

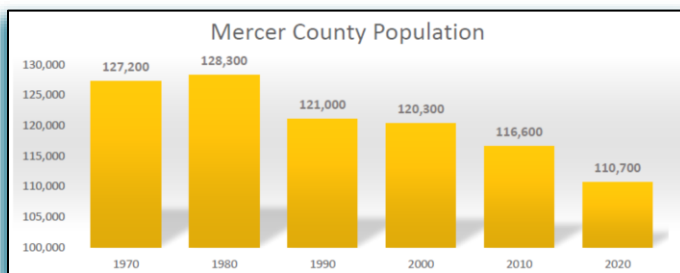
Introduction

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, 2022 to June 30, 2024. (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 cooperative, 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.

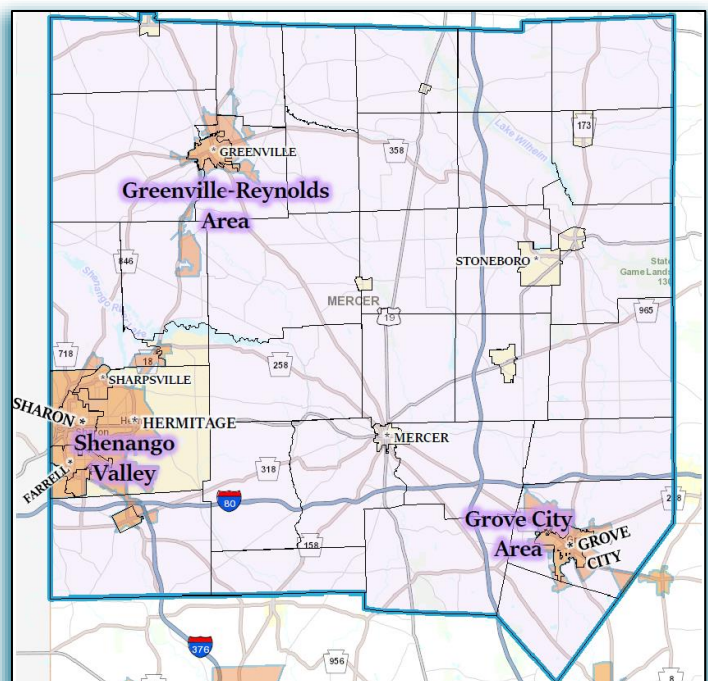
Mercer County's 48 municipalities, in total, comprise a population of just over 110,000 according to the 2020 U.S. Census. As shown below, the overall county population has declined modestly over the past four-plus decades, with the largest



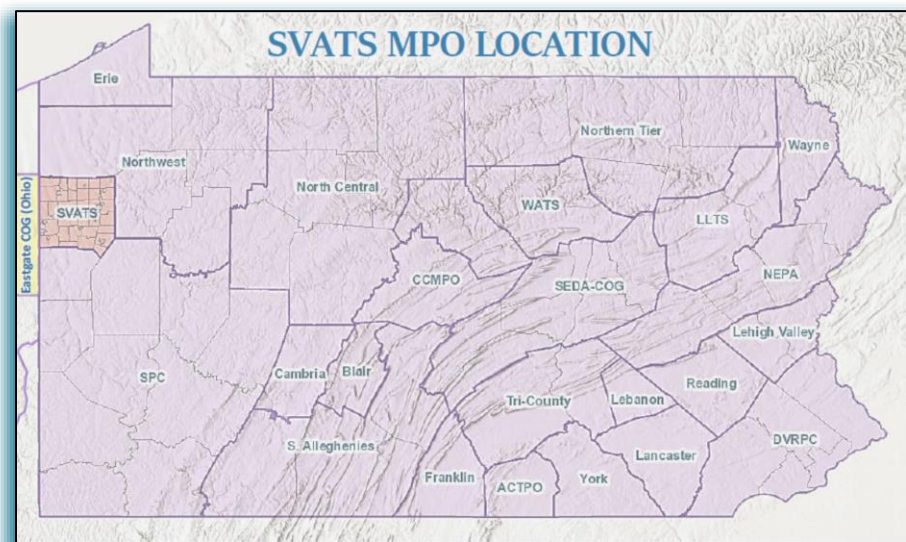
declines being in many of the historically most-industrialized areas in the western half of the county. Any growth that has occurred has been modest, typically within the southeastern section of the county and/or rural, low-population townships throughout the county.

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, 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 to the right 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.



Mercer County was combined with the Youngstown area's Metropolitan Statistical Area after the 2000 U.S. Census. As a result, Mercer County is part of a Transportation Management Area (TMA), which is defined as having an urbanized area of over 200,000 citizens. This requires the MPO to adhere to additional FHWA and FTA requirements and develop

additional planning and programming tools. Other results include receiving *Surface Transportation-Urban* (STU) funding and our transit funding being split among the Ohio and Pennsylvania transit agencies. Because of the consolidation of our urbanized areas, it became necessary to develop a "memorandum of understanding" (MOU), which outlines the working relationship between the two MPOs.

