



Mercer County Regional Planning Commission

TO: Coordinating Committee Voting Members and Interested Individuals

FROM: Brian Barnhizer—Senior Planner, MCRPC

SUBJECT: October 11, 2022 MPO Meeting

DATE: October 3, 2022

The Coordinating Committee of the Mercer County MPO will hold a virtual meeting on Tuesday, October 11, 2022 at 10:30 A.M. The meeting will be conducted as a “hybrid meeting”, meaning that attendees may join via the GoToMeeting platform, with online and phone-based options available to members and the public, or in-person. Instructions for joining the meeting virtually are included on the top of the (attached) agenda and also will be posted under the “Mercer County MPO and Public Information” page of MCRPC’s website (within the “transportation” sub-section) at <https://mcrpc.com/transportation/mercercounty-mpo/>.

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

Should you have any questions or if you have any technical difficulties in joining the meeting on the 11th, please contact our office at 724.981.2412, x3207 or email Dan, Chris or me (dgracenin@mcrpc.com, cconti@mcrpc.com, or bbarnhizer@mcrpc.com).

Thank you!

Brian Barnhizer



AGENDA
**Shenango Valley Area Transportation Study Metropolitan Planning
Organization**
**Tuesday, October 11, 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	United States: +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 July 12, 2022 MPO Coordinating Committee Meeting ★
- 2021-2024 Highway/Bridge and Transit TIP Modifications (Brandon Leach, PennDOT CPDM) ★
Note: Information regarding these modifications will be posted to the “Mercer County MPO and Public Information” page of MCRPC’s website (within the “transportation” sub-section) at <https://mcrpc.com/transportation/mercer-county-mpo/>.
- Brief STU Discussion (Brian Barnhizer, SVATS MPO)
 - 2022 Funding Round – Newest Projects (FY 2023-FY 2026 funding fully programmed)
 - Status of Remaining FY 2022 STU Funds
- Project Update Summary
 - Pre 2022 Award 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, SVATS MPO)
 - Springfield US 19 Study
 - 2022 Traffic Counts
 - 2022 HPMS Reviews
- Transportation Funding Updates (Kevin McCullough/ Brandon Leach, PennDOT CPDM)
- Additional Discussion
- Adjournment

Project Description:	Narrative Notes:
<p>This project (MPMS 109340) will include the replacement of the US 62 tunnel running under the Bessemer and Lake Erie railroad in Coolspring Township. It is in poor condition, narrow, has a low clearance and poor alignment.</p>	<p>Administrative Action to increase several projects on the 2021 SVTS TIP: \$266,679 Federal STU funds in FFY 2022 to the PE phase of the US 62 Tunnel under Bessemer and LE RR (MPMS# 109340) project, \$178,433 Federal STU funds in FFY 2022 to the CON phase of the I-80/SR 19 Interchange ITS Addition - TSMO (MPMS #114778) project, \$79,996 Federal STU funds in FFY 2022 to the CON phase of the I-80/SR 19 Interchange ITS Addition - TSMO (MPMS #114779) project. The Mercer STU Line Item and the SVATS IIJA Line Item Reserve were used as the funding sources.</p>
<p>This project (MPMS 114778) includes the installation of a dynamic message board sign on Interstate 80 Eastbound around Mile Marker 10 and install two cameras. One at Mile Marker 11 and one at Mile Marker 14. This project is TSMO funded.</p>	
<p>This project (MPMS 114779) includes installation of two dynamic message board signs on State Route 19 north and south bound approaching Interstate 80 as well as a new CCTV camera at the intersection on Interstate 80 and State Route 19. This is a TSMO funded project.</p>	

