



Mercer County Regional Planning Commission

TO: Coordinating Committee Voting Members and Interested Individuals

FROM: Matt Stewart—Senior Planner, MCRPC

SUBJECT: July 12, 2022 MPO Coordinating Committee Meeting

DATE: July 5, 2022

The Coordinating Committee of the Mercer County MPO will hold a virtual meeting on Tuesday, July 12, 2022 at 10:30 A.M. The meeting will be conducted as a “hybrid meeting,” meaning that attendees can 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” sub-section) at <https://mcrpc.com/transportation/mercercounty-mpo/>.

There will be many items of importance at our July meeting. We will look forward to adopting the final 2023-2026 Transportation Improvement Program, make important decisions about our latest STU funding round, and provide the usual up-to-date information regarding transportation funding, planning, policy, and projects in Mercer County.

Should you have any questions or if you have any technical difficulties in joining the meeting on the 12th, please contact our office at 724.981.2412 or email Dan, Brian or me (dgracenin@mcrpc.com, bbarnhizer@mcrpc.com, or mstewart@mcrpc.com).

Thank you,

Matt Stewart



AGENDA

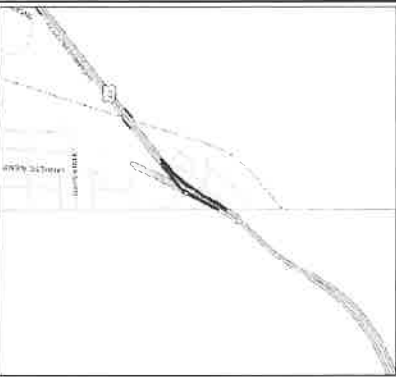
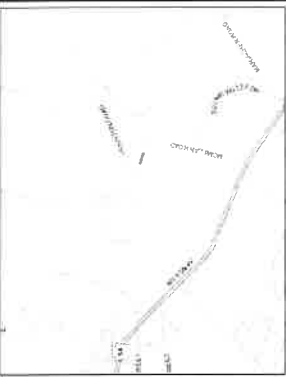


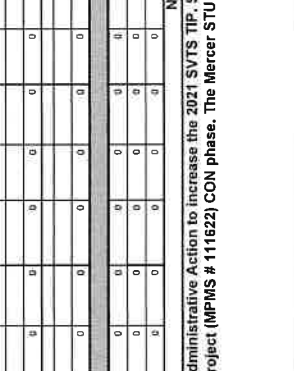
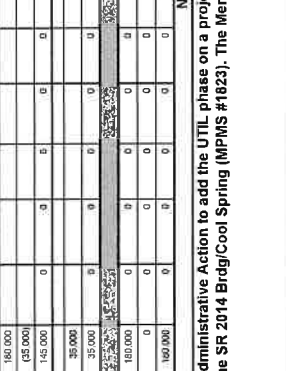
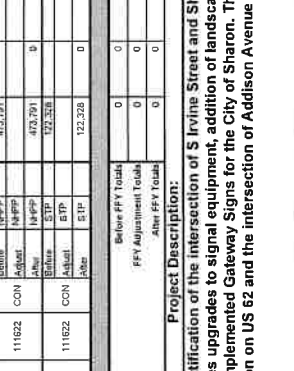
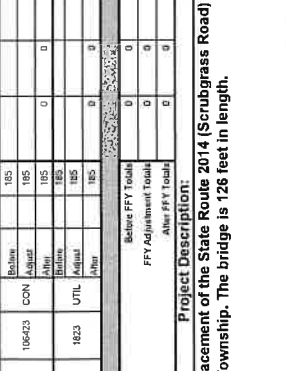
Shenango Valley Area Transportation Study Metropolitan Planning Organization Tuesday, July 12, 2022 (10:30am) Coordinating Committee Virtual Meeting

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	+1 (872) 240-3412, access code = 721-015-909.

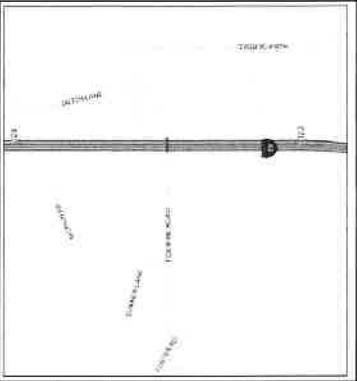
Note: Items marked with a star (★) are action items requiring a vote.

