0	Cash flow to set up PE phase	
					CRP	581	285,181	71,295	0	0	0	0	0	0	0	0	0	0	0	0		0	0	Cash flow to set up PE phase
					CRP	581	285,181	71,295	0	0	0	0	0	0	0	0	0	0	0	0		0	0	Cash flow to set up PE phase
					CRP	581	285,181	71,295	0	0	0	0	0	0	0	0	0	0	0	0		0	Cash flow to set up PE phase	
					CRP	581	285,181	71,295	0	0	0	0	0	0	0	0	0	0	0	0		0	Cash flow to set up PE phase	
					CRP	581	285,181	71,295	0	0	0	0	0	0	0	0	0	0	0	0		0	Cash flow to set up PE phase	
					CRP	581	285,181	71,295	0	0	0	0	0	0	0	0	0	0	0	0		0	0	Cash flow to set up PE phase
FFY Totals	581	581	316,687	79,217	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Before FFY Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
FFY Adjustment Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
After FFY Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						

Project Description:
Administrative action to add PE phase. \$31,686 in Federal CRP funds and \$7,922 in State 581 funds were added to the PE phase of MPMS# 121311 in FFY 2025. Source was CON phase of the same project.

Narrative Notes:
Narrative Notes:

MPMS# 121311: This project includes the installation of 1 full-size dynamic message board on Interstate 80 Westbound near the State Route 173 exit in Wolf Creek Township, Mercer County.

Project Description:

MPMS# 1670: This project includes the replacement of the Old Mercer Road (Township Road 401) Bridge over Nesannock Creek in East Lackawannock Township, Mercer County. This local bridge is 104 feet in length.

Narrative Notes:
Administrative action to add ROW phase and increase FD phase. \$6,000 in State 183 funds were added to the ROW phase of MPMS# 1670 in FFY 2025. \$698 in State 183 funds and \$233 in Local funds were added to the FD phase of MPMS# 1670 in FFY 2025. Source was MPMS# 1725.

Administrative Action #40	Project Title	APRIS Phase	Funds	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL PROJECT COST (EST.)	Beyond FY's	Remarks	
												Fed \$
Mercer Highway/Bridge Line Item	Mercer Co	106423	Before	185								
			Actual	185								
US 19 Bridge over Shenango River	Mercer Co	1725	Before	416,972	20,000							
			Actual	416,972	20,000							
US 19 Bridge over Shenango River	Mercer Co	1725	Before	416,972								
			Actual	416,972								
US 19 Bridge over Shenango River	Mercer Co	1725	Before	185	448,554							
			Actual	185	448,554							
FFY Adjustment Totals				0	0	0	0	0	0	0	0	0
After FFY Totals				2,217,282	465,554	2,300,028	186,184	583,359	346,564	0	0	0

Project Description:

MPMS# 1725: This project includes the replacement of the US Route 19 (Perry Highway) Bridge over the Shenango River Tributary and the resurfacing of 1 mile of roadway in Perry Township, Mercer County. The bridge is 220 feet in length.

Narrative Notes:
Administrative action to make project whole. \$6,698 in State 185 funds were added to the CON phase of MPMS# 1725 in FFY 2027. Source was Mercer Highway/Bridge Line Item.

Administrative Action #41	Project Title	APRIS Phase	Funds	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL PROJECT COST (EST.)	Beyond FY's	Remarks	
												Fed \$
Mercer Highway/Bridge Line Item	Mercer Co	106423	Before	581	183,267							
			Actual	581	183,267							
PA 18/SR 4006 Intersection	Mercer Co	110234	Before	581	157,813							
			Actual	581	157,813							
FFY Adjustment Totals				0	0	0	0	0	0	0	0	
After FFY Totals				1,832,267	183,267	78,021	150,000	78,021	350,000	0	0	0

Project Description:

MPMS# 110234: This project includes the intersection realignment and upgrade at SR 18 and SR 4006 (Williamson Rd) in Hemphield, West Salem and Sugar Grove Townships, Mercer County.

Narrative Notes:
Administrative action to add UTL phase. \$25,354 in State 581 funds were added to the UTL phase of MPMS# 110234 in FFY 2025. Source was Mercer Highway/Bridge Line Item.

Project Location											



Shenango Valley Area Transportation Study
Metropolitan Planning Organization

Complete Streets Policy Mercer County, PA

Anticipated Adoption: December 2024



Draft

Shenango Valley Area Transportation Study MPO/Mercer County Complete Streets Policy

1. Vision

To ensure that Mercer County is a place for individuals of all backgrounds to live and travel freely, safely, and comfortably. That public and private roadways in Mercer County shall be safe and convenient for residents of all ages and abilities who travel by foot, bicycle, carriage, public transportation or automobile. To ensure the sustainability of communities countywide.

2. Definition

“Complete Streets standards or policies 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.”

- Section 11206 (a) of the Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL)

3. Access

It is vital that Mercer County’s Complete Streets policy serves the needs of persons of all ages and abilities, including children, the elderly, and persons with disabilities. Mercer County strives to be inclusive so that anyone can feel safe and comfortable while using public right-of-way regardless of their age, ability, socioeconomic status, and (where appropriate) mode of transport. Given Mercer County’s significant aging population, it is vital that transportation projects are designed to improve safety and mobility so that all residents have multiple options to access the services and amenities they require to have a high quality of life.

4. Scope

When residents travel on Mercer County’s transportation network, trips should be safe and comfortable. This requires a seamless, connected street network, with a variety of modes, including safe and convenient pedestrian crossings and access to transit. Even a small interruption in the connection or one hazardous section can make a trip challenging. Every street does not necessarily need to provide separate accommodations for every mode, but a network should be in place so that feasible trips can be made by walking, biking, carriage, and taking public transit, as well as driving. Furthermore, the Shenango Valley Area Transportation Study (SVATS) MPO staff shall work proactively with the Pennsylvania Department of Transportation (PennDOT), Mercer County municipalities, and businesses and educational institutions to develop plans, facilities, and accommodations that further the MPO’s Complete Streets policy.

Environmental Justice (EJ) refers to the policy set forth by Title VI of the Civil Rights Act of 1964 that states, for the purposes of transportation planning, MPOs must specifically address EJ in the process of developing and advancing transportation programs and projects. The core principle is that all individuals in a community should enjoy the same protection from hazards, equal access to resources and infrastructure, and benefits from the economic and social influences and opportunities regardless of race, color, national origin, ability, English proficiency, or income. It also means that decisions made regarding the community are made in a way that is fair and honest. Historically these populations have

been negatively affected and under-served by traditional planning efforts, especially during the interstate expansion era. The SVATS MPO Complete Streets policy prioritizes these underserved communities.

5. Implementation

This Mercer County transportation system should be designed and operated in ways that, to the greatest extent possible, ensure the safety, security, comfort, and convenience of pedestrians, bicyclists, public transit/paratransit users, assistive mobility device users, motorists, emergency responders, freight providers, and users of other common modes of transportation.

The SVATS MPO shall establish a routine process for project delivery that reflects the Complete Streets policy. The SVATS MPO, local municipalities and Mercer County will review, seek and incorporate public input and recommend project prioritization to ensure that they effectively implement this policy.

The Complete Streets Policy shall be applied by the SVATS MPO in the project selection phase, in conjunction with prioritization methods in the Long-Range Transportation Plan (LRTP), to ensure that applicable projects accommodate the appropriate modes of transport.

The SVATS MPO shall apply a “Complete Streets Scorecard” measuring applicable standards to provide a quantitative evaluation of transportation projects. Project prioritization shall incorporate consideration of improvements and repairs that benefit vulnerable and underrepresented communities.

Complementing existing federal guidance, updates to documents such as the Long-Range Transportation Plan (LRTP), Transportation Improvement Plan (TIP), and Mercer County Comprehensive Plan shall incorporate Complete Streets principles. Updates to these plans shall place emphasis on ensuring equity for residents of all backgrounds, incomes, ages, and abilities and developing diverse modes of transport including walking, biking, traveling by carriage, and taking public transit, as well as driving where feasible and appropriate. The Complete Streets Policy will be reevaluated by the MPO during each LRTP update.

The SVATS MPO shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars and workshops, as appropriate.

When there are conflicting needs among users and/or modes, safety shall be the highest priority; particularly safety for the most vulnerable street users (pedestrians, bicyclists, children, seniors, and people with additional accessibility needs). Highway Functional Classification shall be considered when determining what needs are present and which modes are permitted. Selection and quantitative evaluation of performance measures shall also support investment in the most underinvested and underserved communities.

Funding for construction, operations, and maintenance is expected to come from a variety of areas including municipal budgets, developer projects, state, federal and other grants. Availability of funds shall be taken into consideration when conducting cost-benefit analysis of incorporating Complete Streets principles into transportation projects.

6. Engagement and Coordination

In order to ensure that full consideration is being given to Mercer County's physical, economic, and social setting, the Complete Streets policy, in both development and implementation, shall include community engagement as a factor in decision making. The community engagement approach will contribute to preserving and enhancing scenic, aesthetic, historic, and environmental resources while striving to improve or maintain safety, mobility, and infrastructure conditions.

Community engagement activities must address issues that the public perceives as important. Thus, while developing and implementing the Complete Streets policy, SVATS MPO staff will seek ways to explain to the public why the policy matters. Such efforts may include conducting workshops, events, or meetings in places that are comfortable and familiar to the audiences. To ensure the message is consistently delivered, the "Complete Streets Scorecard" that provides a concise evaluation of transportation projects will guide community engagement.

Each communication or event should contribute to the public's understanding of the Complete Streets policy and its purpose. The MPO shall incorporate discussion of its Complete Streets policy at its public meetings to enable the community to contribute to new policies and projects. The meetings may be attended in-person or virtually, and will be advertised in a newspaper of general circulation and on municipal websites.

Many organizations, agencies, and entities have a role to play in implementing the Complete Streets policy. Coordination and commitment from all agencies involved are required for success in communicating the policy. Some of the groups involved may include:

- Shenango Valley Area Transportation Study MPO
- Mercer County Regional Planning Commission
- Mercer County Government
- Local Municipal Governments
- Mercer County's Public and Private School Systems
- Non-Profit Organizations
- Property owners
- Engineering companies
- Construction contractors
- Development Community, Economic Development Agencies and Chambers of Commerce

7. Exceptions

Exceptions to this policy shall be reviewed as projects are considered for the Long-Range Transportation Plan and the Transportation Improvement Program.