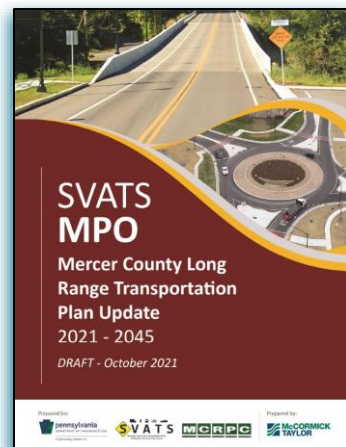
Roles and Responsibilities of the MPO

The federal Fixing America's Surface Transportation (FAST) Act, and federal metropolitan planning regulations specify the roles and responsibilities of MPOs, including development of a long-range transportation plan (LRTP), a short-range Transportation Improvement Program (TIP), and public involvement efforts.

The 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.

2016's LRTP update was particularly notable because of its focus on meaningful collaboration and the development of implementable projects. The finished product provided the MPO with a clear direction for the next 20 years, resulting in many well-planned and fiscally constrained proposed projects that are compliant with the goals of the FAST Act. Several of the projects listed on the 2016 LRTP have since been programmed and some have even been constructed. Also notable is that several transportation planning studies recommended in the LRTP have since occurred.

The MPO just completed their 2021 LRTP, which built on the strong foundation of the previous plan. Although the vast majority of its planning process was virtual due to the global pandemic, the plan was successful in many ways. Just as was done in 2016, a major area of focus was on developing the collaboration between the MPO staff and other



planning partners (notably PennDOT District 1-o), 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.

The next (2023) TIP update will be completed in the summer of 2022, just as this UPWP begins to take effect. Significant work toward 2025 TIP development will begin in 2023, and continue into 2024.

The current LRTP, TIP, and all other documents are compliant with current 23 CFR 450 Planning Regulations and 2015's *Fixing America's Surface Transportation Act* (FAST Act) legislation. In late 2021, the U.S. Legislature passed the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) to replace the FAST Act. As of this writing (January 2022), full guidelines and regulations relative to the operation of MPOs have not been finalized. However, all transportation-related planning in Mercer County will be based on the guidelines and regulations of the IIJA/BIL once available.

The FAST Act also identifies 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. The following table below lists which Planning Factors are addressed by the UPWP's main task categories (task categories are described on pages 14-28 of this document).

FAST Act Planning Factors	UPWP Planning Tasks			
	I	II	III	IV
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 2016 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 page, 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
Enhance Economic Vitality	<ul style="list-style-type: none"> -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	<ul style="list-style-type: none"> -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	<ul style="list-style-type: none"> -Pursue proper stormwater mgmt. & interagency communication -Enhance pavement quality -Prioritize bridge maintenance -Emphasize project delivery and intergovernmental cooperation 	✓	✓	✓	✓

Statewide Transportation Improvement Findings

In September 2020, the FHWA and FTA reviewed and approved the Pennsylvania FFY 2021-2024 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 FFY 2021-2024 STIP FPF includes 7 Commendations, 7 Recommendations, and 0 Corrective Actions. The table on the following page lists each of the seven recommendations as well as how (or if) the SVATS MPO will contribute toward addressing these recommendations.