Administrative Action #3				Fund Type		FFY 2021				FFY 2022				FFY 2023				FFY 2024				TOTAL PROJECT COST (EST.)		Beyond FFYs		Remarks
Project Title	MPMS	Phase	Ants	Fed	ST	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)					
US 62 Tunnel under Bessemer and LE RR Mercer County 62/A01	109340	PE	Before			500,000																	Adjusting to correct STU funding for 2021 and 2022			
			Adjust																							
			After	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
US 62 Tunnel under Bessemer and LE RR Mercer County 62/A01	109340	PE	Before			265,679																	Adjusting to correct STU funding for 2021 and 2022			
			Adjust				653,908	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
			After	0	0	0	395,571	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
Mc Kinley Av Brg - STU Mercer County 7407/STU	1693	CON	Before			126,692																	Adjusting to correct STU funding for 2021 and 2022			
			Adjust				(653,908)	(126,692)																		
			After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
Before FFY Totals						653,571	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
After FFY Totals						653,571	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Project Description:																										
This project (MPMS 109340) will include the replacement of the US 62 tunnel running under the Bessemer and Lake Erie railroad in Coolspring Township. It is in poor condition, narrow, has a low clearance and poor alignment.																										
This project (MPMS 1693) includes the replacement of the Mc Kinley Avenue Bridge over Munnell Run in the Borough of Mercer. This local bridge is 31 feet in length and is owned by the Borough of Mercer. This project is being funded with Mercer STU funds.																										
Technical correction to the 2021 SVTS TIP. \$653,908 Federal STU funds in FFY 2021 and \$126,892 Federal STU funds in FFY 2022 to the PE phase of the US 62 Tunnel under Bessemer and LE RR (MPMS #109340) project. The Mc Kinley Av Brg - STU (MPMS #1693) was used as the funding source.																										
Administrative Action #4				Fund Type		FFY 2021				FFY 2022				FFY 2023				FFY 2024				TOTAL PROJECT COST (EST.)		Beyond FFYs		Remarks
Project Title	MPMS	Phase	Ants	Fed	ST	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)					
Mercer Highway/Bridge Line Item Mercer County	109423	CON	Before			581																	Line Item Source of Funds			
			Adjust				581	(14,000)																		
			After	0	0	0	0	374,161	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
PA 173 and Yankee School Rd Intersection Mercer County 173/01S	98397	ROW	Before			591																	Adding phase to project to acquire necessary ROW to get clearance			
			Adjust				591	14,000																		
			After	0	0	0	0	14,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
Before FFY Totals						0	0	0	0	0	388,161	0	0	0	0	0	0	0	0	0	0	0	0			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						0	0	0	0	0	388,161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Project Description:																										
This project includes 2.82 miles of resurfacing/restoration (betterment) on State Route 173 (Sandy Lake Grove City Road) from Vath Road to past State Route 1004 (Yankee School Road) in Worth and Sandy Lake Townships, Mercer County.																										
This project will start on SR 0173 at the intersection of 0173 and SR 965 in Worth Township, to the north and end at the intersection of SR 0173 and SR 0062 in Sandy Lake Township. Work will include mill and overlay of the existing roadway, drainage update, guide rail updates and intersection sight distance improvements.																										

Administrative Action #5				Fund Type		FFY 2021			FFY 2022			FFY 2023			FFY 2024			TOTAL PROJECT			Beyond FFYs			Remarks
Project Title	MPMS	Phase	Amis	Fed	St	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	TOTAL PROJECT			Fed (\$)	State (\$)	Loc/On (\$)	
Mercer Highway/Bridge Line Item Mercer County	106423	CON	Before Adjust After	BOF BOF BOF	561													Line Item						Line Item Source of Funds.
							374,161																	
							362,069																	
							362,069																	
Mercer Highway/Bridge Line Item Mercer County	106423	CON	Before Adjust After	BOF BOF BOF	185													Line Item						Line Item Source of Funds.
							72,153																	
							50,000																	
							122,153																	
SR 19 SR 358 to SR 1011 Mercer County	113974	FD	Before Adjust After	BOF BOF BOF	561													\$2,370,000						Return to Line Item to use on other project Phase not needed until 2023
							(25,000)																	
PA 58 Bridge/Krem Run Mercer County	97315	CON	Before Adjust After	BOF BOF BOF	185													\$285,000						Return to Line Item to use on other project Project move to a 2025 Letting
							25,000																	
							(25,000)																	
SR 2014 over Wolf Ck #2 Mercer County	78845	CON	Before Adjust After	BOF BOF BOF	185													\$80,000						Return to Line Item to use on other project Project move to a 2025 Letting
Clintonville Rd Br 2 ov I-79 Mercer County	88483	CON	Before Adjust After	BOF BOF BOF	185													\$548,550						Return to Line Item to use on other project Funds released due to LBI Results
							183,208																	
							(183,208)																	
Clintonville Rd Br over I-79 Mercer County	88482	CON	Before Adjust After	BOF BOF BOF	185													\$731,139						Return to Line Item to use on other projects Funds released due to LBI Results
							200,000																	
							(176,861)																	
							21,139																	
Before FFY Totals						0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	
After FFY Totals						0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	
Project Description:																								
This project (MPMS 113974) consists of 2.71 miles of resurfacing on State Route 19 from State Route 358 to State Route 1011 in Perry and Sandycreek townships, Mercer County.																								
This project (MPMS 97315) includes the restoration/rehabilitation/Replacement of the State Route 58 (Mercer Road) Bridge over Krem Run in Delaware Township. The bridge is 28 feet in length.																								
This project (MPMS 78845) includes the rehabilitation/restoration of the State Route 2014 (Scrubgrass Road) Bridge over Wolf Creek Tributary #2 in Findley Township. The project is 9 feet in length.																								
This project (MPMS 88483) includes the rehabilitation/restoration of the State Route 2102 (Clintonville Road) Bridge over Interstate 79 (Raymond P Shafer Highway) southbound in Findley Township, Mercer County. The bridge is 146 feet in length.																								
This project (MPMS 88482) includes the rehabilitation/restoration of the State Route 2102 (Clintonville Road) Bridge #2 over Interstate 79 (Raymond P Shafer Highway) northbound in Findley Township, Mercer County. The bridge is 139 feet in length.																								