Complete Streets improvements may not be appropriate in some cases due to context. There are different exception processes for transportation projects. These exceptions may not be construed to circumvent environmental justice, Title VI requirements, or equal treatment of all residents. A project must meet one or more of the following criteria to qualify for an exception:

- i. An accommodation that is not necessary on corridors where specific user groups are prohibited. Such an exception may include projects involving arterials that function to optimize movement of vehicular traffic.
- ii. A justifiable absence of current and future need exists and is not recommended in any existing planning documents. This exception may include projects in areas in which existing structures already serve all modes of transport and do not require Complete Streets improvements.
- iii. A project of equivalent scope and schedule exists or is already programmed for funding to provide connectivity for all users. This exception may include projects that would involve redundancies or conflicts with other projects.
- iv. Cost of accommodation is disproportionate to the need or probable use.
- v. Integration of Complete Streets principles is structurally infeasible due to challenging topography or other existing conditions.
- vi. Emergency Repairs such as (but not limited to) a water main leak that requires immediate, rapid response.
- vii. A project that has already been programmed for funding prior to the adoption of this policy.

Complete Streets improvements should align within the parameters of the design and scope of the original project. Simple maintenance projects such as (but not limited to) minor repaving, bridge repairs, and simple stormwater improvements will not warrant a major selection process and will not be given a complete streets policy score. Not all features will be appropriate or feasible for every right of way; project designers should practice flexibility and take local context into consideration, especially in the selection stage when evaluating the adoption of Complete Streets principles.

8. Conclusion

A Complete Streets approach will make the street network safer and more convenient for those who drive, bicycle, walk, travel by carriage, or ride public transit – improving quality of life and making Mercer County a better and more equitable place to live, work, and play.

9. Sources

- Mercer County Comprehensive Plan
- Mercer County Long Range Transportation Plan (LRTP)
- Mercer County Transportation Improvement Program (TIP)
- Mercer County Unified Planning Work Program (UPWP)
- Smart Growth America Complete Streets Policy Framework
- Smart Growth America “Elements of a Complete Streets Policy”
- City of Pittsburgh, PA Complete Streets Resolution
- State College, PA Complete Streets Resolution
- Howard County, MD Complete Streets Resolution
- City of Rogersville, MO Complete Streets Resolution
- Boston MPO Complete Streets Scorecard
- FHWA Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges

Complete Streets Scorecard (100 Total Points)

- 1. Safety**
 - Addresses severe crash corridor (fatalities) (3)
 - Addresses high crash corridor (non-fatalities) (3)
 - Addresses truck-related safety issues (3)
 - Addresses bicycle safety issue (3)
 - Addresses pedestrian safety issues (3)
 - Improves safety for all users (5)
 - Total: (20)

- 2. Equity**
 - Project is in a low to moderate income area* (5)
 - Project is in a high minority and low/mod income area** (5)
 - Removes barriers for the disabled (5)
 - Provides alternate modes of transport (5)
 - Total: (20)

- 3. System Preservation/Modernization**
 - Repairs deficient/obsolete infrastructure (5)
 - Improves emergency response (3)
 - Improves existing transit access (3)
 - Improves existing pedestrian facilities (3)
 - Improves existing bridges (3)
 - Improves existing pavement condition (3)
 - Total: (20)

- 4. Capacity Management and Mobility**
 - Reduces passenger delay (5)
 - Invests in new transit assets (3)
 - Improves bicycle network (3)
 - Improves truck movement (3)
 - Minimizes impact to natural environment (3)
 - Reduces average daily trips (3)
 - Total: (20)

- 5. Economic Vitality**
 - Demonstrates pragmatic use of funds (5)
 - Serves existing employment centers (3)
 - Promotes access to affordable housing (3)
 - Serves sites targeted for future development (3)
 - Minimizes impact on agricultural land (3)
 - Improves access to local, regional, and national markets (3)
 - Total: (20)

*Low to moderate income data as provided by HUD.

**Minority data collected from American Community Survey (ACS).



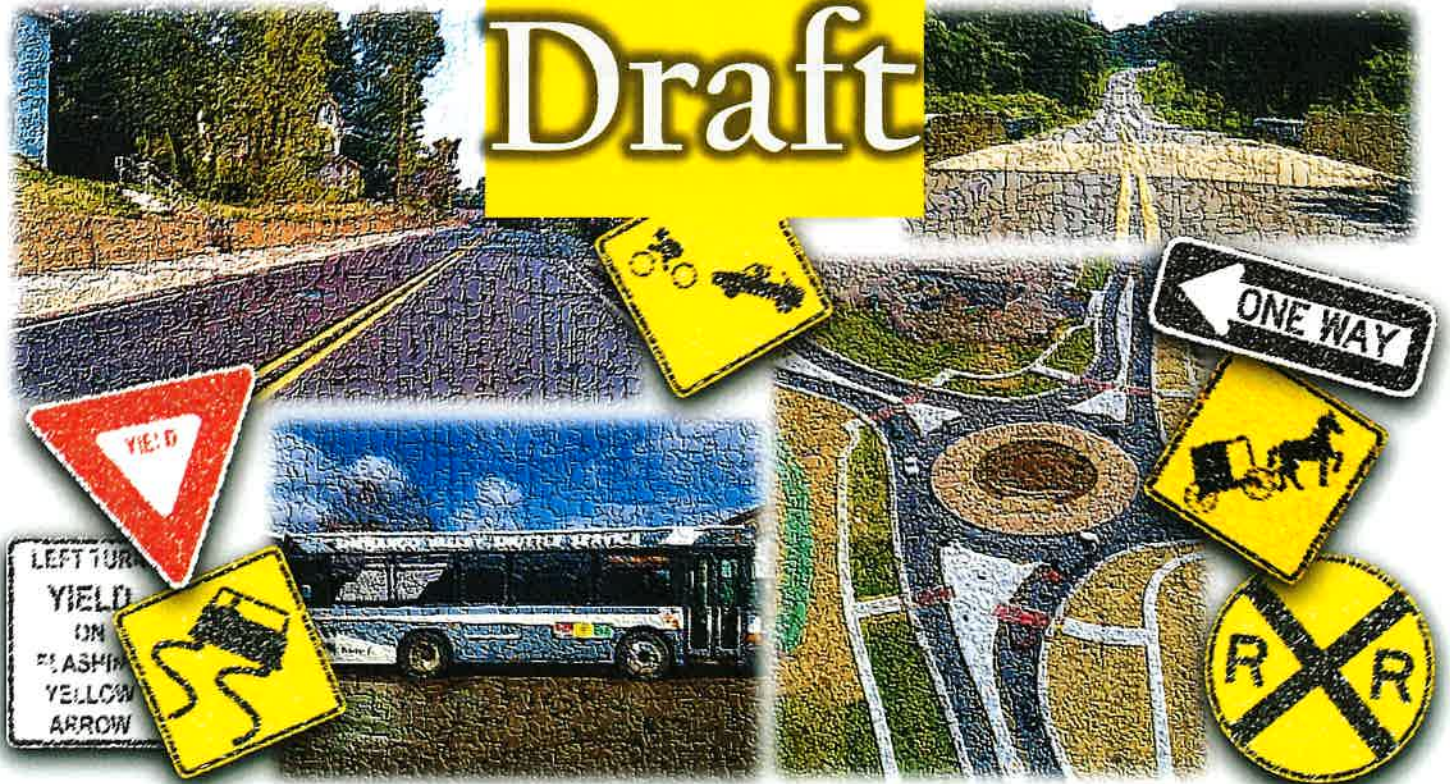
Unified Planning Work Program

Mercer County, PA

2025-2027

Anticipated Adoption: December 2024

Draft



The SVATS MPO is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. With 10-day advance notification, accommodations may be provided for those with special needs related to language, sight, or hearing. If you speak another language, language assistance is available to you free of charge. If you have a request for a special accommodation, wish to file a Title VI complaint, or desire additional information, contact Chris Conti, 724-981-2412 ext. 3204 or email cconti@mcrpc.com. Meeting locations are accessible to persons with disabilities. If you wish to file an ADA complaint or request an accommodation, contact Peter Messina, 724-981-2412 ext. 3210 or email pmessina@mcrpc.com.

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پښتو / PASHTO

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नेपाली /NEPALI

अनुवादित कागजातहरू र एरी काउन्टी वेबसाइटबाट डाउनलोड गरिएको सामग्रीको लादग, कसैले cconti@mcrpc.com वा 724-981-2412 ext. 3204.मा सम्पर्क गर्न कपर्क ।

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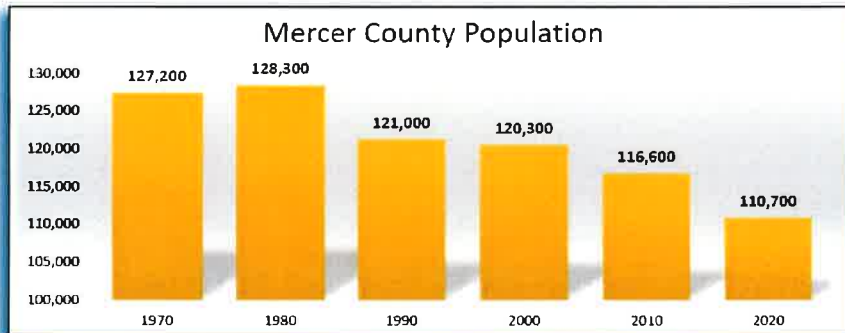
Introduction

The following Unified Planning Work Program (UPWP) establishes an outline of work tasks to be undertaken by the Shenango Valley Area Transportation Study Metropolitan Planning Organization (SVATS MPO) during a two-year timeframe from July 1, 2025 to June 30, 2027. (This July-to-June timeframe coincides with the MPO and Commonwealth's fiscal year). The Code of Federal Regulations (*CFR 450.104*) defines the UPWP as:

.. a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a 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.

Federal law and regulations require that any urbanized areas with a population over 50,000 people form a Metropolitan Planning Organization (MPO). This group provides a forum for local and state officials and other stakeholders to work cooperatively to maintain a cohesive, comprehensive, and continuing transportation process. In Mercer County, the SVATS MPO is the organization which has the responsibility to plan and program transportation projects receiving federal funding within the county's borders. The SVATS MPO has undertaken this duty since its inception over forty years ago, in 1981. The SVATS MPO is among the smallest MPOs in Pennsylvania in terms of overall funding.

Mercer County's 47 municipalities, in total, comprise a population of just over 110,000 according to the 2020 U.S. Census. As shown below, the overall county population has declined over the past four-plus decades, with the largest declines



being in many of the historically most-industrialized areas in the western half of the county. Any growth that has occurred has been modest, typically within the southeastern section of the county and/or rural, low-population townships throughout the county.