- Roll Call
- Approval of Minutes of the April 12, 2022 MPO Coordinating Committee Meeting ★
- 2021-2024 TIP Modifications ★
Note: Information regarding these modifications is posted to the “Mercer County MPO and Public Information” page of MCRPC’s website (within the “transportation” sub-section) at <https://mcrpc.com/transportation/mercer-county-mpo/>.
- Presentation/Discussion: Weight Limit Exemptions—Coalition Against Bigger Trucks (CABT)
 - Presentation, Rick Cowan—Regional Director CABT
 - Review of TAC’s Recommendation and consideration of MPO Action ★
- Final 2023 TIP Discussion & Approval (Matt Stewart, SVATS MPO and Various PennDOT Staff)
 - Review of Public Comment Period Final Overview of TIP
 - Motions to Approve Final Documents
 - Air Quality Conformity Report and Resolution ★
 - 2023-2026 TIP ★
 - Self-Certification Resolution ★
- STU Discussion (Matt Stewart, SVATS MPO)
 - 2022 Funding Round (FY 2023-FY 2026 funding)
 - Overview of Applications Received
 - Review of TAC Recommendation
 - Allocation of Funding ★
 - FY 2022 STU Funds—how to allocate remaining funds in current fiscal year ★
- Project Update Summary
 - STU and TA Projects (Brian Barnhizer, SVATS MPO)
 - Major Projects/Other TIP Projects (Ron Johnson, PennDOT D-1)
 - Planning and Data Collection Updates (Brian Barnhizer and Matt Stewart, SVATS MPO)
 - Springfield US 19 Study
 - Congestion Management Processes 2022 Update
 - 2022 Traffic Counts
- Transportation Funding Updates (PennDOT CPDM and other partners TBD)
 - TROC Update
 - Federal Funding Programs
 - Other/miscellaneous updates
- Additional Discussion
- Adjournment

Administrative Action #1	Project Title		Phase		Fund Type		FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL PROJECT COST (\$BIL)	Remarks	Project Location	
	MPMS	Project Title	Phase	Sub-Phase	Fund	Sub-Fund	Fed (\$)	Loc/Oh (\$)	State (\$)	Loc/Oh (\$)	Fed (\$)	Loc/Oh (\$)	State (\$)	Loc/Oh (\$)				
94276	Meigs STU Uno Run Mercer County	CON	STU	Before	STU	0	0	0	0	0	0	0	0	0	Line Item Source of Funds			
				Adjust	STU	0	0	0	0	0	0	0	0	0			0	
				After	STU	0	0	0	0	0	0	0	0	0			0	0
11822	Sharon Gateway Project 62 STU Mercer County	CON	STU	Before	STU	112,252	0	0	0	0	0	0	0	0	\$1,298,642	Increase STU funds to cover Line Item + Inspection		
				Adjust	STU	225,000	0	0	0	0	0	0	0	0				0
				After	STU	337,252	0	0	0	0	0	0	0	0				0
11822	Sharon Gateway Project 62 STU Mercer County	CON	STU	Before	STU	112,252	0	0	0	0	0	0	0	0	\$1,298,642	Increase STU funds to cover Line Item + Inspection		
				Adjust	STU	472,791	0	0	0	0	0	0	0	0				0
				After	STU	585,044	0	0	0	0	0	0	0	0				0
11822	Sharon Gateway Project 62 STU Mercer County	CON	STU	Before	STU	122,228	0	0	0	0	0	0	0	0	\$1,298,642	Increase STU funds to cover Line Item + Inspection		
				Adjust	STU	122,228	0	0	0	0	0	0	0	0				0
				After	STU	244,456	0	0	0	0	0	0	0	0				0
<p>Before FFY Totals: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</p> <p>FFY Adjustment Totals: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</p> <p>After FFY Totals: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</p>																		
<p>Project Description: The project involves the beautification of the intersection of S Irvine Street and Shenango Valley Freeway which includes upgrades to signal equipment, addition of landscaping, providing new curbing and implemented Gateway Signs for the City of Sharon. The project will occur in the City of Sharon on US 62 and the intersection of Addison Avenue at the Pennsylvania-Ohio state line.</p>																		
196423	Mercer Highway/Bridge Line Item Mercer County	CON	Bridg	Before	Bridg	180,000	0	0	0	0	0	0	0	0	Line Item			
				Adjust	Bridg	(25,000)	0	0	0	0	0	0	0	0				
				After	Bridg	155,000	0	0	0	0	0	0	0	0			0	0
1823	SR 2014 Energy Cool Spring Mercer County	UTIL	Misc	Before	Misc	35,000	0	0	0	0	0	0	0	0	\$2,815,000	Adding UTIL Phase for Project to TIP		
				Adjust	Misc	(35,000)	0	0	0	0	0	0	0	0				0
				After	Misc	0	0	0	0	0	0	0	0	0				0
<p>Before FFY Totals: 0 0 0 0 180,000 0 0 0 0 0 0 0 0 0 0 0 0 0</p> <p>FFY Adjustment Totals: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</p> <p>After FFY Totals: 0 0 0 0 180,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0</p>																		
<p>Project Description: This project includes the replacement of the State Route 2014 (Scrubgrass Road) Bridge #2 over Cool Spring in Findley Township. The bridge is 126 feet in length.</p>																		
1871	Kelly Rd Bldg 1-488 (Coal) Mercer County	PE	Bldg	Before	Bldg	168,372	0	0	0	0	0	0	0	0	Deobligation	Line Item Source of Funds		
				Adjust	Bldg	(35,000)	0	0	0	0	0	0	0	0				0
				After	Bldg	133,372	0	0	0	0	0	0	0	0				0
74670	SR 3039 Bridge over Lackawanna Creek Mercer County	UTIL	Bldg	Before	Bldg	35,000	0	0	0	0	0	0	0	0	\$1,660,000	Adding UTIL Phase for Project to TIP		
				Adjust	Bldg	(35,000)	0	0	0	0	0	0	0	0				0
				After	Bldg	0	0	0	0	0	0	0	0	0				0
<p>Before FFY Totals: 0 0 0 0 168,372 0 0 0 0 0 0 0 0 0 0 0 0 0</p> <p>FFY Adjustment Totals: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</p> <p>After FFY Totals: 0 0 0 0 168,372 0 0 0 0 0 0 0 0 0 0 0 0 0 0</p>																		
<p>Project Description: This project includes the rehabilitation/restoration of the State Route 3039 (Valley Road) Bridge over Lackawanna Creek in Jefferson Township. The bridge is 32 feet in length.</p>																		