<i>STIP FPF Category</i>	<i>STIP FPF Recommendation Summary</i>	<i>If/How SVATS MPO is Addressing This</i>
MPO Long-Range Transportation Plan (LRTP) Development Process	PennDOT should work with stakeholders to finalize the MPO/RPO LRTP Guidance Document. The MPO should organize an LRTP update coordination meeting at least 30 months in advance of the next LRTP deadline.	SVATS MPO was not part of the work-group on the statewide document. However, during our LRTP update, we coordinated (via PennDOT) to ascertain any likely major changes to the guidance document. Statewide LRTP was finalized right around the same time as our regional LRTP (fall 2021), but staff did review. Staff will coordinate a kickoff meeting approximately 30 months ahead of next LRTP deadline, which would be May 2024.
Integration of the Performance-Based Planning and Programming (PBPP) & Transportation Asset Management Plan (TAMP)	Districts should develop and share a method for communicating TAMP investment strategies, continue to share BAMS/PAMS outputs with MPOs. MPOs and districts should review and evaluate existing agreements and internal procedural documents to ensure they are up-to-date regarding these newer performance/asset management regulations.	The SVATS MPO and PennDOT D-1 staff have had extensive discussions regarding system performance and transitioning toward a lowest-life cycle cost approach to investment. This became more of a focus in the Spring of 2020 (for the 2021 TIP), and became an even greater focus through CY 2021 (through the 2021 LRTP and the 2023 TIP). All parties agree to continue working through refining and understanding processes and agree that we're moving in the right direction. MPO will update any documents as needed and as directed by PennDOT and federal agency partners.
Public Transportation Agency Safety Plans	Regional PTASPs and safety performance targets should be shared with the MPO so that targets can be incorporated into regional LRTP and TIP.	The Shenango Valley Shuttle Service's PTASP was shared with the MPO in 2021. Safety performance targets were also included in the recently-adopted LRTP. The MPO continues to work closely with our county transit agencies, which share a building with the MPO.
Statewide Public Participation Plan (PPP) and Public Involvement for the STIP/TIPs	PennDOT should continue making strides to align public outreach for the TYP with the TIP development process and continue to promote awareness/access to State Transportation Commission meetings and share pertinent materials. In addition, MPOs should incorporate virtual public involvement (VPI) methods into their regional PPP, and continue to evaluate their effectiveness, fine-tuning as necessary.	In the MPO staff's opinion, PennDOT has done an excellent job promoting the TYP public involvement process and has continued to improve its approach each time it occurs. They have done an even better job at sharing promotional materials and procedures with planning partners (e.g. MPOs) and encouraged this involvement process to better integrate with TIP development and LRTP development. Regarding the MPO's PPP, staff began updating this document in the fall of 2021 and expects to have this completed by the spring of 2022 (prior to this UPWP taking effect). We will continue monitoring its effectiveness and update as necessary.
Air Quality (AQ) Programs	PennDOT should continue building on the major recent success of a more efficient AQ conformity process, and develop a framework to outline the process and roles and responsibilities. Additionally, the MPO should work closely with PennDOT throughout the LRTP process and map out a development timeline.	From the MPO's perspective, we agree that the process has become much clearer in very recent years. The AQ conformity portion of our LRTP was better explained and its timeline was mapped out and understood by all in advance. We agree that the process is much clearer, not only to our own staff, but also to the general public. The MPO will continue to work, as needed, with PennDOT to further improve this process.
State Freight Work Group and State Freight Plan	PennDOT should continue building on recent progress made on expanding participation in this work group, particularly with regard to private stakeholders such as cargo carriers, logistics companies, safety and environmental stakeholders, etc. Statewide plan must also be updated prior to 11/2022.	Not applicable to SVATS MPO, but our MPO has been involved in the review of the draft state freight plan and has worked to better-incorporate meaningful freight planning into our process. On a regional level, the MPO recognizes the importance of good stakeholder involvement in any planning effort, and private-sector stakeholders in freight planning are especially important. The MPO will continue to build upon our network of such stakeholders and make efforts to re-establish contact with those who have not been in recent contact with MPO staff.
Keystone Corridor Funding	PennDOT should coordinate with the MPOs whose regions encompass the Philadelphia to Harrisburg Keystone Corridor segments and program relevant Keystone Corridor projects in compliance with the MOU.	Not applicable to our region—Keystone Corridor is in southeastern PA, and its closest point (Harrisburg) is approximately 180 miles from the nearest border with Mercer County.

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 has 25 members, the maximum currently allowed according to our MPO's Bylaws. Most members are municipal-based, though the county, the county's transit provider, and PennDOT District 1-o and 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. An initiative to more directly encourage active and informed representatives began in 2021.

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

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

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-o	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-o 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 48 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.

Nearly all of the seven employees of the MCRPC are involved in the transportation program to some degree. Currently, one employee is almost completely devoted to transportation planning/MPO-related activities, and the Executive Director is a former transportation planner, still actively involved in the MPO. Other staff members assist on a part-time basis. They have been involved in the transportation planning process throughout their tenure at the MCRPC, but one has become more involved over the past two years in assisting with the daily activities of the MPO. Key MPO staff and their experience are listed in the table below:

Employee	Position/Role	Full-Time Plnng. Experience (yrs.)	Full-Time MPO Experience (yrs.)	Employment at MCRPC (yrs.)	MPO Involvement (Apz. % of total hours)
Dan Gracenin	Executive Director	28	11	28	
Matt Stewart	Senior Planner	16	15	16	
Brian Barnhizer	Senior Planner	29	0	16	
Chris Conti	Senior Planner	26	3	17	
Evie Wike	Administrative Secretary	46	0	46	

PennDOT District 1-o Staff—MPO staff members work on a regular basis with various District 1-o 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-o, 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-o, 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 traffic counting and highway performance monitoring system programs. BPR staff assists MPO staff when traffic counts are submitted, and conducts reviews of our traffic counting (annual) and HPMS (triennial) 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 tailor an annual technical assistance program that will help assist MPO staff in any areas where help is needed. The 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. These federal agencies conduct a quadrennial Federal Certification Review and follow up in between reviews to ensure that the federal transportation planning process is compliant with all applicable regulations and assist as needed with any issues as they arise.