Project Description:

Administrative modification to return funds to the line item reserve from five projects. Three are phases that will not be needed until the 2023 TIP and two are for Low Bid + Inspection savings.

MPMS 113974 - \$25,000 in State 581 funds in FFY 2022.

MPMS 97315 - \$25,000 in State 185 funds in FFY 2022.

MPMS 78845 - \$25,000 in State 185 funds in FFY 2022.

MPMS 88483 - \$183,208 in Federal BOF funds in FFY 2022.

MPMS 88482 - \$178,861 in Federal BOF funds in FFY 2022.

Administrative Action #6				Fund Type		FFY 2021			FFY 2022			FFY 2024			TOTAL PROJECT COST (EST.)		Beyond FFYs			Remarks
Project Title	MPMS	Phase	Amnt	Fed	BL	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)			
Mercer Highway/Bridge Line Item Mercer County	108423	CON	Before	185															Line Item Source of Funds	
			Adjust	185																
			After	185																
SR 3007/W. Brch Nesh Ck Mercer County	97292	UTIL	Before	185														Return to Line item to use on other project Phase not needed for project		
			Adjust	185																
			After	185																
SR 3007/W. Brch Nesh Ck Mercer County	97292	ROW	Before	185														Return to Line item to use on other project Phase not needed for project		
			Adjust	185																
			After	185																
Before FFY Totals				0	0	0	0	0	0	0	0	0	0	0	0	0	0			
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Narrative Notes:

This project includes the preservation/restoration/replacement of the State Route 3007 (Pulaski Mercer Road) Bridge over West Branch Neshannock Creek in Wilmington Township. The bridge is 63 feet in length.

Administrative modification to return \$20,000 in State 185 funds from MPMS 97292 back to Line item to use on other project. Phase not needed for project.

Administrative Action #7				Fund Type		FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL PROJECT COST (EST.)		Beyond FFY's		Remarks
Project Title	MPMS	Phase	Antb	Fed	St	Fed (\$)	State (\$)	Loc/Orh (\$)	Fed (\$)	State (\$)	Loc/Orh (\$)	Fed (\$)	State (\$)	Loc/Orh (\$)	Fed (\$)	State (\$)	Loc/Orh (\$)	
SR 19 over Johnson Run Mercer County	84914	PE	Before		165		300,000			90,000								Increase phase to cover consultant agreement
			Adjust		185				160,989									
			After		165		0	300,000	0	0	0	0	0	0	0	0	0	
SR 3022 Bridge over the Shenango River Mercer County	117539	PE	Before		165		200,000			200,000								Using funds not needed for PE Phase Closing PE
			Adjust		185				(160,989)									
			After		165		0	0	0	0	0	0	0	0	0	0	0	
3022B02																		

Before FFY Totals

Before FFY Totals																
FFY Adjustment Totals																
After FFY Totals																

Narrative Notes:

This project includes the preservation/rehabilitation/replacement of the State Route 19 (Perry Highway) Bridge over Johnston Run in Springfield Township. The bridge is 37 feet in length.

Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,989 in State 185 funds added in FFY 2022 from MPMS 117539.