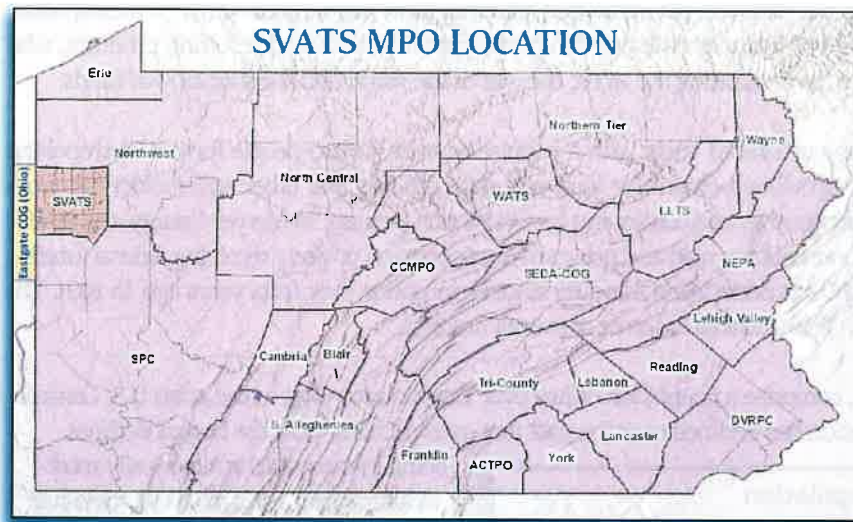
The vast majority of Mercer County's municipalities are rural townships and

boroughs with fewer than 2,000 people. Several of the largest and most urbanized communities comprise the Shenango Valley in Southwestern Mercer County. The Shenango Valley communities encompass over 40% of the county's overall population, and many of the most pressing transportation needs based on safety issues, total volume, truck volume, transit ridership, and complexity of the system (total roadway capacity, number of signals, prevalence of bike and pedestrian infrastructure, etc.) exist here. The two most populous communities (Hermitage and Sharon) and all three of Mercer County's cities (Farrell, Hermitage, and Sharon) are located in the Shenango Valley. The two other significant regional centers include the Grove City area and the Greenville-Reynolds area. Grove City and Greenville are the third and fourth most populous municipalities in Mercer County, respectively. Mercer Borough in Central Mercer County is the county seat and is a central hub of many of



Mercer County's most regionally-significant State Routes. The map on the previous page shows each of these areas and gives a sense of the county's overall geography (note that defined urbanized areas are shown in orange, while all cities and boroughs are shown in yellow).

As shown in the map below, the SVATS MPO is bordered by three separate planning partners, all of which cover multiple counties as opposed to SVATS's single-county organization: (1.) the Northwest Rural Planning Organization (RPO) represents five counties in Northwest Pennsylvania, including Crawford and Venango Counties. (2.) The Southwestern Pennsylvania Commission MPO represents neighboring Lawrence and Butler Counties plus eight other counties. (3.) The Eastgate MPO serves Mahoning and Trumbull Counties in Ohio.



As a result of the 2020 U.S. Census, Mercer County is no longer combined with the Youngstown area's Metropolitan Statistical Area. Therefore, Mercer County ceased to be part of a Transportation Management Area (TMA), which is defined as having an urbanized area of over 200,000 citizens.

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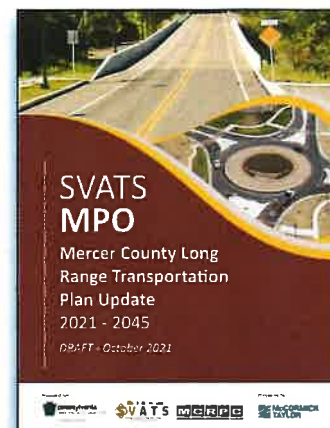
Roles and Responsibilities of the MPO

SVATS MPO is obligated to uphold environmental justice in accordance with Executive Order 12898. The MPO also upholds the requirements of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000). Details regarding the MPO's practices regarding Title VI complaints as well as Limited English Proficiency accommodations can be found in the SVATS Public Participation/Title VI/Limited English Proficiency (LEP) Plans. These are available on the [MCRPC website](#). These plans also dedicate the MPO to meeting the requirements of the Americans with Disabilities Act (ADA), which gives civil rights protections to individuals with disabilities and guarantees equal opportunity for individuals with disabilities in employment, public accommodations, transportation, state and local government services, and telecommunications. The Public Participation, Title VI, and LEP plans will be reassessed as part of the following TIP update during the upcoming UPWP cycle (see the table on pg. 13 for the work timeline).

The federal Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, which replaced Fixing America's Surface Transportation (FAST) Act in 2021, and federal metropolitan planning regulations specify the roles and responsibilities of MPOs. These roles include the development of a long-range transportation plan (LRTP), a short-range Transportation Improvement Program (TIP), and public involvement efforts.

The Long-Range Transportation Plan (LRTP) was developed in order to facilitate the transportation planning process in Mercer County. SVATS MPO's LRTP is updated every five years, and the next LRTP is anticipated to be complete by the fall of 2026. The original LRTP was adopted by the SVATS MPO in November of 1994, and several subsequent updates occurred.

The [2021 LRTP](#) built on the strong foundation of the previous plan resulting in many well-planned and fiscally constrained proposed projects that are compliant with the goals of the Infrastructure Investment and Jobs Act/ Bipartisan Infrastructure Law. Although the vast majority of its planning process was virtual due to the global pandemic, the plan was successful in many ways. A major area of focus was developing the collaboration between the MPO staff and other planning partners (notably PennDOT District 1-0), so as to better integrate the LRTP with the shorter-term Transportation Improvement Program (TIP). The 2021 LRTP also considered many revolutionary technological changes and disruptors in the world of transportation, and allowed the planning team to consider how the wealth of data analysis tools newly available to us allow us to make better, more performance-based decisions on how we plan and program projects.



On a biennial basis, the MPO produces a local Transportation Improvement Program (TIP), which contains the programmed transportation projects throughout Mercer County. This shorter-range document is also developed with significant collaboration with PennDOT. MPO and PennDOT staffs work closely to develop a TIP that takes into account the LRTP's priorities. Significant strides have been made in recent years to ensure that the TIP is developed collaboratively, taking into account the LRTP, Performance Based Planning and Programming, Transportation Performance Management, asset management principles, environmental justice, and many other components.

Work during this 2025-2027 UPWP cycle will include maintenance of the 2025-2028 TIP and preparing the draft 2027-2030 TIP. The 2025-2027 UPWP cycle will also include an update to the LRTP.

The current LRTP, TIP, and all other documents are compliant with current 23 CFR 450 Subpart C Planning Regulations and the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). The federal planning regulations in 23 CFR 450.306 identify ten planning factors (see below) that must be considered in the metropolitan planning process. Planning activities identified in this UPWP will incorporate these 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 existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

The following table below lists which Planning Factors are addressed by the UPWP main task categories (task categories are described on pages 15-31 of this document).

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

Localized goals and objectives were developed during Mercer County's 2021 Long Range Transportation Plan (LRTP) process, and refined as part of the 2021 plan's process. Input was gathered through public, stakeholder and municipal outreach, consistent with federal and state guidelines. Similar to the format used for the federal planning factors listed on the previous table, the table below lists which LRTP goals are addressed by the UPWP's main task categories:

Mercer County LRTP Goals	Corresponding Objectives from LRTP Goals	UPWP Planning Tasks				
		I	II	III	IV	V
Enhance Economic Vitality	-Improve access to local, regional, and national markets -provide transportation mobility choices for regional travel -Ensure travel time reliability -Increase and support tourism -Encourage vibrant towns	✓	✓	✓		✓
Improve Quality of Life	-Improve safety/security for motorized/non-motorized modes -Improve transportation mobility choices -Provide access to natural resources -Promote environmental stewardship -Provide and enhance recreational opportunities	✓	✓			✓
Pursue System Preservation and Enhancements	-Pursue proper stormwater mgmt. & interagency communication -Enhance pavement quality -Prioritize bridge maintenance -Emphasize project delivery and intergovernmental cooperation	✓	✓	✓	✓	

Statewide Transportation Improvement Findings

On September 27, 2024, the FHWA and FTA reviewed and approved the Pennsylvania FFY 2025-2028 Statewide Transportation Improvement Program (STIP), which included the individual TIP for the SVATS MPO as well as the TIPs for all other MPOs and RPOs in Pennsylvania. Based on this review, FHWA and FTA issued a STIP Federal Planning Finding (FPF), in order to ensure that the STIP and TIPs are compliant with required statutory and regulatory planning provisions at federal and state levels. The STIP Planning Finding highlights what works well and what needs improvement in a statewide or metropolitan transportation planning process. The SVATS staff has summarized the findings below:

The FFY 2025-2028 STIP includes 5 Commendations where the Pennsylvania Department of Transportation (PennDOT) and Planning Partners have demonstrated excellence in the planning process and 5 Recommendations for continued improvement. There are no Corrective Actions.

1. Safety Planning, Programming and Project Delivery

The first recommendation is for better planning, programming and project delivery of safety projects funded with Highway Safety Improvement Funds (HSIP). Actions are needed to take a comprehensive approach to safety by proactively identifying safety projects, utilizing the full HSIP annual apportionment, and integrating safety into projects.

2. Integration of Transportation Performance Management (TPM)

The second recommendation is to improve integration of asset management systems (i.e. Asset Fox) for greater consistency between the TAMP, the STIP/Twelve-Year Program (TYP), and regional MPO/RPO LRTPs

3. MPO/RPO LRTP Development Process

The third recommendation is to enhance agency coordination with FHWA and FTA during the LRTP update process and ensure it begins 30 months in advance of adoption.

4. Review and update (if necessary) of MPO/RPO Planning Agreements

The fourth recommendation is to is for the Planning Partners, PennDOT, and the providers of public transportation to periodically review and update planning agreements, as appropriate, to reflect and account for changes in transportation planning requirements

5. Coordination with FTA and Transit Partners

The fifth recommendation is to encourage increased coordination with transit partners.

The chart below lists how all five recommendations are being addressed by the SVATS MPO.