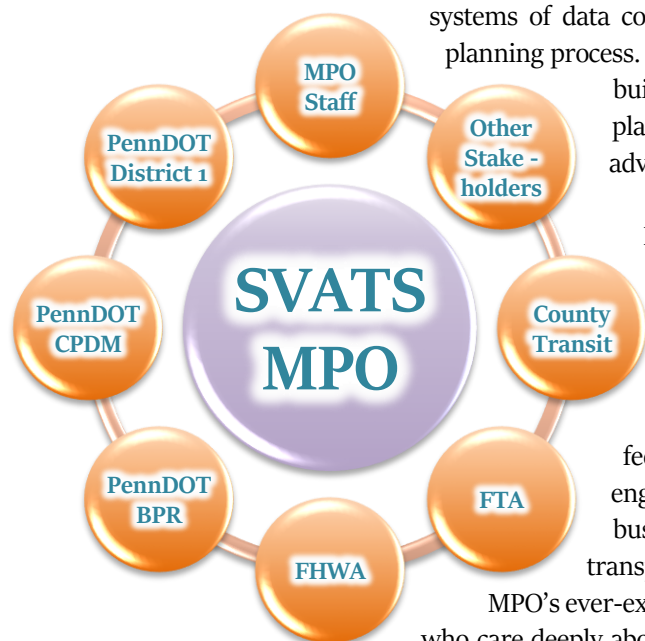


Public Transit— The SVATS MPO also works closely with the major transit providers for the County— Shenango Valley Shuttle Service (SVSS) and Mercer County Community Transit (MCCT), both operated through the Mercer County Regional Council of Governments (MCRCOG). These agencies are housed in a separate wing of the same building at the MCRPC. MCRCOG has a vote on both MPO committees. The SVSS runs four 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, 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 2022-2024 UPWP was a collaborative process that began several months prior to its adoption. This process was significantly simpler than the previous (2020-2022) UPWP's process, which was a more fundamental reorganization of the MPO's work program. Still, significant internal and external collaboration took place to develop the two-year work program.

The timeline on the following page shows the general SVATS MPO UPWP development process followed during the 2022-2024 UPWP and when various tasks took place during the approximately six-month development period. In addition to the information listed in the table, there were numerous other internal conversations that took place as well throughout the six-month process.

Event	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	January 2022
Receive UPWP Guidance from PennDOT CPDM	✓						
Create Supplemental Studies List via 2021 LRTP; Consider Studies for this UPWP							
PennDOT and FHWA Collaboration (emails clarifying process, timeline, etc.)							
MPO Committee Collaboration							
Compile Background/Introduction Info							
Refine Tasks, Deliverables, & Budgets							
PennDOT CPDM Review of Draft							
FHWA and FTA Review of Draft							
Incorporate Revisions/Finalize Draft							
MPO Vote to Approve UPWP							✓
Submit Final UPWP to PennDOT/FHWA							

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, 2022 to June 30, 2024 (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 two years is described below:

1. Continued correspondence with PennDOT District 1-o (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 two years. 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. Update of the Mercer County Congestion Management Processes (CMP). The MPO, typically working alongside a consultant, re-runs our CMP corridors to see how travel times and the overall congestion picture has changed. This is a requirement of being a TMA, and Mercer County first developed a CMP in 2010. (see Task V.B. for 2021-2022).
3. Staff will continue to be involved with the implementation of various studies recently completed. These include the SE Mercer County bike/ped master plan, the Greenville pedestrian study, four safety corridor studies—U.S. 19 (Springfield Township), U.S. 62 (Hermitage to Mercer), PA Route 58 (Greenville to Mercer), I-80 (MM 0-15)—the Countywide Signal Study/Inventory, the U.S. 62/CN Rail Tunnel Study, and other locally-developed plans (e.g. Hermitage Trails and Sidewalks Plan, municipal comp plans) as well as PennDOT D-1-developed plans (e.g. Regional Operations Plan, D-1 Bicycle and Pedestrian Plan) that were then incorporated into the LRTP (these will relate to tasks I.B. and I.C.).
4. Work closely with municipalities or other agencies that are considering applying for and/or receiving competitive grant dollars (namely TA Set Aside, STU, Green Light Go, MTF, etc.) (see Tasks I. B and I. C)
5. Conduct annual traffic counting and HPMS programs, including counts for PennDOT and municipal requests (see Task III. A) and HPMS sample data collection (Task III.B.).
6. 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-o's design unit.

7. Regular coordination with various transportation stakeholders, particularly municipal officials, to discuss and plan both potential and programmed projects (see Task IV. B).
8. 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. (Task I. C.). The current plan is to conduct this study in-house, but money is set aside in case consultant assistance is desired.
9. Conduct a corridor study along SR 358 and nearby roadways (Kidds Mill Road, Wasser Bridge Road, etc.) in the general area from the Town of Greenville and the Reynolds area of Pymatuning and Hempfield Townships to the I-79/SR 358 Interchange in New Vernon Township. The consultant-led study would seek to identify concerns related to freight movement, safety, operation, and other related issues. Several reasonably-scaled roadway and intersection improvements would result from the study upon its completion (funded through Task I.B.)