Administrative Action #4															Project Location	
Project Title	MPOIS	Phase	Fund Type		FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL PROJECT		Remarks	Project Location
			Fed (\$)	St (\$)	Fed (\$)	St (\$)	Fed (\$)	St (\$)	Fed (\$)	St (\$)	Cost (\$Bil.)	LocOn (\$)	Fed (\$)	St (\$)		
SVATS IJA Line Item Reserve Mercer County		CON	Before 40,000												Line Item	No Map Data Available
		ADJST	(40,000)													
Alan Avenue Sidewalk Project Mercer County		CON	Before 41,000												Adjust Cash Flow in 2022 using IJA funds. Project will be fully funded in 2023.	
		ADJST	(41,000)													
			After -1,000													
Project Description: The project is located on Alan Avenue from North Race Street to College Avenue in the Borough of Greenville, Mercer County. The focus of the project is to provide a sidewalk along the northern side of Alan Avenue to provide pedestrian access from North Race Street to College Avenue. Drainage improvements will also be made along with additional signage. These enhancements will greatly improve safety and provide a safe pedestrian connection from Thiel College to the Borough Park. Narrative Notes: Administrative Action to cash flow a project on the 2021 SVTS TIP. \$40,000 Federal TAU funds have been advanced to FFY 2022 on the Alan Avenue Sidewalk Project (MPMS #11434). The SVATS IJA Line Item Reserve has been used as a balancing source.																
Project Description: This project includes the restoration/rehabilitation/replacement of the State Route 4017 (Wermer Road) Bridge over the Little Shenango River in Sugar Grove Township, Mercer County. The bridge is 209 feet in length. Narrative Notes: Administrative Action to increase the 2021 SVTS MPO TIP by adding \$68,649 State 185 funds to the SR 4017 Bridg/LII Sheng Rv (MPMS #97324) CON phase in FFY 2022. The funding source was the Mercer Highway/Bridge Line Item.																
Project Description: This project includes improvements at the intersection of US Route 62 and State Route 3037 in Mercer County. Narrative Notes: Amendment to add project # 117571 (U.S. 62 and Neshannock Road Intersection) to the 2021-2024 TIP. \$40,000 of FY 2022 HSJP funding is requested to begin the preliminary engineering on this project. The (draft) 2023-2026 TIP is projected to fund the rest of the project; utilizing FY 2022 funds off the current TIP will enable PennDOT to begin designing the project sooner. This project was a high-priority recommendation on PennDOT's U.S. 62 Corridor Safety Study, which was written in 2019. Approved by the Coordinating Committee via eBallot on 5/17/2022 Approved by FHWA on 5/24/2022 (No further action needed)																

Administrative Action #	Project Title	Phase		Mileage	Project Type	FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL PROJECT COST (EST.)	Remarks
		Propose	Actual			Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)		
106420	Mercer Highway/Bridge Lane Item Mercer County	CON	Adjust	1.05	105	0	0	0	0	0	0	0	0	0	Line Item Source of Funds.
84-483	Clinton Rd Br 2 over I-79 Mercer County	CON	Adjust	1.05	105	0	0	0	0	0	0	0	0	0	State is being provided in sufficient amount based on LEF needs.
78483	SR 2104 Bridge over I-79 Mercer County	CON	Adjust	1.05	105	0	0	0	0	0	0	0	0	0	Increase to cover LEF needs.
Project Description: Before FFY Totals: 900,000 FFY Adjustment Totals: 0 After FFY Totals: 900,000						Narrative Notes: Administrative Action to increase the SR 2104 Brdg over I-79 (MPMS #78943, CON) project on the 2021 SVTS TIP. \$16,792 Federal BOF and \$4,198 State funds in FFY 2022. The Clinton Rd Br 2 over I-79 (MPMS #88483) project and the Mercer Highway/Bridge Line Item were used as the funding sources.									