Administrative Action #8				Fund Type		FFY 2021			FFY 2022			FFY 2023			FFY 2024			TOTAL PROJECT			Beyond FFYs			Remarks	
Project Title	MPMS	Phase	Antb	Fed	BRP	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)		
SR 2014 Bridge/Cool Spring Mercer County 2014/B05	1823	PE	Before		BRP	185						500,000												PE using 185 funds, using BRIP funds to CON Phase	
			Adjust		BRIP	185								(500,000)											
			After		BRP	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
SR 2014 Bridge/Cool Spring Mercer County 2014/B05	1823	CON	Before		BRP				1,287,000															Using PE funds for CON Phase	
			Adjust		BRIP									500,000											
			After		BRP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
SR 2014 Bridge/Cool Spring Mercer County 2014/B05	1823	CON	Before		STP																			Using PE funds for CON Phase	
			Adjust		STP																				
			After		STP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0

Before FFY Totals

Before FFY Totals																
FFY Adjustment Totals																
After FFY Totals																

Narrative Notes:

Administrative modification to move funds from the preliminary engineering phase to the construction phase of the same project (MPMS 1823). \$500,000 of Federal BRIP funds moved between phases in FFY 2022.

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.

Administrative Action #9																	
Project Title	MPMS	Phase		Fund Type		FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL PROJECT COST (EST.)	Remarks		
		Amts		Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)			State (\$)	Loc/Oth (\$)
Mercer Highway/Bridge Line Item Mercer County	106423	Before												Line Item	Line Item Source of Funds		
		Adjust															
		CON															
SR 2014 Briq/Cool Spring Mercer County	1823	Before												\$2,515,000	Returning funds to line item		
		Adjust															
		BRIP															
SR 2014 Briq/Cool Spring Mercer County	1823	Before												\$2,515,000	Returning funds to line item		
		Adjust															
		STP															
2014EB05		Before															
		Adjust															
		STP															
Before FFY Totals																	
FFY Adjustment Totals																	
After FFY Totals																	
Narrative Notes:																	
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.																	

Administrative Action #10																	
Project Title	MPMS	Phase		Fund Type		FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL PROJECT COST (EST.)	Remarks		
		Amts		Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)			State (\$)	Loc/Oth (\$)
Mercer Highway/Bridge Line Item Mercer County	106423	Before												Line Item	Line Item Source of Funds		
		Adjust															
		BOF															
Old Mercer Rd (T-401) Br Mercer County	1670	Before												\$1,895,000	Advancing Cash Flow		
		Adjust															
		BOF															
720461.00		Before															
		Adjust															
		BOF															
Before FFY Totals																	
FFY Adjustment Totals																	
After FFY Totals																	
Narrative Notes:																	
This project includes the replacement of the Old Mercer Road (Township Road 401) Bridge over Neshannock Creek in East Lackawannock Township. This local bridge is 104 feet in length and is owned by Mercer County. The approach radius will need improved as it is restricted to vehicles 45' in length.																	

Administrative Action #11																	
Project Title	MPMS	Phase		Fund Type		FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL PROJECT COST (EST.)	Remarks		
		Amts		Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)			State (\$)	Loc/Oth (\$)
Mercer Highway/Bridge Line Item Mercer County	106423	Before												Line Item	Line Item Source of Funds		
		Adjust															
		CON															
State St Pedestrian Improvements Mercer County	109077	Before												\$2,016,160	Increase FD phase to cover work to finalize FD		
		Adjust															
		NHPP															
300B/A03		Before															
		Adjust															
		NHPP															
Before FFY Totals																	
FFY Adjustment Totals																	
After FFY Totals																	
Narrative Notes:																	
This project includes pedestrian improvements along State Street (SR 3008) between Boyd Drive to SR 18. It also includes intersection improvements that will extend about 300' north and south along Buhl Farm Drive (SR 3025), Mercer County.																	

Administrative Action #12													
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.													

Administrative Action #13													
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.													

Administrative Action #14													
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.													

Administrative Action #15													
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.													

Administrative Action #16													
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.													

Administrative Action #17													
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.													

Administrative Action #18													
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.													

Administrative Action #19													
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.													