In tandem with these high-priority areas of focus, several key deliverables will derive from the work tasks within this UPWP. The following table shows milestone dates for the major documents, requirements and core activities to be addressed during the work program period. Targeted completion dates are listed, as well as a total estimated timeframe for work on these items to take place.

Plan/Activity	Targeted Completion Date	Timetable for Work							
		Calendar Year 2022		Calendar Year 2023				Calendar Year 2024	
		1Q 22-23	2Q 22-23	3Q 22-23	4Q 22-23	1Q 23-24	2Q 23-24	3Q 23-24	4Q 23-24
2023-2026 TIP Submittal/Finalization	7/30/2022								
2025-2028 TIP Development	7/2024								
2026 LRTP Kickoff	5/2024								
2024-2026 UPWP	1/30/2024								
Public Participation Plan Reassessment	6/2024								
Title VI Policy Reassessment	6/2024								
LEP Plan Reassessment	6/2024								
Annual List of Fed. Obligated Projects	12/31/2022, 12/31/2023								
Federal MPO Certification Review (desk review preparation and site review)	7/2024 (apx.)								
Transit Development Plan	12/2022 (apx.)								
Bicycle and Pedestrian Priority Study	8/2023 (apx)								
SR 358 area Corridor Study	5/2024 (apx)								

Work Tasks

Several changes have been made in this year's UPWP to reflect PennDOT's *Actions and Procedures FY 2022-2024* guidance, developed alongside FHWA and FTA. Overall, the organization of this UPWP's work tasks, shown to the right, is relatively similar to the prior UPWP's (2020-2022) organization, which constituted a significant redesign of the UPWP's work tasks. Moderate consolidation and re-organization of subtasks allows for more logical and streamlined framework that better-reflects the work completed by the MPO staff.

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

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.: Traffic Monitoring System (TMS/H)
Task III.B: Highway Performance Monitoring System (HPMS)
Task III.C.: Miscellaneous Data Collection and Analysis
Task IV.: Program Management
Task IV.A.: Administration and General Coordination
Task IV.B.: Public Involvement and Outreach

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 newly-adopted 2021-2045 Long Range Transportation Plan (LRTP) is consistent with other planning documents, particularly our regional Transportation Improvement Program (TIP).
- Work closely with PennDOT, municipal officials and other stakeholders to advance projects, policies, and studies recommended on the 2021 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-o staff as we finalize and subsequently maintain the 2023-2026 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)
- In year 2, start work on the 2025-2028 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-o 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).

2022-2024 Deliverables: 2023-2026 TIP (final approval 7/2022); 2025-2028 TIP (draft documentation 12/2023) Annual Listing of Federally Obligated Projects (due 12/2022 and 12/2023)

2020-2022 Major Accomplishments:

- Updated and adopted Mercer County's LRTP. This included procurement of a consultant, numerous (typically) conversations about the plan's development, attendance in various steering committee and stakeholder meetings, review of materials and draft documents, and various other tasks related to the 2021-2024 LRTP.
- Held several meetings with PennDOT District 1-o to strategize advancement of LRTP projects onto the TIP.
- Submitted Annual Listing of Federally Obligated Projects (2020 and 2021).
- 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.
- One staff member participated in statewide work group for 2023-2026 TIP General and Procedural Guidance as well as two subgroups and one additional deliverable related to this work group's task.
- Worked closely with PennDOT District 1-o staff to develop a draft 2023-2026 TIP.
- Discussed programming changes to various projects on the 2021-2024 TIP.

Responsible Agencies:

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

Estimated Cost:

<i>Funding Source</i>	<i>2022-2023</i>	<i>2023-2024</i>
Federal Highway Administration	\$12,800	\$19,200
Federal Transit Administration	\$3,200	\$4,800
PA Department of Transportation	\$1,786	\$2,679
Local	\$2,214	\$3,321
Total	\$20,000	\$30,000

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.
- Review and/or provide guidance for any STU roadway projects that communities submit or plan to submit.
- 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.
- Conduct a corridor study along SR 358 and nearby roadways (Kidds Mill Road, Wasser Bridge Road, etc.) in the general area from the Town of Greenville and the Reynolds area of Pymatuning and Hempfield Townships to the I-79/SR 358 Interchange in New Vernon Township. Although staff will participate closely in the study's process, a planning/engineering consultant will be procured to oversee the process, conduct necessary analysis and write the report. This study will seek to identify concerns related to freight movement, safety, operation, and other related issues. Several reasonably-scaled roadway and intersection improvements will result from the study upon its completion.

2022-2024 Deliverables: SR 358/Northern Mercer County Corridor Study (to-be-completed around 5/2024); other activities as-needed—deadlines and deliverables variable based on individual projects.