This project includes the rehabilitation/restoration of the State Route 2104 (Foxmine Road) Bridge over Interstate 79 (Raymond P Shafter Highway) in Jackson Township. The bridge is 228 feet in length.

WHITE PAPER PREPARED BY CABT.
RICK COWAN WILL DISCUSS HIS AGENCY'S
POINT OF VIEW ON THE ISSUE OF
INCREASINGLY HEAVY TRUCKS ON PA ROADS.

Don't Let Pennsylvania Get Run Over by Heavier Trucks

Prepared by CABT, January 2022

Every year, new legislation is introduced in the Pennsylvania General Assembly that would allow heavier commercial trucks on state and local roads throughout the Commonwealth. Two examples of bills that have been introduced in the current session, HB 1232 and HB 1559, would allow heavier weights on trucks carrying agricultural liming material, fertilizer, seeds, as well as heavy machinery associated with animal husbandry. In previous sessions, many other exemptions were introduced allowing trucks up to 95,000 pounds, a seven and a half ton increase over the 80,000-pound standard trucks on the road today.

Why Does This Matter?

Heaviest trucks would shift to our local roads

These massive trucks would be going through our local communities, the very places where our families live, work and play. If the bills pass, these heavier trucks could not operate on interstates because they would exceed the federal interstate weight limit, thereby forcing them onto state roads. The heavier trucks will endanger motorists in our local communities and tear up our roads and bridges.

The weight of heavier trucks will mean added dangers to our roads

Study after study has shown that adding more weight to a truck makes it more dangerous. Safety concerns include: braking problems, more crashes and, when there is a crash, the crash is more severe, leading to more deaths and serious injuries.

- **Dramatically higher crash rates:** The United States Department of Transportation (USDOT) found in its 2016 report to Congress that heavier trucks had anywhere from 47 percent to 400 percent higher crash rates in limited state testing.¹ There were 6,823 large-truck crashes in Pennsylvania in 2019. Unfortunately, 132 people lost their lives in those crashes.²
- **More severe crashes.** The severity of a crash is determined by the velocity and mass of a vehicle. If its weight increases, so could the potential severity of a crash. Any increase in crash severity increases the likelihood of injuries becoming more serious or resulting in fatalities. Heavier trucks tend to have a higher center of gravity because the additional weight is oftentimes stacked vertically. Raising the center of gravity increases the risk of rollovers.³
- **Increased wear and tear.** Increasing the weight of trucks causes additional wear and tear on key safety components. The 2016 USDOT study found that trucks weighing over 80,000 pounds had higher overall out-of-service (OOS) rates **and 18 percent higher brake violation rates** compared to those at or below 80,000 pounds.⁴ This is especially important because a 2016 study by the Insurance Institute for Highway Safety found that trucks with any out-of-service violation are 362 percent more likely to be involved in a crash.⁵

¹ USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress*

² Federal Motor Carrier Safety Administration; 2019. *Analysis & Information- Crash Statistics*

³ USDOT; 2000. *Comprehensive Truck Size and Weight Study*

⁴ USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress*

⁵ Insurance Institute for Highway Safety; 2016. *Crash Risk Factors for Interstate Large Trucks in North Carolina*

Heavier trucks would destroy our infrastructure

Allowing operations of heavier trucks over 80,000 pounds will dramatically increase the damage to our bridges.

- USDOT found in its 2016 study that thousands of Interstate and other National Highway System bridges could not accommodate heavier trucks.⁶ These bridges would need to be reinforced or replaced, costing billions of dollars. USDOT estimates the 91,000-pound, six-axle configuration would negatively affect more than 4,800 bridges, costing \$1.1 billion nationwide. State and local bridges are not built to the same standards and would be even more negatively affected.
- 15,473 of the 22,965 bridges in Pennsylvania are rated in fair or poor condition, representing 67% of the total bridge stock, fifth worst in the nation.⁷
- Replacement of bridges rated as being in poor condition in Pennsylvania is projected to be nearly \$1.5 billion currently.⁸
- A total of 51 percent of major roads in Pennsylvania are in poor or mediocre condition, and the effects of these deteriorated roads costs motorists \$5.6 billion per year, the equivalent of \$620 per motorist.⁹
- Pennsylvania taxpayers would have to pay for this additional infrastructure damage.