Administrative Action #12				Fund Type		FFY 2021			FFY 2022			FFY 2023			FFY 2024			TOTAL PROJECT COST (EST.)		Beyond FFY's		Remarks
Project Title	MPMS	Phase	Ambs	Fed	St	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)		
Mercer Highway/Bridge Line Item Mercer County	106423	CON	Before	BOF	185							252,395	121,589									Line Item Source of Funds
			Adjust	BOF	185								(40,000)	(55,000)								
			After	BOF	185	0	0	0	212,395	66,589	0	0	0	0	0	0	0	0	0	0	0	
Blacktown Rd Brgl/-79 Mercer County 2006/B00	1925	PE	Before	BOF	185	28,000	7,000					40,000	10,000									Increase to cover in house design
			Adjust	BOF	185								40,000	10,000								
			After	BOF	185	28,000	7,000	0	185	0	0	0	0	0	0	0	0	0	0	0	0	
SR 3027/W. Bush Nesh Ck Mercer County 3007/B02	97292	PE	Before		185								20,000									Increase to cover in house design
			Adjust		185								20,000									
			After		185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR 2002 Neshannock Ck Br Mercer County 2002/B01	58081	FD	Before		185																	Increase to cover in house design
			Adjust		185								25,000									
			After		185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Before FFY Totals																						
Before FFY Totals						28,000	7,000	0	252,395	121,589	0	0	0	0	0	0	0	0	0	0	0	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						28,000	7,000	0	252,395	121,589	0	0	0	0	0	0	0	0	0	0	0	

Project Description:

This project (MPMS 1925) includes the restoration/rehabilitation/replacement of the State Route 2006 (Blacktown Road) Bridge over Interstate 79 (Raymond P. Shafer Highway) in Springfield Township, Mercer County. Work involves the parapets, a waterproof membrane, patching the deck, substructure, beam patching, and plug dams. The bridge is 236 feet in length.

This project (MPMS 97292) includes the preservation/restoration/replacement of the State Route 3007 (Pulaski Mercer Road) Bridge over West Branch Neshannock Creek in Wiltmington Township. The bridge is 63 feet in length.

This project (MPMS 58081) includes the preservation/rehabilitation/replacement of the State Route 2002 (Leesburg Road) Bridge over Neshannock Creek in Springfield Township, Mercer County. The bridge is 95 feet in length.

Narrative Notes:

Administrative modification to increase phases for MPMS 1925, 97292, and 58081 to cover in house design. Highway/Bridge Line Item used as the funding source.

MPMS 1925 - \$50,000 in Federal BOF Funds and State 185 funds added in FFY 2022.

MPMS 1925 - \$20,000 in State 185 funds added in FFY 2022.

MPMS 58081 - \$25,000 in State 185 funds added in FFY 2022.

Administrative Actions #13 and #14										Fund Type		FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL PROJECT		Beyond FFYs		Remarks						
Project Title	MPMS	Phase	Amts	Fed	ST	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Remarks						
Mercer Highway/Bridge Line Item Mercer County	106423	CON	Before		581																			Using to advance cash flow to free up funds in 2023/2024						
			Adjust		581																									
			After		581	0	0	0																						
PA 718 Middlesex Rd to Broadway Ave Mercer County 71804M	109145	FD	Before		581																			Phase not needed. Using to on CON phase						
			Adjust		581																									
			After		581	0	0	0	0																					
PA 718 Middlesex Rd to Broadway Ave Mercer County 71804M	109145	ROW	Before		581																			Phase not needed. Using to on CON phase						
			Adjust		581																									
			After		581	0	0	0	0																					
PA 718 Middlesex Rd to Broadway Ave Mercer County 71804M	109145	UTIL	Before		581																			Phase not needed. Using to on CON phase						
			Adjust		581																									
			After		581	0	0	0	0																					
PA 718 Middlesex Rd to Broadway Ave Mercer County 71804M	109145	CON	Before		581																			Adjust cash flow and converting to 80/20 for letting from Toll Credits						
			Adjust		581																									
			After		581	0	0	0	2,636,282	549,161	0	0	0	0	0	0	0	0	0	0	0	0	0		0					
										Before FFY Totals																				
										Before FFY Totals																				
										FFY Adjustment Totals																				
										After FFY Totals																				