2020-2022 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 STU, 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>2022-2023</i>	<i>2023-2024</i>
Federal Highway Administration	\$60,000	\$92,000
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$8,372	\$12,837
Local	\$6,628	\$10,163
Total	\$75,000	\$115,000

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 year two of 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.
- Advise municipalities applying for bike-ped project funding (most notably through programs such as Transportation Alternatives, STU, Multimodal Transportation Funding).
- Work with the MPO Technical Committee to refine STU and TA-Set-Aside project scoring, oversee application review, and provide recommendations to the MPO Coordinating Committee.
- Work with municipalities that have received 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. Study will include project ranking criteria and help align funding sources with the appropriate projects.

2022-2024 Deliverables: Bike/Ped Project Prioritization Study (Anticipated completion August 2023); other tasks as-needed--Deadlines and deliverables variable based on individual projects.

2020-2022 Major Accomplishments:

- Completed two bicycle/pedestrian studies. Work included overseeing consultant firms conducting these studies, attending various project and public meetings, reviewing draft reports, and several subsequent follow-up meetings/discussions with municipal officials as implementation steps were discussed.
- Advised and provided data for municipalities applying for competitive grants (most notably STU and TASA, but also MTF).
- 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.
- Worked closely with six 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 approximately nine 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:

Funding Source	2022-2023	2023-2024
Federal Highway Administration	\$16,000	\$9,600
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$2,233	\$1,340
Local	\$1,767	\$1,060
Total	\$20,000	\$12,000

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:

- Procure a consultant to prepare a Transit Development Plan (TDP) analyzing the need for transit in a defined area, evaluate the services that are provided, and develop strategies to further align the service to identified transit needs.
- Assist county transit providers (including Ohio transit partners), 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.
- Implement the recommendations from the 2016 Human Services Coordinated Transportation Plan.
- 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.
- Prepare transit-related items for the 2024 Federal Certification Review (FCR), including items for the desk review.

2022-2024 Deliverables: Transit Development Plan (December 2022); Annual Listing of Federally Obligated Projects (due 12/2022 and 12/2023); 2023-2026 TIP (final approval 7/2022).

2020-2022 Major Accomplishments:

- Assisted the local transit providers in order to maintain the transit portion of the 2017-2021 and 2019- 2023 TIPs.
- Participated in the bi-state splitting of federal transit-related dollars that come to the urbanized area (OH/PA). This included work related to the dissolution of one of the two Ohio transit partners (Trumbull County Transit) as they were merged into the other Ohio transit partner (Western Reserve Transit Authority).
- Coordinated with the SVSS, the Mahoning and Trumbull County transit providers, as well as the Eastgate COG MPO on transit related issues relating to legislation, best-practices, and transit programs and funding.
- 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:

Funding Source	2022-2023	2023-2024
Federal Highway Administration	\$0	\$0
Federal Transit Administration	\$16,000	\$12,000
PA Department of Transportation	\$0	\$0
Local	\$4,000	\$3,000
Total	\$20,000	\$15,000

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 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 land use and transportation and advocate transportation projects that are concomitant with sound land use planning. All land use planning will be coordinated with the 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.

2022-2024 Deliverables: To be determined

2020-2022 Major Accomplishments:

- Completed a comprehensive review of County's Functional Classification System (FC) and National Highway System (NHS).
- 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 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>2022-2023</i>	<i>2023-2024</i>
Federal Highway Administration	\$17,600	\$17,600
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$2,456	\$2,456
Local	\$1,944	\$1,944
Total	\$22,000	\$22,000

TASK III. DATA COLLECTION and ANALYSIS

TASK III A. TRAFFIC MONITORING SYSTEM (TMS/H)

Task Description:

- Conduct traffic counts on 75 TMS/H sites throughout the County.
- Conduct local traffic counts at the request of municipalities (number varies significantly, but average around 5-10 per year).
- Upload and process data, and submit the PennDOT Central Office for analysis.
- Purchase traffic counting supplies, including road tape, nails, straps, hoses, safety gear, and new traffic counters as needed; repair existing counters as needed.

2022-2024 Deliverables: Submittal of annual traffic counts as completed (all finalized by November of each year).

2020-2022 Major Accomplishments:

- Conducted traffic counts on 75 TMS/H sites throughout Mercer County as well as municipally-requested traffic counts on local roadways (over 15 during this time period).
- Attended annual field reviews and kickoff meetings with PennDOT Bureau of Planning and Research (BPR) staff.
- Purchased equipment/traffic counting supplies including tape, nails, hoses and repaired traffic counters.

Responsible Agencies:

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

Estimated Cost:

<i>Funding Source</i>	<i>2022-2023</i>	<i>2023-2024</i>
Federal Highway Administration	\$8,800	\$8,800
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$1,228	\$1,228
Local	\$972	\$972
Total	\$11,000	\$11,000

TASK III. DATA COLLECTION and ANALYSIS

TASK III B 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 proposed usage of tablets to collect data in future years).
- Attend annual HPMS workshops (virtually or in person).
- Participate in HPMS quality review.

2022-2024 Deliverables: Samples to be collected and submitted by approximately December of each year.