<i>STIP FPF Category</i>	<i>STIP FPF Recommendation Summary</i>	<i>How SVATS MPO is Addressing Recommendations</i>
<i>Safety Planning, Programming and Project Delivery</i>	<i>The first recommendation is for better planning, programming and project delivery of safety projects funded with Highway Safety Improvement Funds (HSIP). Actions are needed so that safety performance measures are met, HSIP funds are fully obligated, and project eligibility is fully vetted.</i>	<i>Safety is the highest priority of the SVATS MPO. When there is a conflict between planning factors, safety measures triumph above all other considerations. This is true for all transportation improvements. The SVATS takes all necessary measures to ensure proper evaluation and tracking of safety performance measures when using HSIP funds. The TIP lists dedicated projects and associated costs. Projects using HSIP funds are submitted for vetting.</i>
<i>Integration of Transportation Performance Management (TPM)</i>	<i>The second recommendation is for better integration of transportation performance management tools (BAMS/PAMS) in the project selection process.</i>	<i>The TIP lists performance measures that are applied to prioritize projects that best serve our community. The SVATS MPO is in the process of adopting a Complete Streets Policy that will ensure project selection serves all residents equally</i>

		<i>and promotes safety for all modes (see task V.A).</i>
<i>MPO/RPO LRTP Development Process</i>	<i>The third recommendation is to enhance agency coordination with FHWA and FTA during the LRTP update process and ensure it begins 30 months in advance of adoption.</i>	<i>The next LRTP update process will begin in March 2025. The process will involve more than 30 months of preparation by MPO staff and include participation by the public and coordination with FHWA and FTA (see Task I.A).</i>
<i>MPO/RPO Planning Agreements</i>	<i>The fourth recommendation is to revise the MPO/RPO Planning Agreements if necessary</i>	<i>The SVATS MPO ensures planning agreements with PennDOT, FHWA, and FTA, are up to date and serve all parties' interests.</i>
<i>Coordination with FTA and Transit Partners</i>	<i>The fifth recommendation is to encourage increased coordination with transit partners.</i>	<i>All obligated transit projects are listed in the TIP and are publicly available on the MCRPC website. The SVATS MPO maintains the Annual Obligations Report showing which projects receive federal funds.</i>

MPO Committee Structure and Responsibilities

Two committees direct the work accomplished by MPO staff. The larger of the two committees is the Coordinating Committee. This group is responsible for ensuring the maintenance of planning eligibility for state and federal grants and the maintenance of both the Long-Range Transportation Plan (LRTP) and the more short-range Transportation Improvement Program (TIP). This committee meets on a quarterly basis (additional meetings are occasionally held, if needed) to vote on any action items that come before the MPO and to discuss transportation-related issues in Mercer County. The MPO will have 24 members in 2024 following the merger of Wheatland Borough with the City of Hermitage. Most members are municipal-based, though the county, the county's transit provider, and PennDOT District 1-0 and Center for Program Development and Management (CPDM) staffs have membership as well. Although it's the responsibility of each member to appoint representatives, the SVATS MPO continues to promote equal representation throughout the County and encourages members to appoint representatives reflective of their community/agency and who have a particular interest in transportation.

The Coordinating Committee is comprised of twenty-four voting members as listed below:

City of Farrell	Findley Township	Springfield Township
City of Hermitage	Hempfield Township	Wilmington Township
City of Sharon	Jefferson Township	Wolf Creek Township
Town of Greenville	Liberty Township	Mercer County
Borough of Clark	Pine Township	Mercer County Regional COG
Borough of Grove City	Pymatuning Township	PennDOT District 1-0
Borough of Mercer	Shenango Township	PennDOT Central Office
Borough of Sharpsville	S. Pymatuning Township	
Borough of W. Middlesex		

Also notable is the long list of other (non-voting) stakeholders involved with the MPO. This long list includes federal partners (FHWA and FTA), various public-service agencies within the region, legislative officials and their aides, non-voting municipal officials, representatives from civil engineering and planning firms, advocacy groups, and members of the general public.

The other MPO committee is the Technical Advisory Committee, which has the duty to study and report on technical aspects as directed by the Coordinating Committee and to initiate studies and recommendations on technical aspects in pursuance of the objectives of the UPWP. This committee meets on an as-needed basis.

The Technical Committee is currently comprised of the following twelve members (note that some have two votes):

City of Farrell	Mercer County Regional COG	Townships Association (2)
City of Hermitage	PennDOT District 1-0	Boroughs Association (2)
City of Sharon	PennDOT Central Office	MCRPC/County (2)

In addition to the aforementioned MPO committees, ad hoc committees are created when various transportation planning projects are underway. These include but are not limited to corridor safety studies, transportation and land use studies, and data collection-related planning efforts. During such processes, steering committees are established to help guide the planning process. At a minimum, representation on committees consists of MPO and PennDOT District 1-0 staffs. Any time a study is directly related to a municipality (or group of municipalities), representatives from these political jurisdictions are also asked to be on steering committees. On many planning efforts, particularly those “bigger-picture” efforts, PennDOT CPDM staff and FHWA staff have also been involved through steering committee involvement.

Coordination Process

Coordination between various agencies is central to a successful transportation planning process, and MPO staff continually work on ways to improve this process. Outlined below are the roles and responsibilities of the various agencies involved:

MPO Staff—Professional staff members of the Mercer County Regional Planning Commission (MCRPC) run the daily business of the SVATS MPO. The staff works to coordinate transportation planning projects and also administers all UPWP tasks in compliance with all state and federal requirements. Staff works closely with both committees (Coordinating and Technical) of the MPO as well as any other work groups or steering committees established as part of specific planning efforts. Staff often functions as the primary local liaison between municipal officials and/or other stakeholders (agency representatives, local citizens, etc.) and various public officials such as PennDOT staff. The MPO staff is actively involved with many of our county’s 47 municipalities as projects within their boundaries are planned and programmed, or as other general transportation issues arise. Because the MPO is part of the county’s planning commission, this ensures the MPO’s integration with all countywide planning activities as needed. Staff also regularly coordinates with other MPOs and RPOs by sharing best practices, collaborating on ideas and other tasks. The role of technology (specifically the ease of virtual meeting platforms), coupled with staff becoming more involved in new statewide initiatives and work groups has allowed this coordination to grow significantly.

PennDOT District 1-0 Staff—MPO staff members work on a regular basis with various District 1-0 staff members in order to carry out transportation planning and programming activities. MPO staff works particularly closely with the Planning and Programming Unit at D 1-0, but close collaboration also occurs with the District’s Traffic Unit, Executive Staff, and the Plans Unit (including project managers). MPO staff works with other units/staff within the district periodically (e.g. District Press Office, Bridge Unit, Construction, other Maintenance Unit staff). District staff members actively participate in Long Range Transportation Plan and Transportation Improvement Program development and in all transportation-related studies undertaken through the MPO. The MPO coordinates closely during project development through the PennDOT Connects process, scoping meetings and project status meetings. County maintenance staff (District 1-4) is also involved through many of these processes. Finally, District PennDOT staff has representation on both the MPO Coordinating and Technical Committees.

PennDOT Center for Program Development and Management (CPDM) Staff—MPO staff works with CPDM staff members on a variety of issues. CPDM's Transportation Planning Specialist Supervisor representing the SVATS MPO serves as a centralized point-of-contact for much of this coordination, though other Harrisburg-based staff assists with financial and contract management, tech support, and various other big-picture issues as they arise. Some of CPDM's major roles include processing TIP modifications, gathering data and other information to assist with the development of various documents, processing the MPO's quarterly invoices, and ensuring compliance with both state and federal processes. Alongside district PennDOT staff, CPDM staff is deeply involved in both TIP and LRTP development, and take an active role in our UPWP process. Similar to District 1-0, CPDM staff has representation on both the MPO Coordinating and Technical Committees.

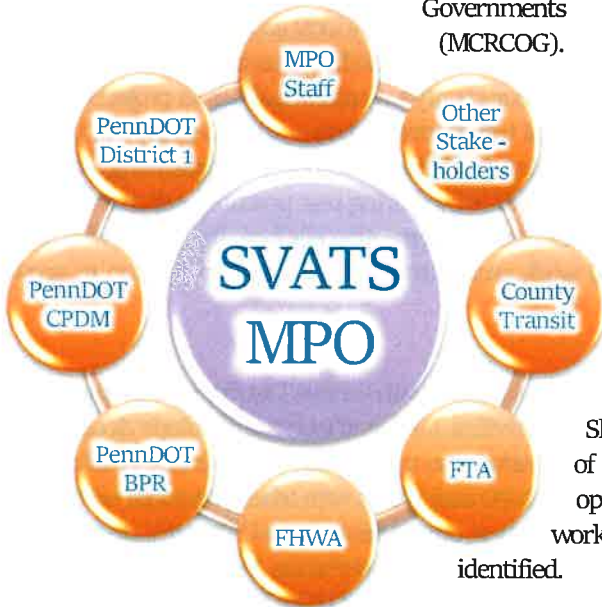


PennDOT Bureau of Planning and Research (BPR) Staff—PennDOT's BPR partners with the MPO on tasks related to our highway performance monitoring system programs. BPR staff also assists, as needed, with issues related to the Functional Classification (FC) of roadways and National Highway System (NHS).

Federal Agencies—The United States of America Department of Transportation's (U.S. DOT) Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide leadership and guidance regarding the federal transportation process. FHWA works closely with the MPO to assist MPO staff in any areas where help is needed. FTA works with the regional transit providers and, on occasion, the MPO staff. These agencies provide ultimate oversight to both the SVATS MPO and PennDOT.



Public Transit— The SVATS MPO also works closely with the major transit providers for the County— Shenango Valley Shuttle Service (SVSS) and Mercer County Community Transit (MCCT), both operated through the Mercer County Regional Council of Governments (MCRCOG).



These agencies are housed in a separate wing of the same building at the MCRPC. MCRCOG has a vote on both MPO committees. The SVSS runs five routes providing fixed route service to the more-urbanized communities comprising the Shenango Valley. The MCCT provides on demand service to all areas of Mercer County. MCRCOG staff identifies transit capital and operational projects for inclusion in the transit portion of the TIP and works alongside MPO staff on transit planning projects as they are identified.

All of the aforementioned partners continue to apply planning priorities and mandates enacted by federal legislation, such as Performance-Based Planning and Programming. It is also a primary role of each partner to work collaboratively as tools are refined and developed (e.g. asset management systems, environmental justice core elements methodology) as we collectively move toward a more data-driven, performance-based process. Technological advances and more sophisticated systems of data collection and analysis are leading to substantial changes in the

planning process. Therefore, it is increasingly important that the MPO continues to build upon the already strong relationships with the aforementioned planning partners in order to understand and keep up with the rapid advancements in our field.

Finally, it should be noted that a wide variety of other stakeholders are essential to a successful transportation planning process. Like most MPOs across the country, the SVATS MPO regularly coordinates with elected officials at various levels (municipal, county, and higher-level legislative officials), other municipal employees, various county, state and federal governmental agencies, health and human service agencies, engineering and planning firms, other MPOs and RPOs, regional businesses, economic and community development agencies, transportation advocacy groups, and, of course, the general public. The MPO’s ever-expanding list of contacts helps to broaden the perspectives of those who care deeply about Mercer County, ensuring their voices count. Involvement can range from attendance at MPO meetings, discussing general needs or opportunities, project-specific issues, planning study collaboration, and many other forms. MPO staff works with a variety of stakeholders on a daily basis, and the other partners mentioned in the sections above work with these other stakeholders as-needed.

Work Program Development Process and Timeline

Development of the SVATS MPO’s 2025-2027 UPWP was a collaborative process that began several months prior to its adoption. Still, significant internal and external collaboration took place to develop the two-year work program.

DEVELOPMENT SCHEDULE	
2024 Date	Milestone
July 16	PennDOT releases UPWP guidance by email
October 25	SVATS MPO submits draft to PennDOT, FHWA and FTA for review
December 10	SVATS MPO Coordinating Committee votes to adopt UPWP

The table above displays the dates for each milestone of the UPWP development process. In addition to the information listed in the table, there were numerous other internal conversations that took place as well throughout the process.