* Positive number denotes a surplus/negative denotes a deficit

Administrative Modification #1																					
Project Title	MPMS	Phase	Fund Type		FFY 2021		FFY 2022		FFY 2023		FFY 2024		Beyond FFYs		Remarks						
			Fed	St	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)		State (\$)	Loc/Oth (\$)				
Office Equipment Mercer County Shenango Valley Shuttle Service	83658														Changes made to reflect actual allocation for FFY 2022						
		Before		5307	OTH-S	30,800	7,487	213	9,200	846	1,454	8,000	1,667	333							
		Adjust		5307	OTH-S				130,502	26,186	(546)										
		After			5307	OTH-S	30,800	7,487	213	139,702	27,032	908	8,000	1,667	333	0	0	0			
Vehicle Purchase Mercer County Shenango Valley Shuttle Service	102638														Changes made to reflect actual allocation for FFY 2022						
		Before		5307	OTH-S	185,498	53,403	10,668	104,496	36,524	7,298	192,800	54,924	10,973		7,942					
		Adjust		5307	OTH-S				303,489	86,663	(7,298)										
		After			5307	OTH-S	185,498	53,403	10,668	407,985	123,187	0	192,800	54,924	10,973	7,942	0	0	0		
Vehicle Purchase Mercer County Shenango Valley Shuttle Service	102638														Changes made to reflect actual allocation for FFY 2022						
		Before		5339		70,788			70,788	0	0	70,788									
		Adjust		5339					13,975		0										
		After			5339		70,788	0	0	84,763	0	0	70,788	0	0	0	0	0	0		
Small Transit Buses Mercer County Shenango Valley Shuttle Service	111059														Changes made to reflect actual allocation for FFY 2022						
		Before		5307	OTH-S	64,000	13,336	2,664	128,000	28,672	5,328	72,000	15,003	2,997		144,000	30,006	5,994			
		Adjust		5307	OTH-S				73,932	15,380	3,104										
		After			5307	OTH-S	64,000	13,336	2,664	201,932	42,052	8,432	72,000	15,003	2,997	144,000	30,006	5,994	0	0	0
Project Description:																					
MPMS 83558 - Upgrades to Office Equipment at various SVSS Facilities, in accordance with the Transit Asset Management Plan targets.																					
MPMS 102638 - Purchasing Fixed Route Vehicles. In accordance with the Transit Asset Management Plan targets, replacement of 2 fixed route buses. (Bus #'s 402-12, 401-13)																					
MPMS 111059 - Small Transit Buses. In accordance with the Transit Asset Management Plan targets, replacement of 3 shared ride/paratransit buses (Bus #'s 655, 660, 665)																					

MINUTES

SHENANGO VALLEY METROPOLITAN PLANNING ORGANIZATION COORDINATING COMMITTEE IN PERSON/VIRTUAL MEETING Tuesday, July 12, 2022 – 10:30 A.M.

PERSONS PRESENT

Bill Klumph
Richard Stachel
Brian McNulty
Jeremy Coxe
Alice Battles
Tom McClelland
Courtney Lyle
Jill Boozer
Mike Nashtock
Ken Robertson
Brandon Leach
Gary Hittle
Gary Lowers
Darryl Chapman
Dale Perry
Mark Tobin
Don Hall
Chad Reese
Vance Oakes
Matthew McConnell
Ben Prescott
Brad Elder
Lieutenant Rick Cowan
Jasson Urey
Ed Reese
Sandy Swogger
Emily Aloiz
Kevin McCullough
Lucinda Lipko
Ronnique Bishop
Darin Hettich
Heather Maurer
Shelli Oakes
Brian Barnhizer
Matt Stewart
Dan Gracenin

REPRESENTING

South Pymatuning Township
Pine Township
PennDOT
Hermitage City
State Representative Parke Wentling
PennDOT
PennDOT
Mercer County Regional Council of Governments
Mercer County Regional Council of Governments
Sharpsville Borough
PennDOT CPDM
Hempfield Township
Pymatuning Township
PennDOT – Mercer County Maintenance
Shenango Township
PennDOT CPDM
WRA
WRA
Grove City Borough
Mercer County Commissioner
Farrell City
Mercer County Bridge Department
Regional Director for CABT
Greenville Town
GPD Group
Mercer County Area on Aging
Erie County MPO
PennDOT
Springfield Township
FHWA
Pittsburgh, PA area
State Representative Mark Longietti
State Representative Tim Bonner
MCRPC
MCRPC
MCRPC

CALL TO ORDER

Mr. Jeremy Coxe called the meeting to order at 10:32 a.m. **A quorum was present.**