2020-2022 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:

Funding Source	2022-2023	2023-2024
Federal Highway Administration	\$2,400	\$2,400
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$335	\$335
Local	\$265	\$265
Total	\$3,000	\$3,000

TASK III. DATA COLLECTION and ANALYSIS

TASK III C. 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.).
- 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.
- Participate in road safety reviews (RSRs). *Note: This may or may not occur, based on the district's needs, but flexibility for funding these is included in the budget.* This would encompass working collaboratively with District 1-o's traffic unit and a to-be-determined consultant to perform the RSRs. We anticipate a possibility of up to two RSRs (up to one in each year) would be performed at approximately \$6,000-\$10,000 each.
- 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.
- If necessary, based on the 2020 Census results and updated Urbanized Boundary Area (UZA), make updates related to the Functional Classification (FC) and/or National Highway System (NHS) networks in Mercer County.

2022-2024 Deliverables: Deadlines and deliverables variable based on individual projects.

2020-2022 Major Accomplishments:

- Finalized Countywide Traffic Signal Improvement Study and worked with local communities to implement various recommendations.
- Undertook and completed a comprehensive review of the existing FC/NHS network in Mercer County. MPO staff worked closely with a planning consultant to prepare this update, submit it as required, update maps and all other related tasks.
- Worked increasingly-closely 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 zoning maps for communities in Mercer County, which can and are being used for transportation planning purposes.
- Renewed Mercer County Regional Planning Commission's annual GIS software licensing.
- Completed update of CMP with new travel time runs and new data collection methods (to occur by June 2022).
- 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>2022-2023</i>	<i>2023-2024</i>
Federal Highway Administration	\$20,000	\$20,000
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$2,791	\$2,791
Local	\$2,209	\$2,209
Total	\$25,000	\$25,000

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).
- Prepare for 2024 Federal Certification Review (FCR), including the submission of items for the desk review.
- Create and post a series of informational videos on various topics relating to transportation planning and the MPO.
- Create and disseminate other 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.
- Coordinate with Eastgate COG MPO (Youngstown, Ohio) and regularly attend meetings.
- 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.

2022-2024 Deliverables: 2022-2024 UPWP (Anticipated due in January 2024); Quarterly Invoices (submitted after end of each quarter); Work related to Quadrennial FCR (spring-summer 2024); MPO Bylaws Update (tentative)

2020-2022 Major Accomplishments:

- Prepared for each of the MPO Coordinating and Technical Committee meetings held during the past two years, 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 biennial UPWP.
- Submitted quarterly invoices.
- Reviewed 2020 FCR draft report and assisted with post-review activities.
- 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-o 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-o, FHWA, Transportation Stakeholders

Estimated Cost:

<i>Funding Source</i>	<i>2022-2023</i>	<i>2023-2024</i>
Federal Highway Administration	\$32,000	\$32,000
Federal Transit Administration	\$8,000	\$8,000
PA Department of Transportation	\$4,465	\$4,465
Local	\$5,535	\$5,535
Total	\$50,000	\$50,000

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.

2022-2024 Deliverables: Environmental Justice Core Elements (various, but in particular during TIP development—throughout late 2023; PPP, Title VI Policy, and LEP Plan Reassessment (6/2024); other deliverables as-needed.

2020-2022 Major Accomplishments:

- Assisted the county transit agencies with EJ analysis.
- Identified minority and low-income populations for use in the development of the TIP and LRTP and performed Benefits and Burdens 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, FHWA
Secondary/Supporting	PennDOT District 1-o, PennDOT CPDM, SVSS/MCCT

Estimated Cost:

Funding Source	2022-2023	2023-2024
Federal Highway Administration	\$3,840	\$5,120
Federal Transit Administration	\$960	\$1,280
PA Department of Transportation	\$536	\$714
Local	\$664	\$886
Total	\$6,000	\$8,000