High Level Priorities and Milestones

Several work tasks have been developed as part of this UPWP to carry out the work of the MPO from July 1, 2025 to June 30, 2027 (see *Work Task* section beginning on page 14 for more detail). The following section describes some of the highlights found within the UPWP. A summary of some of our high-level priority activities over the next year is described below:

1. Continued correspondence with PennDOT District 1-0 (see Tasks I. A and I. B)—MPO staff will continue to build their relationship with the district to ensure integration between the LRTP and the TIP. Staff has become more involved in TIP development and we expect that this will continue to increase over the next year. We will build on the collaboration that has already gone into ensuring that the LRTP projects continue to advance. Multiple planning meetings will be held with the district.
2. Staff will continue to be involved with the implementation of various studies that have been completed in recent years.
3. Provide technical assistance to municipalities or other agencies that are considering applying for and/or receiving competitive grant dollars (namely TA Set Aside, Green Light Go, MTF, etc.) such as by providing available transportation data, GIS information, and letters of consistency with the Mercer County Comprehensive Plan (see Tasks I. B and I. C).
4. Conduct the annual HPMS sample data collection program (Task III.A.)

5. Continue to be involved during the project development process and advance our involvement during the design process. This will involve increasingly-close coordination with PennDOT District 1-0's design unit.
6. Regular coordination with various transportation stakeholders, particularly municipal officials, to discuss and plan both potential and programmed projects (see Task IV. B).
7. Conduct a study to further analyze the ever-expanding list of bicycle and pedestrian-related project ideas throughout Mercer County and develop scoring criteria that assist in prioritizing these projects. (Tasks I. C. and V.A). The current plan is to conduct this study in-house, but the 2025-2027 UPWP may be amended to allocate additional funds to procure consultant assistance if desired.
8. Inform member municipalities of opportunities to submit requests for proposals (RFPs) to initiate potential corridor studies that may be amended to this UPWP.

In tandem with these high-priority areas of focus, several key deliverables will derive from the work tasks within this UPWP. The table below shows a timetable specifying when the MPO will address each milestone project. The timeframe is subject to change if unforeseen circumstances occur. The shaded portions show when each milestone will be addressed.

Plan/Activity	Targeted Completion Date	Timetable for Work							
		CY 2025		CY 2026				CY 2027	
		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q
2027-2030 TIP Development	7/2026	■	■	■	■				
2026 LRTP Update	11/9/2026	■	■	■	■	■	■		
2027-2029 UPWP	1/30/2027					■	■	■	
Public Participation Plan Reassessment	6/2027								■
Title VI Policy Reassessment	6/2027								■
LEP Plan Reassessment	6/2027								■
Annual List of Fed. Obligated Projects	12/31/2025, 12/31/2026		■					■	
Bicycle and Pedestrian Priority Study	8/2026 (apx)		■	■	■	■			

The process for any administrative modifications or amendments to the 2025-2027 UPWP will follow the regulations specified in the Statewide Planning and Research (SPR) Work Program Memorandum of Understanding (MOU), which was last updated on August 22, 2024.

Summary of Activities in FY 2025-2027

Task I: Plans and Programs
Task I.A.: LRTP/TIP Maintenance and Development
Task I.B.: Highway/Bridge Network Planning and Delivery
Task I.C.: Bicycle and Pedestrian Network Planning and Delivery
Task I.D.: Transit Planning
Task II: Land Use /Transportation Linkages/Modernization
Task II.A.: Land Use Coordination and Modernization
Task III: Data Collection and Analysis
Task III.A.: Highway Performance Monitoring System (HPMS)
Task III.B.: Miscellaneous Data Collection and Analysis
Task IV: Program Management
Task IV.A.: Administration and General Coordination
Task IV.B.: Public Involvement and Outreach
Task V: Special Programs
Task V.A.: Safe and Accessible

The following pages describe the details of each work task involving the MPO.

I. PLANS and PROGRAMS

TASK I A. LRTP AND TIP MAINTENANCE AND DEVELOPMENT

Task Description:

- Work closely with FHWA and PennDOT to ensure that the 2021-2045 Long Range Transportation Plan (LRTP) remains consistent with other planning documents, particularly our regional Transportation Improvement Program (TIP). Continue to work toward drafting and adoption of the 2026 LRTP Update.
- Work closely with PennDOT, municipal officials and other stakeholders to advance projects, policies, and studies recommended on the latest LRTP.
- Continue to focus on the monitoring of projects that will be needed in the future to maintain a safe and efficient transportation system.
- Closely monitor the LRTP to ensure consistency between land use and transportation projects.
- Work closely with Mercer County municipalities in identifying additional maintenance of the roadway system.
- Develop an annual list of federally obligated projects into a publicly-readable report that is posted on the MCRPC website. This document will include all projects for which federal funds have been obligated in that year. MPO will work with PennDOT's CPDM staff and Shenango Valley Shuttle Service staff to complete this report.
- Collaborate closely with PennDOT District 1-0 staff as we finalize and subsequently maintain the 2025-2028 Transportation Improvement Program (TIP).
- Utilize TIP visualization applications created by PennDOT (such as OneMap) during TIP development and as TIP is maintained/modified (through FCC modifications)
- Start work on the 2027-2030 TIP. This will encompass the completion all items on the required TIP checklist, including Environmental Justice analysis, Performance Management, the Memorandum of Understanding for TIP Modification Procedures, the TIP Checklist and/or TIP development narrative, Air Quality Analysis and all other requirements. All amendments will be compliant with federal legislation.
- Continue efforts with PennDOT District 1-0 and CPDM to incorporate Performance Based Planning and Programming

(PBPP), Transportation Performance Management (TPM), and utilization of the Transportation Asset Management Principles (TAMP) tool (and other asset management principles).

- Attend workshops and other trainings related to TIP development, including topics such as TPM and EJ Core Elements.
- Participate, as able and if applicable, in statewide work groups and subgroups related to TIP and LRTP development (e.g. TIP General and Procedural Guidance Work Group).
- Procure Consultant for assistance with LRTP update if desired. If undertaken, hiring a consultant for LRTP assistance will require a modification/amendment to the 2025-2027 UPWP.

2025-2027 Deliverables: 2027-2030 TIP (draft documentation 12/2025), Annual Listing of Federally Obligated Projects (due 12/2025, and 12/2026), 2026 Long Range Transportation Plan Update (Due 11/9/2026).

Timeline: The 2027-2030 TIP is anticipated to begin at the start of the third quarter (January) of the 2025-2026 FY. The LRTP update will be ongoing throughout the entire 2025-2027 UPWP cycle.

2023-2024 Major Accomplishments:

- Held several meetings with PennDOT District 1-0 to strategize advancement of LRTP projects onto the TIP.
- Submitted Annual Listing of Federally Obligated Projects (2024).
- Worked with PennDOT and local municipalities to program funding for various planning studies recommended in the prior LRTP; held high-level conversations about future planning efforts.
- Worked closely with PennDOT District 1-0 staff to complete and adopt 2025-2028 TIP.
- Discussed programming changes to various projects on the 2023-2026 TIP.

Responsible Agencies:

Primary	SVATS MPO/MCRPC, PennDOT District 1-0, PennDOT CPDM, SVSS/MCCT
Secondary/Supporting	FHWA, FTA

Estimated Cost:

Funding Source	FY 2025-2026	FY 2026-2027
Federal Highway Administration	\$24,200	\$24,200
Federal Transit Administration	\$6,050	\$6,050
PA Department of Transportation	\$2,934	\$2,934
Local Highway	\$3,116	\$3,116
Local Transit	\$1,513	\$1,513
Total	\$37,813	\$37,813

I. PLANS and PROGRAMS

TASK I B. HIGHWAY/BRIDGE NETWORK PLANNING AND DELIVERY

Task Description:

- Ensure that the TIP is consistent with the LRTP and that any large non-LRTP projects are planned well in advance of being programmed (e.g. larger betterment projects).
- Meet with communities and other transportation stakeholders to plan out viable projects.
- Conduct any freight-related initiatives that arise. This could include analysis of freight facilities, coordination with these facilities, and advocating for projects that would ease the mobility of freight.
- Continue to monitor and participate in agency coordination meeting activities for regional projects.
- Assist PennDOT with the various analyses associated with major capital projects as needed.
- Identify any major projects that would have significant impacts on land use and work with local officials to ensure that they are educated on potential negative impacts.
- Continue to assess the need and appropriateness of ITS activities and work with the Department in maintaining a regional ITS architecture. Work with district in identifying TSMO funding opportunities and continue involvement as needed in any regional operation plan (ROP) activities or updates.
- Attend meetings for various planning studies relating to potential roadway improvements
- Work closely with the traffic unit at District 1-0 to analyze candidate projects for Highway Safety Improvement Program (HSIP) funding, and continue to plan these projects collaboratively with District 1-0 once identified.
- Regularly attend scoping field view meetings as they are held.
- Funding will be set aside FY 2026 and FY 2027 to provide municipalities in Mercer County with the ability to have locally important studies funded. Studies will be evaluated based on the following factors--applications completed by deadline; a voting member presents study application to the MPO; the study has been identified through a public planning process; the study conforms to the fiscal constraint available; and the content fulfills federal, state and local planning factors.
- Consider allocating any needed additional funds for procurement of a consultant for assistance with LRTP update if desired. If undertaken, hiring a consultant for LRTP assistance will require a modification/amendment to the 2025-2027 UPWP.

2025-2027 Deliverables: Advertise opportunities to member municipalities to submit requests for proposals (RFPS) for potential corridor studies that may be amended to the UPWP.

Timeline: The MPO will begin to collect RFPs (if any municipalities express interest) beginning in the first quarter FY 2026 and anticipates a potential study may be implemented by the end of the fourth quarter FY 2027. *A potential corridor study may or may not be implemented depending on the needs of the MPO.* If a potential corridor study is implemented, this will require an amendment to the 2025-2027 UPWP. Other Highway/Bridge Network Planning and Delivery activities will be continuous throughout the entire 2025-2027 UPWP cycle as needed.

2023-2024 Major Accomplishments:

- Attended various meetings and collaborated regularly with PennDOT staff and other transportation stakeholders to plan for upcoming projects and potential projects
- Worked closely with District 1-0 to identify projects for various federal funding sources, including HSIP, STP/STBG, and NHPP funding.
- Met with several communities to discuss their transportation needs and project ideas, and assisted them with developing a plan to implement their goals/solve their problems.
- Advised and provided data for municipalities applying for competitive grants (including Green Light Go, ARLE, TA Set-Aside, MTF, etc.).
- Attended several project scoping meetings.
- Participated in various steering committees as-needed.

-Collaborated with PennDOT on TSMO-funding opportunities.

Responsible Agencies:

Primary	SVATS MPO/MCRPC, PennDOT District 1-0
Secondary/Supporting	PennDOT CPDM, SVSS/MCCT, FHWA, Municipal Stakeholders

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$72,200	\$72,200
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$8,752	\$8,752
Local Highway	\$9,298	\$9,298
Local Transit	\$0	\$0
Total	\$90,250	\$90,250

I. PLANS and PROGRAMS

TASK I C. BICYCLE AND PEDESTRIAN NETWORK PLANNING AND DELIVERY

Task Description:

-Continue offering assistance as needed and related to previously-completed bike-ped studies, as well as the potential for future studies in this agreement. This includes attending meetings, communicating information to municipal officials and PennDOT staff as needed.