Trucks Should Pay for Damage They Cause to Highways

Pennsylvania's infrastructure funding needs far outpace its revenues. A September 2021 study conducted by PennDOT¹⁰ estimated current highway-related revenues of \$6.9 billion per year and a funding need of \$15 billion per year. Worse, this study forecasts that the highway-related funding gap will grow to \$12.6 billion in the next 10 years.

Studies have shown heavy trucks do the vast majority of road and bridge damage.¹¹ At the same time they significantly underpay for that damage. While an 80,000 pound, five axle truck pays for about 80 percent of the damage it causes, a 97,000 pound, six axle trucks pays only about 50 percent.¹²

⁶ USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress*

⁷ Federal Highway Administration; 2020. *Bridge Condition by Highway System*.

⁸ USDOT; 2019. *Bridge Replacement Unit Costs 2020*

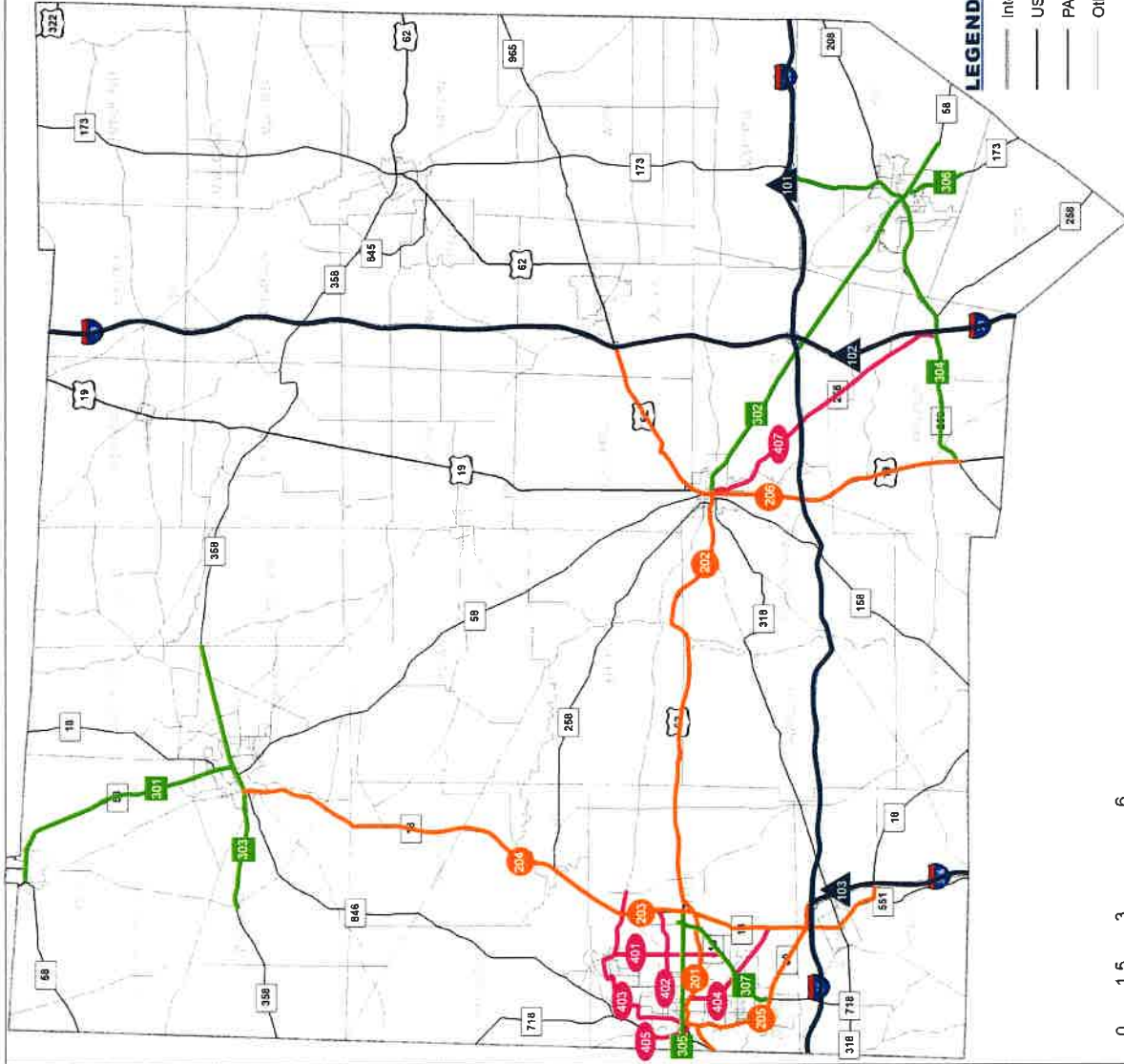
⁹ TRIP; 2020. *Key Facts about Pennsylvania's Surface Transportation System*

¹⁰ See Alternative Funding: Planning and Environmental Linkages Study, September 2021. https://www.penndot.gov/about-us/funding/Documents/PennDOT-Pathways_PEL-Study.pdf

¹¹ USDOT; 1997. *1997 Federal Highway Cost Allocation Study: Final Report*

¹² USDOT; 2000. *Addendum to the 1997 Federal Highway Cost Allocation Study Final Report*

SELECTED PAGES FROM 2022
DRAFT CMP UPDATE



Detail 1 - Sharon-Hermitage (N.T.S.)