SHENANGO VALLEY AREA TRANSPORTATION STUDY 2022-2024 UPWP

YEAR ONE (FY 2022-2023) BUDGET SUMMARY

WORK TASK	TOTAL BUDGET	FEDERAL PL (HIGHWAY)	FEDERAL MPP (TRANSIT)	STATE MLF	LOCAL HWY	LOCAL TRANSIT
I. PLANS and PROGRAMS	\$135,000	\$88,800	\$19,200	\$12,391	\$9,809	\$4,800
A. LRTP AND TIP MAINTENANCE AND DEVELOPMENT 3*	\$20,000	\$12,800	\$3,200	\$1,786	\$1,414	\$800
B. HIGHWAY/BRIDGE NETWORK PLANNING AND DELIVERY 1*	\$75,000	\$60,000	\$0	\$8,372	\$6,628	\$0
C. BICYCLE AND PEDESTRIAN NETWORK PLANNING AND DELIVERY 1*	\$20,000	\$16,000	\$0	\$2,233	\$1,767	\$0
D. TRANSIT PLANNING 2*	\$20,000	\$0	\$16,000	\$0	\$0	\$4,000
II. LAND USE/TRANSPORTATION LINKAGES/MODERNIZATION	\$22,000	\$17,600	\$0	\$2,456	\$1,944	\$0
A. LAND USE COORDINATION AND MODERNIZATION 1*	\$22,000	\$17,600	\$0	\$2,456	\$1,944	\$0
III. DATA COLLECTION and ANALYSIS	\$39,000	\$31,200	\$0	\$4,353	\$3,447	\$0
A. TRAFFIC MONITORING SYSTEM (TMS/H) 1*	\$11,000	\$8,800	\$0	\$1,228	\$972	\$0
B. HIGHWAY PERFORMANCE MONIORING SYSTEM (HPMS) 1*	\$3,000	\$2,400	\$0	\$335	\$265	\$0
C. MISCELLANEOUS DATA COLLECTION AND ANALYSIS 1*	\$25,000	\$20,000	\$0	\$2,791	\$2,209	\$0
IV. PROGRAM MANAGEMENT	\$56,000	\$35,840	\$8,960	\$5,001	\$3,959	\$2,240
A. ADMINISTRATION AND GENERAL COORDINATION 3*	\$50,000	\$32,000	\$8,000	\$4,465	\$3,535	\$2,000
B. PUBLIC INVOLVEMENT AND OUTREACH 3*	\$6,000	\$3,840	\$960	\$536	\$424	\$240
TOTAL	\$252,000	\$173,440	\$28,160	\$24,201	\$19,159	\$7,040
Funding Breakdown						
1* Hwy. 80% Tr. 0% St. 11.628% Loc. 8.8372%						
2* Hwy. 0% Tr. 80% St. 0% Loc. 20%						
3* Hwy. (80% of Total)*80%, Tr. (20% of Total)*80%, St. (80% of Total)*11.628%, Loc. (80% of Total)*8.8372%+(20% of Total)*20						

YEAR TWO (FY 2023-2024) BUDGET SUMMARY

WORK TASK	TOTAL BUDGET	FEDERAL PL (HIGHWAY)	FEDERAL MPP (TRANSIT)	STATE MLF	LOCAL HWY	LOCAL TRANSIT
I. PLANS and PROGRAMS	\$172,000	\$120,800	\$16,800	\$16,856	\$13,344	\$4,200
A. LRTP AND TIP MAINTENANCE AND DEVELOPMENT 3*	\$30,000	\$19,200	\$4,800	\$2,679	\$2,121	\$1,200
B. HIGHWAY/BRIDGE NETWORK PLANNING AND DELIVERY 1*	\$115,000	\$92,000	\$0	\$12,837	\$10,163	\$0
C. BICYCLE AND PEDESTRIAN NETWORK PLANNING AND DELIVERY 1*	\$12,000	\$9,600	\$0	\$1,340	\$1,060	\$0
D. TRANSIT PLANNING 2*	\$15,000	\$0	\$12,000	\$0	\$0	\$3,000
II. LAND USE/TRANSPORTATION LINKAGES/MODERNIZATION	\$22,000	\$17,600	\$0	\$2,456	\$1,944	\$0
A. LAND USE COORDINATION AND MODERNIZATION 1*	\$22,000	\$17,600	\$0	\$2,456	\$1,944	\$0
III. DATA COLLECTION and ANALYSIS	\$39,000	\$31,200	\$0	\$4,353	\$3,447	\$0
A. TRAFFIC MONITORING SYSTEM (TMS/H) 1*	\$11,000	\$8,800	\$0	\$1,228	\$972	\$0
B. HIGHWAY PERFORMANCE MONIORING SYSTEM (HPMS) 1*	\$3,000	\$2,400	\$0	\$335	\$265	\$0
C. MISCELLANEOUS DATA COLLECTION AND ANALYSIS 1*	\$25,000	\$20,000	\$0	\$2,791	\$2,209	\$0
IV. PROGRAM MANAGEMENT	\$58,000	\$37,120	\$9,280	\$5,180	\$4,100	\$2,320
A. ADMINISTRATION AND GENERAL COORDINATION 3*	\$50,000	\$32,000	\$8,000	\$4,465	\$3,535	\$2,000
B. PUBLIC INVOLVEMENT AND OUTREACH 3*	\$8,000	\$5,120	\$1,280	\$714	\$566	\$320
TOTAL	\$291,000	\$206,720	\$26,080	\$28,845	\$22,835	\$6,520
Funding Breakdown						
1* Hwy. 80% Tr. 0% St. 11.628% Loc. 8.8372%						
2* Hwy. 0% Tr. 80% St. 0% Loc. 20%						
3* Hwy. (80% of Total)*80%, Tr. (20% of Total)*80%, St. (80% of Total)*11.628%, Loc. (80% of Total)*8.8372%+(20% of Total)*20						

“Exhibit 1”