-Work closely with the Mercer County Trails Association and municipal groups to plan for bike/hike trails and direct agencies/municipalities toward funding options.

-Provide technical assistance (such as transportation data, GIS information, etc.) to municipalities applying for bike-ped project funding (most notably through programs such as Transportation Alternatives, Multimodal Transportation Funding).

-Work with the MPO Technical Committee to refine TA-Set-Aside project scoring, oversee application review, and provide recommendations to the MPO Coordinating Committee.

-Work with municipalities that have received bike/ped funding or any other funding to ensure that projects are planned well and continue to advance. Attend meetings as necessary to keep projects on track.

-Plan and implement bicycle and pedestrian improvement recommendations included on the LRTP and various transportation studies completed through the MPO.

-Attend PennDOT Bicycle and Pedestrian Workshop(s) as available and work with the Statewide Bike-Ped Coordinator to provide and/or share information as available and when relevant.

-Conduct a study to prioritize the growing list of bike/ped project recommendations from various studies and from municipal officials. Studies will include project ranking criteria and help align funding sources with the appropriate projects.

2025-2027 Deliverables: Bike/Ped Project Prioritization Study (Anticipated completion March 2026); other tasks as-needed--deadlines and deliverables variable based on individual projects.

Timeline: A Bicycle and Pedestrian Priority Study will begin during the first quarter of the 2025-2027 UPWP Cycle (July) and continue until the end of the third quarter (March). Bicycle and Pedestrian Network Planning and Delivery will be continuous throughout the entire 2025-2027 UPWP cycle as needed.

2023-2024 Major Accomplishments:

-Advised and provided data for municipalities applying for competitive grants (most notably TASA, but also MITF).

-Met with communities, trail groups and other non-profits as needed to discuss issues, needs, ideas, and projects related to bicycle and pedestrian modes of transportation.

-Coordinated with PennDOT District 1 and Central Office regarding MPO/RPO Bicycle/Pedestrian issues.

-Worked closely with several communities who have received funding and have completed or are in the process of implementing projects involving bike lanes, multimodal trails, and sidewalks.

-Worked with several municipalities on potential bicycle/pedestrian projects to assist with understandings of the planning, programming, and project development process.

Responsible Agencies:

Primary	SVATS MPO/MCRPC, PennDOT District 1-0
Secondary/Supporting	PennDOT CPDM, FHWA, Municipal Stakeholders

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$12,000	\$12,000
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$1,455	\$1,455
Local Highway	\$1,545	\$1,545
Local Transit	\$0	\$0
Total	\$15,000	\$15,000

TASK I. PLANS and PROGRAMS

TASK I D. TRANSIT PLANNING

Task Description:

The MPO will work closely with SVSS/MCCT staff to discuss transit planning and programming issues. Examples include:

- Assist county transit providers, PennDOT, FHWA and FTA, as necessary, with any tasks listed in this work program relating to transit
- Provide technical assistance to county transit providers on route changes or programmatic changes to the fixed route and paratransit systems.
- Ensure that transit needs are considered in all transportation planning studies
- Provide technical support to local municipal officials regarding corridor planning, transit services and facilities (e.g., bus stops, train stations), access management and accessibility.
- Work with SVSS and MCCT staff to suggest any planning efforts to be undertaken outside of the two transportation agencies' capabilities. MPO staff will ensure that any consultant-driven initiatives are kept on track and within budget. Possible projects may include updates to the Public Transportation Agency Safety Plan (PTASP) and/or demographic-related studies.
- Provide demographic data, GIS mapping, and analysis of other data upon request of the SVSS and MCCT staff.
- Assist MCRCOG during their reviews, including the FTA Triennial Review and the PennDOT Act 44 Performance Review.
- Coordinate with SVSS staff in compiling information for the Annual Listing of Federally Obligated Projects.
- Work alongside SVSS staff as needed when updating the transit portions of the TIP and LRTP.

2025-2027 Deliverables: Annual Listing of Federally Obligated Projects; 2025-2028 TIP.

Timeline: Transit Planning tasks will occur throughout the entire 2025-2027 UPWP cycle as needed.

2023-2024 Major Accomplishments:

- Assisted the local transit providers in order to maintain the transit portion of the 2023-2026 and 2025- 2028 TIPs.
- Provided and analyzed various data and created maps, based off requests from the SVSS and MCCT staff.
- Worked closely with SVSS staff to process Title VI complaints.

Responsible Agencies:

Primary	SVSS/MCCT, SVATS MPO/MCRPC
Secondary/Supporting	FTA, PennDOT CPDM, PennDOT Multimodal, Planning Consultant(s)

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$0	\$0
Federal Transit Administration	\$16,000	\$16,000
PA Department of Transportation	\$0	\$0
Local Highway	\$0	\$0
Local Transit	\$4,000	\$4,000
Total	\$20,000	\$20,000

II. LAND USE/TRANSPORTATION LINKAGES AND MODERNIZATION

TASK II A. LAND USE COORDINATION AND MODERNIZATION

Task Description:

- Research and seek to understand changes related to various transportation/land use disruptors and/or changing technologies. Examples may include connected and automated vehicles (CV/AV), electric charging stations and the gradual shift toward electric vehicles, changes in commuting patterns, growing popularity of teleworking, rise in e-commerce, broadband infrastructure, changes in energy policies and their local implications (solar development, oil and gas, etc.), climate change and extreme weather vulnerability, increasing importance on health and recreational transportation, personal delivery devices, intermodal connectors, and Complete Streets. Attend webinars and workshops related to these and other topics as able.
- Work with MPO board members and local jurisdictions to incorporate land use planning into the transportation planning process and to identify projects that will have significant impacts (positive or negative) on land use.
- Utilize the PennDOT Connects process to ensure that the MPO planning process is coordinated with the transportation portions of comprehensive plans, LRTP, and any other plans within Mercer County where transportation is a component.
- Participate with PennDOT District 1-o's District Planner and other staff in other PennDOT Connects activities, including scheduling of and attendance at collaboration meetings with municipalities and other stakeholders; preparation of documentation; follow-up communications; preparation of Project Initiation Forms for projects and programs proposed for the LRTP and TIP; and participation in Connects training opportunities. Complete on an ongoing basis.
- Help to promote the PennDOT Connects process and any related training activities for municipal officials and other related stakeholders.
- Assist with all other training activities aimed at local governments dealing with land use issues such as comprehensive planning, sustainability, access management, transit-oriented design, interchange development, etc.
- Work to consider livability and sustainability strategies as well as the location of transportation facilities to broader opportunities, including access to good jobs, affordable housing, quality schools, safe streets, economic development, social equity and environmental conservation.
- Participate in traffic impact studies and assessment of access management solutions.
- Review Highway Occupancy Permits and coordinate with PennDOT District 1-o's Traffic Unit staff as necessary when new land developments are proposed.
- Identify projects that will have significant effects on transportation and advocate projects that are concomitant with sound land use planning. All land use planning will be coordinated with the transportation portion of the Mercer County Comprehensive Plan, local multi-municipal plans and past PennDOT-funded special studies.
- Continue to work with municipal officials, as well as various state and local agencies, to promote economic development while being mindful of smart land use planning and realistic about transportation investments needing to follow a planning process.
- Consider any changes to the County's Functional Classification and smoothing of the urbanized boundary related to the 2020 Census, if necessary.

2025-2027 Deliverables: Review of Highway Occupancy Permits, land development portions of LRTP, traffic impact studies (as needed), review of County Functional Classification system.

Timeline: Land Use Coordination and Modernization will be continuous throughout the entire 2025-2027 UPWP cycle as needed.

2023-2024 Major Accomplishments:

- Reviewed potential transportation projects to see how improvements would affect current and future land uses. Projects and land use issues are continually reviewed in an attempt to avoid future problems with the transportation system. As projects go from concept to engineer studies, the MPO/MCRPC staff review these details to ensure that they are consistent with local and county transportation plans, as well as transportation planning studies that have been undertaken in the past.
- Worked with regional economic development agencies (e.g. Penn Northwest, The Northwest Commission, regional

Chambers of Commerce, The Greenville Reynolds Development Corporation, and various local government officials and staff) regarding the location of land use developments and the potential impacts on the transportation system. One staff member participated on the boards of the Northwest Commission and the Shenango Valley Enterprise Zone.

- Reviewed and added information to Project Information Forms (PIFs) via the PennDOT Connects process.
- Participated in PennDOT Connects-related trainings and webinars and helped to promote regional outreach opportunities.

Responsible Agencies:

Primary	SVATS MPO/MCRPC, Municipal Stakeholders, PennDOT District 1-0
Secondary/Supporting	PennDOT CPDM, SVSS/MCCT, FHWA

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$12,800	\$12,800
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$1,552	\$1,552
Local Highway	\$1,648	\$1,648
Local Transit	\$0	\$0
Total	\$16,000	\$16,000

TASK III. DATA COLLECTION and ANALYSIS

TASK III A. HWY. PERFORMANCE MONITORING SYSTEM (HPMS)

Task Description:

- Verify and update roadway inventory and performance measures on approximately 120 HPMS sample sections of roadway on the Federal-Aid Highway System (annually), including any additional segments that may be required based on Urban Boundary revisions, in accordance with the HPMS Manual specifications.
- Attend training and/or learn methods on collecting data via tablet-based data collection procedures (BPR has implemented usage of tablets to collect data in the past year).
- Attend annual HPMS workshops (virtually or in person).
- Participate in HPMS quality review.

2025-2027 Deliverables: Samples to be collected and submitted by approximately December 1st of each year.

Timeline: HPMS will begin at the start of the first quarter (July) and be submitted near end of the second quarter (December 1st).

2023-2024 Major Accomplishments:

- Completed annual reviews of HPMS sample segments.
- Updated HPMS sample section data as necessary and provided revisions to PennDOT staff.
- Attended HPMS both annual virtual workshops and participated in HPMS quality review.