Detail 3 - Mercer (N.T.S.)



Detail 2 - Greenville (N.T.S.)



Detail 5 - Grove City (N.T.S.)



Detail 4 - Prime Outlets (N.T.S.)

- LEGEND**
- Interstate
 - US Route
 - PA Route
 - Other State Route
 - Local Road
 - Municipal Boundary

- CMP Corridor #s. by Tier**
- Tier 1 (Interstate)
 - Tier 2 (Regional Arterial)
 - Tier 3 (Community Arterial)
 - Tier 4 (Community Collector)

Mercer County CMP

Overview Mapping
 Mercer County CMP Network Map
 (Exhibit 1)

Revised
 6/30/2022

2022 TRENDS AND FINDINGS

Based on the 2022 data and performance measure updates, overall trends/findings are summarized below:

Travel Time and Delay Perspectives

New travel time measurements typically show decreases compared to 2018, reflecting generally improved traffic/travel conditions throughout the county. Details and variations include the following:

- Most corridors experienced only nominal annual changes (less than ± 30 seconds), as shown by the black or green/italicized results at the end of *Exhibit 4*. Overall, the data shows a trend of county-wide improvements and does not identify severe congestion. Corridor #101 (I-80), #302 (PA 58), and #305 (E State St) showed minor increases in delay with #101 (I-80) reflecting the largest increase at only 42 seconds.
- Seven corridors – #205 (PA 60/PA 760), #401 (SR 3025), #402 (SR 3014), #403 (PA 518/SR 3020), #404 (PA 518), #405 (PA 718), and #407 (PA 258) – did not have complete INRIX data available for 2018, therefore providing only limited trend comparisons in *Exhibit 4* based on prior updates of the CMP update.
- The low order-of-magnitude of the overall travel time or delay changes could be attributed to any number of factors such as daily or seasonal variations, implementation of 2018-2022 transportation improvements, changes in nearby land use and related travel demand, or residual effects of the COVID-19 pandemic on overarching travel patterns or work schedules. In general, this update to the CMP identifies no significant travel time or delay degradations that otherwise stand out in comparison to the previous CMP update.

Travel Reliability Perspectives

New reliability perspectives based on the Planning Time Index (PTI) mostly show an improvement in planning times throughout the County based on changes from 2018 to 2022. These trends imply that travel is "more reliable" in the sense that travel times are more consistent across a broader period and/or do not swing as much between extreme highs and lows. Details and variations including the following:

- Planning times and PTI values generally improve for most corridors, as shown in the green/italicized results at the end of *Exhibit 4*.
- Only two corridors – #101 (I-80) and #302 (PA 58) – showed just a nominal degradation in reliability, as shown by the black results at the end of *Exhibit 4*.
- Eight corridors – #201 (US 62 (Urban)), #205 (PA 60/PA 760), #401 (SR 3025), #402 (SR 3014), #403 (PA 518/SR 3020), #404 (PA 518), #405 (PA 718), and #407 (PA 258) – did not have complete INRIX data available for 2018, therefore providing no basis for reliability trend comparisons since the previous CMP update. Future CMP updates will reevaluate trends as data becomes available.

Overall Summary

As evidenced by generally low TTI values and very low or nominal Delay Per Mile estimates in *Exhibits 4 and 5*, traditional recurring delay and congestion does not appear to be a significantly relevant issue for most CMP corridors in Mercer County. Rather, as evidenced by the range of Planning Times and PTI values/rankings in *Exhibits 4 and 5*, travel reliability may be the most distinguishing factor between corridors, including the "least" reliable corridor conditions (based on PTI rankings) along #101 (I-80), #305 (SR 3008), and #402 (SR 3014).

Additional details are compiled for each corridor under the Tier 1 through Tier 4 Corridor Performance Summaries throughout the remainder of this update.