Responsible Agencies:

Primary	SVATS MPO/MCRPC, PennDOT BPR
Secondary/Supporting	FHWA

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$3,200	\$3,200
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$388	\$388
Local Highway	\$412	\$412
Local Transit	\$0	\$0
Total	\$4,000	\$4,000

TASK III. DATA COLLECTION and ANALYSIS

TASK III B. MISCELLANEOUS DATA COLLECTION AND ANALYSIS

Task Description:

- Collect, develop and maintain GIS data to assist with transportation-related projects.
- Purchase, as necessary, equipment, software and licenses related to the collection of data (ArcGIS licenses, computers/tablets/other data collection devices, etc.).
- Conduct local traffic counts to be done by municipal request.
- Collect local asset data if/as needed for PennDOT (though no projects have been identified at this point).
- Create maps for communities and other transportation stakeholders.
- Utilize OneMap and other PennDOT data tools for various documents, programs, studies, and stakeholder requests.
- Continue to monitor and evaluate the county's Congestion Management Process (CMP) and use it as a planning tool when developing the TIP or making other programming decisions.
- Continue involvement with PennDOT's Transportation Systems Management and Operations (TSMO) initiative by planning for Intelligent Transportation Systems (ITS) elements and other traffic operation improvements. Factor this into TIP development, as necessary. Participate in any activities related to the existing or future updates of District 1's Regional Operations Plan (ROP).
- Participate in TSMO-related workshops.
- Participate in data-driven safety planning activities that lead to better consideration of safety in the selection and prioritization of transportation projects. Attend training, workshops, webinars and other activities related to the State Highway Safety Plan (SHSP) as well as various tools pertinent to the programming of Highway Safety Improvement Program (HSIP) funding.
- Work closely with PennDOT to develop procedures around analyzing outputs from condition-related analysis tools such as the Bridge and Pavement Asset Management Systems (BAMS and PAMS, respectively), and continue integrating lowest life-cycle costs methodologies into existing programs.

2025-2027 Deliverables: Deadlines and deliverables variable based on individual projects.

Timeline: Data Collection and Analysis will be continuous throughout the entire 2025-2027 UPWP cycle as needed.

2023-2024 Major Accomplishments:

- Worked with District 1 Traffic Unit on a variety of issues including safety data analysis, TSMO funding applications, finalization of the ROP, providing input on HSIP funding applications and coming up with more efficient ways of identifying projects, signalization issues, and many other initiatives.
- Continued to use the GIS information provided by PennDOT and additional information created locally in its development of local transportation related issues.
- Developed elements specific to transportation within community zoning maps.
- Renewed Mercer County Regional Planning Commission's annual GIS software licensing.
- Attended various PennDOT webinars and workshops related to data collection efforts, TSMO-related efforts, etc.

Responsible Agencies:

Primary	SVATS MPO/MCRPC
Secondary/Supporting	PennDOT CPDM

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$16,000	\$16,000
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$1,940	\$1,940
Local Highway	\$2,060	\$2,060
Local Transit	\$0	\$0
Total	\$20,000	\$20,000

IV. PROGRAM MANAGEMENT

TASK IV A. ADMINISTRATION AND GENERAL COORDINATION

Task Description:

- Develop and submit the UPWP for PennDOT approval, as directed by PennDOT.
- Schedule and coordinate all MPO Coordinating and Technical Committee meetings, arrange for advertising of those meetings, and prepare minutes of those meetings.
- Send out meeting notices, agendas, and meeting materials within five (5) working days prior to meetings and distribute other MPO-related information to board members and other transportation stakeholders (via email and mail).
- Prepare other/miscellaneous items for distribution, as appropriate (mailings, emails); scan and copy items as needed.
- Post relevant documents and meeting materials on the MCRPC website (e.g. TIP documents, Annual Federal Listing of Obligated Projects Report, Fiscal Constraint Charts, meeting agendas and minutes, etc.).
- Ensure MPO is up-to-date on virtual meeting regulations and platforms. Purchase any software or equipment related to ensuring that meetings can continue to exist in a virtual or hybrid (virtual and in-person) format.
- Maintain website's content, and train additional staff to assist with day-to-day maintenance.
- Submit quarterly invoices and progress reports in a timely manner to PennDOT for their review and approval.
- Process TIP modifications through the eSTIP process.
- Work with PennDOT's Financial and Contract Management division and FHWA to adjust, if necessary, the existing Cost Allocation Plan (CAP).
- Create and disseminate resources as necessary (e.g. fact sheets, informational items, instructional documents, notifications about funding opportunities).
- Attend and participate in all PennDOT Planning Partners meetings (semi-annual meetings, bi-monthly calls, and any other related trainings or meetings).
- Attend and participate in regional (Northwest PA) Planning Partners meetings with District 1, Erie MPO and NW RPO (typically held quarterly).
- Respond to requests from citizens, local officials, and various other transportation stakeholders related to the general function of the MPO.
- Coordinate regularly with other PA planning partners and attend meetings as able.
- Continue making progress toward educating committee members and other stakeholders, and encouraging that this representation reflects the appropriate jurisdiction as well as possible.
- If/as necessary, work with MPO Committees to consider updates to MPO Bylaws and any related organizational changes.

2025-2027 Deliverables: 2027-2029 UPWP (Anticipated due in January 2027); Quarterly Invoices (submitted after end of each quarter); Work related to MPO Bylaws Update (tentative).

Timeline: Administration and General Coordination will be continuous throughout the entire 2025-2027 UPWP cycle.

2023-2024 Major Accomplishments:

- Prepared for each of the MPO Coordinating and Technical Committee meetings held during the year, led various other transportation-related meetings, and attended various PennDOT-led meetings.
- Navigated the new frontiers of virtual meetings, ensuring that virtual MPO meetings were open to all, functional, and operated smoothly. Worked to understand new technologies related to virtual meetings.
- Submitted 2025-2027 UPWP.
- Submitted quarterly invoices.
- Assisted public officials, transportation stakeholders, and the general public with requests related to the day-to-day operation of the MPO.
- Worked on a comprehensive stakeholder/voting member rolls update project aimed at ensuring the right information was going to the right people, that member rolls were up to date, that voting members were aware of their responsibilities, and that staff could more efficiently disseminate information as needed.

- Attended the statewide Planning Partners meetings and other related trainings and meetings with PennDOT.
- Continued to work closely with the PennDOT District 1-0 office on several transportation projects to ensure coordination and transparency between agencies.

Responsible Agencies:

Primary	SVATS MPO/MCRPC, PennDOT CPDM
Secondary/Supporting	PennDOT District 1-0, FHWA, Transportation Stakeholders

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$33,280	\$33,280
Federal Transit Administration	\$8,320	\$8,320
PA Department of Transportation	\$4,034	\$4,034
Local Highway	\$4,286	\$4,286
Local Transit	\$2,080	\$2,080
Total	\$52,000	\$52,000

IV. PROGRAM MANAGEMENT

TASK IV B. PUBLIC INVOLVEMENT AND OUTREACH

Task Description:

- Collaborate with the State Transportation Commission in their public outreach campaign.
- Continue updates to the Public Participation Plan (PPP), Title VI Plan, and Limited English Proficiency (LEP) plan as needed; reassess and update demographic data to ensure its effectiveness. Work closely with Title VI Points of Contact from PennDOT, FHWA, and FTA to ensure that all federal and state requirements are met.
- Work closely with PennDOT Title VI Coordinator to ensure compliance with all federal and state laws related to this subject and to process any complaints filed, if applicable.
- Investigate ways to more fully incorporate the requirements of Environmental Justice Core Elements into the MPO's plans and programs, which will allow greater public input into the process and ensure that all areas of the SVATS MPO have equal input into the transportation planning process.
- Continue to grow our list of transportation stakeholders and ensure that anyone who might be interested in the functions of the MPO is aware of our roles and regulations.
- Work, as needed, with members of the press and other stakeholders to pass along information.
- Complete work associated with public involvement for various planning studies or projects, as needed.
- Maintain MCRPC's website to ensure relevant information is available, and ensure that meeting schedules, agendas, minutes, etc. are posted in a timely manner. Also post all completed studies/reports and other relevant information.

2025-2027 Deliverables: Environmental Justice Core Elements (various, but in particular during TIP development; PPP, Title VI Policy, and LEP Plan Reassessment (6/2025); other deliverables as-needed.

Timeline: The Public Participation Plan (PPP), Title VI Plan, and Limited English Proficiency (LEP) Plan will be reassessed during the fourth quarter (April to June) of the 2025-2027 UPWP cycle. Public Involvement and Outreach will be continuous throughout the 2025-2027 UPWP cycle as needed for each transportation project.

2023-2024 Major Accomplishments:

- Assisted the county transit agencies with EJ analysis.
- Performed outreach activities to new transportation stakeholders and had discussions with them about the roles and responsibilities of the MPO.
- Completed an update of the LEP plan and Public Participation Plan in accordance with federal guidelines and suggestions.
- Maintained MCRPC's website and made sure relevant information was posted in a timely manner.
- Passed along pertinent press releases and communicated with press as applicable.

Responsible Agencies:

Primary	SVATS MPO/MCRPC
Secondary/Supporting	PennDOT District 1-0, PennDOT CPDM, SVSS/MCCT

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$5,120	\$5,120
Federal Transit Administration	\$1,280	\$1,280
PA Department of Transportation	\$621	\$621
Local Highway	\$659	\$659
Local Transit	\$320	\$320
Total	\$8,000	\$8,000

TASK V. SPECIAL PROGRAMS

TASK V A. SAFE AND ACCESSIBLE

Task Description:

-The MPO will review projects in consideration for the 2026 LRTP and apply the Complete Street Policy to ensure the safe and adequate accommodation of all users of the transportation system within local municipalities.

-The Policy will formalize what the MPO has already accomplished on projects in which safety, mobility and accessibility of all modes of travel have been addressed. The Policy will apply the scoring system that addresses project selection on future TIPs.

-Future projects will be reviewed to ensure that safety and accessibility issues are addressed. Current projects in the 3rd and 4th years of the TIP will be reviewed to ensure safety and accessibility issues are included in projects, but past and current projects will not be reevaluated in order to be given a policy score based on Safe and Accessible/Complete Streets criteria.

2025-2027 Deliverables: The MPO will implement the adopted Complete Streets Policy document that outlines the planning process in regards to project selection. The policy establishes review standards for future projects in order to address safety, mobility and accessibility issues of all users of the transportation system.

- Timeline: Work on implementing a Complete Streets Policy will carry over from previous FY and continue through the adoption of the LRTP.

2023-2024 Major Accomplishments:

Drafting and adoption of SVATS MPO Complete Streets Policy.