OTHER NOTES OR INTERIM UPDATES

Exhibit 4: Travel Time, Delay, and Reliability Trends

#	Route	Primary Area	Length (mi)	CMP Data for Previous Update										CMP Data for Current (2022) Update										CMP Trend Summary					
				Data Year	Travel Time (min)		Delay (min)		Planning Time (min)		Travel Time Index		Data Year	Travel Time (min)		Delay (min)		Planning Time (min)		Travel Time Index		Annual Change in Delay (min)		Annual Change in Planning Time (min)					
					AM	PM	AM	PM	AM	PM	AM	PM		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
101	I-80	Countywide	27.8	2018	26.4	26.5	0.0	0.1	26.5	40.6	0.98	1.08	1.03	1.58	2022	24.5	27.5	0.0	2.9	27.0	39.6	0.99	1.12	1.09	1.61	0.00	0.70	0.12	-0.26
102	I-79	Countywide	26.1	2018	23.8	23.6	0.0	0.0	25.2	24.4	0.97	0.96	1.06	1.02	2022	22.2	21.8	0.0	0.0	23.2	22.9	0.98	0.97	1.02	1.01	0.00	0.00	-0.51	-0.40
103	I-376	South of I-80 to Lawrence Co.	4.3	2018	5.6	5.7	0.0	0.0	4.9	4.8	0.99	1.00	1.09	1.11	2022	4.3	4.2	0.0	0.0	4.5	4.5	0.95	0.94	1.02	1.00	0.00	0.00	0.08	-0.09
201	US 62 (Urban)	Sharon & Hermitage	5.2	2018	13.6	15.4	0.3	2.0	-	-	-	-	-	-	2022	9.4	9.8	0.0	0.3	11.2	11.7	0.98	1.03	1.17	1.21	-0.08	-0.43	-	-
202	US 62 (Rural)	Hermitage to Jackson Twp	15.7	2018	23.6	22.7	1.6	1.1	26.8	25.8	1.06	1.02	1.27	1.22	2022	20.2	20.2	0.0	0.4	23.0	22.8	1.00	1.02	1.14	1.15	-0.40	-0.18	-0.96	-0.75
203	PA 18 (Urban)	Hermitage	7.4	2018	16.9	17.5	1.5	1.8	20.0	21.2	1.11	1.15	1.57	1.71	2022	12.3	12.6	0.5	0.7	14.9	14.8	1.04	1.06	1.26	1.25	0.25	0.28	1.28	1.62
204	PA 18 (Rural)	Hermitage to Greenville	10.9	2018	16.1	16.3	0.8	0.9	17.8	17.7	1.03	1.02	1.30	1.30	2022	12.4	12.6	0.0	0.0	14.0	14.2	0.96	0.97	1.10	1.09	0.20	0.23	0.93	0.90
205	PA 60 (PA 760)	North of I-80	5.6	2009	-	9.2	-	1.7	-	-	-	-	-	-	2022	9.3	9.1	0.4	0.3	10.8	10.5	1.05	1.03	1.20	1.18	-	-0.11	-	-
206	US 19	Springfield Twp to Mercer	7.5	2018	11.6	11.8	0.8	1.4	10.7	10.3	1.05	1.01	1.25	1.19	2022	8.9	8.6	0.7	0.3	10.7	10.1	1.08	1.04	1.29	1.23	-0.03	0.28	0.01	-0.03
301	PA 58	Greenville to Jamestown	6.9	2018	17.1	16.1	1.2	0.6	13.7	12.4	1.12	1.04	1.20	1.17	2022	10.5	10.6	0.7	0.7	12.2	12.4	1.07	1.07	1.28	1.25	-0.13	0.03	-0.39	0.00
302	PA 58	Mercer to Grove City	11.6	2018	29.6	29.8	1.3	2.0	21.6	20.2	1.08	1.05	1.28	1.19	2022	17.5	17.4	1.0	1.1	21.6	20.7	1.06	1.07	1.30	1.25	-0.08	-0.23	0.00	0.11
303	PA 358	Greenville	16.7	2018	29.9	30.6	0.9	1.5	16.0	17.4	1.04	1.11	1.26	1.37	2022	12.0	12.6	0.0	0.5	14.3	14.9	0.99	1.04	1.18	1.23	0.23	-0.25	0.44	0.63
304	PA 208	Springfield Twp to Grove City	7.5	2018	17.1	17.9	2.1	1.4	14.5	16.6	1.03	1.06	1.27	1.45	2022	11.0	11.3	0.3	0.6	12.7	12.8	1.03	1.06	1.19	1.20	-0.45	-0.20	0.44	0.95
305	SR 3008 (E State St)	Sharon & Hermitage	3.6	2018	13.4	14.2	0.9	2.0	12.7	14.5	1.06	1.12	1.31	1.52	2022	9.1	10.3	0.9	2.2	11.6	12.5	1.11	1.28	1.38	1.55	0.00	0.05	-0.29	0.51
306	PA 173	Grove City	5.1	2018	19.0	17.8	2.1	1.4	12.5	12.3	1.05	1.07	1.28	1.29	2022	9.5	9.6	0.2	0.4	11.3	11.5	1.02	1.04	1.21	1.23	-0.48	-0.25	-0.31	-0.20
307	PA 418	PA 60 to Highland Rd	3.7	2018	8.7	8.8	0.6	0.6	10.1	10.3	1.08	1.07	1.27	1.29	2022	7.5	7.8	0.0	0.4	9.1	9.4	1.00	1.06	1.19	1.28	-0.15	-0.05	-0.24	0.20
401	SR 3025 (Mercer & Buhl Farm)	Hermitage to Sharpsville	2.8	2018	-	6.6	-	2.5	-	-	-	-	-	-	2022	5.6	5.9	0.0	0.0	6.4	6.8	0.91	0.95	1.04	1.09	-	-0.63	-	-
402	SR 3014 (Highland)	Sharon & Hermitage	2.0	2018	-	5.8	-	2.8	-	-	-	-	-	-	2022	4.7	4.9	0.3	0.5	5.6	5.6	1.08	1.12	1.29	1.30	-	-0.58	-	-
403	PA 518 & SR 3020 (Lamor)	Sharpsville	5.3	2018	-	12.1	-	4.0	-	-	-	-	-	-	2022	11.4	11.7	0.2	0.6	13.5	13.5	1.02	1.05	1.22	1.22	-	-0.85	-	-
404	PA 518 (Longview & Stambaugh)	Sharon & Hermitage	3.2	2018	-	6.7	-	1.9	-	-	-	-	-	-	2022	6.5	6.6	0.0	0.1	7.5	7.6	0.98	1.02	1.15	1.19	-	-0.45	-	-
405	PA 718 (Water & Connelly)	Sharon	1.4	2013	-	4.7	-	2.0	-	-	-	-	-	-	2022	3.4	3.5	0.0	0.1	4.1	4.4	0.98	1.02	1.19	1.25	-	-0.21	-	-
407	PA 258	Prime Outlets to Mercer	8.1	2018	-	1.4	-	0.6	-	-	-	-	-	-	2022	10.5	10.4	0.2	0.1	12.6	12.1	1.02	1.01	1.22	1.16	-	-0.13	-	-

Table Note 1:

CMP Trend Summary data in *green italic text* indicate a general improvement based on an annual reduction in delay and/or a planning time

CMP Trend Summary data in *red bold text* indicate a general degradation based on an annual increase in delay (> 30 seconds) and/or planning time (> 30 seconds)

Table Note 2:

Eight corridors – #201 (US 62 (Urban)), #205 (PA 60/PA 760), #401 (SR 3025), #402 (SR 3014), #403 (PA 518/SR 3020), #404 (PA 518), #405 (PA 718), and #406 (PA 258) – did not have complete INRIX data available for 2018, therefore providing no basis for trend comparisons since the previous CMP update. For this reason, some Annual Change in Delay and Annual Change in Planning Time results are unavailable.

Exhibit 5: PM Peak Period Corridor Rankings (based on Reliability and Delay per Mile)

#	CMP Corridor		PM Peak Period Travel Reliability		PM Peak Period Delay		
	Route	Length	Planning Time Index (PTI)	Rank by PTI	Average Delay (min)	Delay per Mile (DPM)	Rank by DPM
101	I-80	27.8	1.61	1	2.9	0.1	5
305	SR 3008 (E State St)	3.6	1.55	2	2.2	0.6	1
402	SR 3014 (Highland)	2.0	1.30	3	0.5	0.3	2
307	PA 418	3.7	1.28	4	0.4	0.1	4
302	PA 58	11.6	1.25	5	1.1	0.1	7
203	PA 18 (Urban)	7.4	1.25	5	0.7	0.1	8
301	PA 58	6.9	1.25	5	0.7	0.1	6
405	PA 718 (Water & Connelly)	1.4	1.25	5	0.1	0.1	11
303	PA 358	16.7	1.23	9	0.5	Nominal	14
306	PA 173	5.1	1.23	9	0.4	0.1	10
206	US 19	7.5	1.23	9	0.3	Nominal	14
403	PA 518 & SR 3020 (Lamor)	5.3	1.22	12	0.6	0.1	3
201	US 62 (Urban)	5.2	1.21	13	0.3	0.1	12
304	PA 208	7.5	1.20	14	0.6	0.1	9
404	PA 518 (Longview & Stambaugh)	3.2	1.19	15	0.1	Nominal	14
205	PA 60 (PA 760)	5.6	1.18	16	0.3	0.1	13
407	PA 258	8.1	1.16	17	0.1	Nominal	14
202	US 62 (Rural)	15.7	1.15	18	0.4	Nominal	14
204	PA 18	10.9	1.09	19	Nominal	Nominal	14
401	SR 3025 (Mercer & Buhl Farm)	2.8	1.09	19	Nominal	Nominal	14
102	I-79	26.1	1.01	21	Nominal	Nominal	14
103	I-376	4.3	1.00	22	Nominal	Nominal	14