Responsible Agencies:

Primary	SVSS/MCCT, SVATS MPO/MCRPC
Secondary/Supporting	FTA, FHWA, PennDOT CPDM, PennDOT, Planning Consultant(s)

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$5,000	\$5,000
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$0	\$0
Local Highway	\$0	\$0
Local Transit	\$0	\$0
Total	\$5,000	\$5,000

SHENANGO VALLEY AREA TRANSPORTATION STUDY

2025-2027 UPWP

FY 2025-2026 BUDGET SUMMARY YEAR ONE

WORK TASK	TOTAL BUDGET	FEDERAL PL (HIGHWAY)	FEDERAL MPP (TRANSIT)	STATE MLF	LOCAL HWY	LOCAL TRANSIT
I. PLANS and PROGRAMS	\$163,063	\$108,400	\$22,050	\$13,141	\$13,959	\$5,513
A. LRTP AND TIP MAINTENANCE ANE 3*	\$37,813	\$24,200	\$6,050	\$2,934	\$3,116	\$1,513
B. HIGHWAY/BRIDGE NETWORK PLAN 1*	\$90,250	\$72,200	\$0	\$8,752	\$9,298	\$0
C. BICYCLE AND PEDESTRIAN NETWO 1*	\$15,000	\$12,000	\$0	\$1,455	\$1,545	\$0
D. TRANSIT PLANNING 2*	\$20,000	\$0	\$16,000	\$0	\$0	\$4,000
II. LAND USE/TRANSPORTATION LINKAGES/MODERNIZATIO	\$16,000	\$12,800	\$0	\$1,552	\$1,648	\$0
A. LAND USE COORDINATION AND MO 1*	\$16,000	\$12,800	\$0	\$1,552	\$1,648	\$0
III. DATA COLLECTION and ANALYSIS	\$24,000	\$19,200	\$0	\$2,328	\$2,472	\$0
A. HIGHWAY PERFORMANCE MONIOR 1*	\$4,000	\$3,200	\$0	\$388	\$412	\$0
B. MISCELLANEOUS DATA COLLECTIO 1*	\$20,000	\$16,000	\$0	\$1,940	\$2,060	\$0
IV. PROGRAM MANAGEMENT	\$60,000	\$38,400	\$9,600	\$4,655	\$4,945	\$2,400
A. ADMINISTRATION AND GENERAL C 3*	\$52,000	\$33,280	\$8,320	\$4,034	\$4,286	\$2,080
B. PUBLIC INVOLVEMENT AND OUTRE 3*	\$8,000	\$5,120	\$1,280	\$621	\$659	\$320
V. SPECIAL PROGRAMS	\$5,000	\$5,000	\$0	\$0	\$0	\$0
A. SAFE AND ACCESSIBLE 4*		\$5,000	\$0	\$0	\$0	\$0
TOTAL	\$268,063	\$183,800	\$31,650	\$21,675	\$23,025	\$7,913

SHENANGO VALLEY AREA TRANSPORTATION STUDY

2025-2027 UPWP

FY 2026-2027 BUDGET SUMMARY YEAR TWO

WORK TASK	TOTAL BUDGET	FEDERAL PL (HIGHWAY)	FEDERAL MPP (TRANSIT)	STATE MILE	LOCAL HWY	LOCAL TRANSIT
I. PLANS and PROGRAMS	\$163,063	\$108,400	\$22,050	\$13,141	\$13,959	\$5,513
A. LRTP AND TIP MAINTENANCE ANE 3*	\$37,813	\$24,200	\$6,050	\$2,934	\$3,116	\$1,513
B. HIGHWAY/BRIDGE NETWORK PLAN 1*	\$90,250	\$72,200	\$0	\$8,752	\$9,298	\$0
C. BICYCLE AND PEDESTRIAN NETWO 1*	\$15,000	\$12,000	\$0	\$1,455	\$1,545	\$0
D. TRANSIT PLANNING 2*	\$20,000	\$0	\$16,000	\$0	\$0	\$4,000
II. LAND USE/TRANSPORTATION LINKAGES/MODERNIZATIO	\$16,000	\$12,800	\$0	\$1,552	\$1,648	\$0
A. LAND USE COORDINATION AND MO 1*	\$16,000	\$12,800	\$0	\$1,552	\$1,648	\$0
III. DATA COLLECTION and ANALYSIS	\$24,000	\$19,200	\$0	\$2,328	\$2,472	\$0
A. HIGHWAY PERFORMANCE MONIOR 1*	\$4,000	\$3,200	\$0	\$388	\$412	\$0
B. MISCELLANEOUS DATA COLLECTIO 1*	\$20,000	\$16,000	\$0	\$1,940	\$2,060	\$0
IV. PROGRAM MANAGEMENT	\$60,000	\$38,400	\$9,600	\$4,655	\$4,945	\$2,400
A. ADMINISTRATION AND GENERAL C 3*	\$52,000	\$33,280	\$8,320	\$4,034	\$4,286	\$2,080
B. PUBLIC INVOLVEMENT AND OUTRE 3*	\$8,000	\$5,120	\$1,280	\$621	\$659	\$320
V. SPECIAL PROGRAMS	\$5,000	\$5,000	\$0	\$0	\$0	\$0
A. SAFE AND ACCESSIBLE 4*		\$5,000	\$0	\$0	\$0	\$0
TOTAL	\$268,063	\$183,800	\$31,650	\$21,675	\$23,025	\$7,913

Chris Conti

From: Crea, Matthew <mcrea@pa.gov>
Sent: Thursday, October 24, 2024 2:57 PM
To: rgordon; middletone@lackawannacounty.org; cbukowski@co.cambria.pa.us; Aaron Ritsig; abey@dvrpc.org; abomberger@tcrcp-pa.org; amaron@dvrpc.org; amerkel@adamscountypa.gov; amessner@crcog.net; amy@ncentral.com; Piper, Alan; baker@northerntier.org; Brian Barnhizer; bbradley@lvpc.org; bhite@lvpc.org; Barrett, Christopher; Chris Conti; Rickard, Craig; Reese, Daniel; Domenic D'Andrea; Dan Gracenin; dhunter@countyofberks.com; dkrug@tcrcp-pa.org; dmcfarland@blairplanning.org; DonatoML@lackawannacounty.org; ealoiz; efogg@dvrpc.org; Felicia Dell; gkausch@crcog.net; gkrykewycz@dvrpc.org; hbitner@ycpc.org; jbox@nepa-alliance.org; jbuerk@dvrpc.org; jchorney@ncentral.com; jhoran@eriecountypa.gov; jillf@northwestpa.org; jliptak@spcregion.org; jon.fitzkee@lebanoncountypa.gov; jonesg@lancastercountypa.gov; jsaylor@crcog.net; jshaw@nepa-alliance.org; julie.cheyney@lebanoncountypa.gov; jzerby@co.cambria.pa.us; McLaughlin, Kristin; Kate McMahon; kwheeler@seda-cog.org; lslusser@sapdc.org; mbjorkman@sapdc.org; mboyer@dvrpc.org; mbromero@franklincountypa.gov; mpritchard@ycpc.org; mtylka@crcog.net; Peter Messina; qmclapper; RFitzgerald@spcregion.org; Rick Murphy (DVRPC); kmorris@dvrpc.org; Robert.Manzella@LuzerneCounty.org; sclayton@adamscountypa.gov; sdeck@tcrcp-pa.org; Shana Smith; sherman@seda-cog.org; showsare@sapdc.org; sjthomas@franklincountypa.gov; song.kim@lebanoncountypa.gov; srossman@lyco.org; standish@lancastercountypa.gov; swilliams@lyco.org; thompson@northerntier.org; toscavich@lvpc.org; Wes Burket; wclark@lancastercountypa.gov; Xochi T. Confer
Cc: PD-District Executives; PD-ADEs for Design; PD-District Portfolio Managers; PD-District Planning and Program Managers; PD-Program Dev and Management; Beck, Clint (FHWA); Houpt, William (FHWA); Crobak, Jennifer (FHWA); Porochniak, Gene (FHWA); Tobin, Mark; Glass, Thomas R; Hershock, Jason P; Roecker, Jeffrey; Goshorn, Lauryn; Grace, Patrice; Roper, Eliza; Mulkerin, Kristin; Norris, Christine; Spangler, Christine; Farley, Dan (BOMO); Newmaster, Christa; Tomlinson, Douglas
Subject: Safety Performance Target Setting letter - 2025
Attachments: 2025 Safety Target Setting letter.pdf; MPO-RPO Target Setting Enclosure (2025).pdf

Good Afternoon Metropolitan Planning Organizations(MPO) and Rural Planning Organizations(RPO),

On behalf of Deputy Secretary Mulkerin and Deputy Secretary Norris, please find the attached 2025 Safety Performance Target Setting letter.

Federal regulations require MPOs to establish targets for each safety performance measure within 180 days (by February 27, 2025) of PennDOT establishing its targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. PennDOT is requesting that RPOs follow the same procedure.

The letter includes a form to be completed and returned electronically. Please return the letter by February 27, 2025. If your region is considering establishing its own quantifiable targets, please let us know by December 31, 2024, or as soon as possible as additional coordination will need to occur.

A copy of the letter and enclosures, as well as an excel file of the fatal and serious injury data, is saved on the CPDM SharePoint website. The site can be accessed by clicking here.

If you have any questions please contact me at 717. 787.2862 or mcrea@pa.gov.

Matthew Crea | Transportation Planning Manager
PA Department of Transportation | Center for Program Development and Management
400 North St, 6th Floor | Harrisburg PA 17120
Phone: 717.787.2862
mcrea@pa.gov | www.penndot.gov

EXTERNAL EMAIL: Only open links from TRUSTED sources.

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2021-2025	2021-2025	2019-2023
Number of Fatalities	1,192.8		1161.2
Fatality Rate	1.186		1.183
Number of Serious Injuries	4,832.6		4738.6
Serious Injury Rate	4.806		4.828
Number of Non-motorized Fatalities and Serious Injuries	916.8		833.4

* Future VMT estimated to hold level over next few years

Table 2: Shenango Valley MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2021-2025	2021-2025	2019-2023
Number of Fatalities	16.6		14.0
Fatality Rate	1.489		1.228
Number of Serious Injuries	53.6		48.8
Serious Injury Rate	4.809		4.281
Number of Non-motorized Fatalities and Serious Injuries	4.4		6.0

* Future VMT estimated to hold level over next few years



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

October 22, 2024

Dear Planning Partners:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2025 targets for the following Safety Performance Measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31st each year. The 2025 targets found in Table 1 of the enclosure are based on a data driven trend analysis of the statewide fatality and suspected serious injury numbers (2 percent annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 27, 2025) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level.

The MPOs that establish quantifiable fatality rate or serious injury rate targets shall report the VMT estimate used for such targets and the methodology used to develop the estimate. The methodology should be consistent with other Federal reporting requirements, if applicable. MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2024.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2023 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2025.

Based on preliminary data, we do not expect Pennsylvania to meet our 2023 targets and anticipate will be subject to the provisions of 23 United States Code § 148 (i). This will require the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan will be due June 30, 2025. In addition, we will be required to obligate in Federal Fiscal Year (FFY) 2026 an amount equal to the FFY 2022 HSIP apportionment (\$125,848,562).

For more information, please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Your response is requested before February 27, 2025.

Please complete the following:

Planning Organization Name

Select one of the following options for establishing Safety Performance Measures:

- The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.
- The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO's Transportation Improvement Program. If choosing this option please notify the Center for Program Development and Management (CPDM) by December 31, 2024.

Concurrence: _____
Authorized MPO/RPO Representative Date

SUBMIT

Planning Partners
Page 3
October 22, 2024

Should you have any questions, please contact Matthew Crea, Transportation Planning Manager, Center for Program Development and Management, at 717.787.2862 or mcrea@pa.gov.

Sincerely,



Kristin Mulkerin
Deputy Secretary for Planning

Sincerely,



Christine Norris, P.E.
Deputy Secretary for Highway
Administration

Enclosure