APPROVAL OF MINUTES OF THE APRIL 12, 2022 MEETING

Mr. Coxe stated that the Minutes were sent out with the meeting packet and asked if there were any additions, corrections or deletions to the Minutes of the April 12, 2022 meeting. There being none, **Mr. Coxe asked for a motion to approve. Mr. Klumph so moved, Mr. McNulty seconded. The motion passed.**

2021-2024 TIP MODIFICATIONS

Mr. Brandon Leach mentioned that since our last Coordinating Committee meeting on April 12, 2022 there have been a total of 1 Amendment and 6 Administrative Actions to the Shenango Valley 2021-2024 TIP. He mentioned that he will cover a couple of the Administrative Actions of particular interest as well as the amendment. Administrative Action #1 added \$225,000 in Federal STU funds to the Sharon Gateway Project Construction Phase in FY 2022. The Mercer STU line item was used as the funding source. (This action was discussed and voted on by the Coordinating Committee at their April 12, 2022 meeting, because we had a surplus of STU funds in FY 2022 that needed to be obligated before the end of the year.) Administrative Action #4 added \$40,000 in Federal TAU funds to the Alan Avenue Sidewalk Project Construction Phase in FY 2022. This was done to adjust the cash flow for the project, so it can be fully funded by the end of 2023 and the SVATS IJA line item reserve was used as a balancing source.

Amendment #1 added the US 62 and Neshannock Intersection Project to the 2021-2024 TIP. He noted that \$40,000 of FY 2022 HSIP funding was 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 US 62 Corridor Safety Study. This Amendment was approved by the Coordinating Committee via eBallot on May 17, 2022 and approved by FHWA on May 24, 2022. Again, he stated that this was an amendment, and no further action is needed by the Coordinating Committee. It was suggested that we do a re-affirmation vote. **A motion was made by Mr. Hittle to re-affirm the TIP amendment. Mr. Klumph seconded. The motion passed.**

PRESENTATION/DISCUSSION WEIGHT LIMIT EXEMPTIONS – COALITION AGAINST BIGGER TRUCKS

Mr. Stewart introduced Mr. Rick Cowan from the Coalition Against Bigger Trucks. This organization advocates against the increasing weight limit exemptions on PA roadways. He noted that a presentation was given to the Technical Committee last week and there were some good questions from that group. Lieutenant Rick Cowan stated that he is the Regional Director for CABT and they are a non-profit that has been around since 1995. They work with local government agencies, law enforcement, public safety, and labor groups in opposing commercial trucks from getting heavier and longer than they are today and they are funded by the railroad industry. They work closely with folks across the country to educate members of Congress and also State Legislatures because they do both Federal and State work on commercial truck weights. Currently in PA, there are two house bills pending that would allow heavier weights on trucks. In previous sessions, many other exemptions were introduced allowing trucks up to 90,000 pounds, a seven and a half ton increase over the 80,000-pound standard trucks on the roads today. He stated that allowing operations of heavier trucks over 80,000 pounds would destroy our infrastructure and dramatically increase the damage to our bridges.

Mr. Stewart stated that since last week's Technical Committee meeting, that Committee opted not to make a recommendation for writing a letter of support pending further information. Regardless of what the MPO decides to do or not do, there is always the option that any local government could work with CABT and sign a letter of support. Mr. Cowan stated that they have a broad support across the spectrum of agencies that are opposed to commercial trucks from getting heavier and longer. In discussion, Commissioner McConnell noted that some of the rules and regulations are kind of interesting compared to other states. In Ohio, commercial trucks can go from 80,000 pounds to 120,000 pounds with a permit. Pennsylvania is limited out at 100,000 pounds. He noted that if this bill passes, heavier trucks could not operate on interstates because they would exceed the federal interstate weight limit, thereby forcing them onto

State roads. Most of the local roads are not in the shape to handle these heavier trucks, which will tear up our local roads and bridges. Mr. Cowan stated that this is one of their bigger arguments and they are against putting heavier weights on the interstates. Mr. McNulty noted that he did not have good data, but observation would agree with what is being said today, that heavier loads do greater damage to bridges and roadways. Mr. Cowan stated that the Transportation Advisory Committee recently completed a study in conjunction with PennDOT, on the additional truck weight exemptions and it is their understanding based on that study concluded that additional exemptions should not be considered until a more thorough analysis of the safety and infrastructure impacts have been completed. Mr. McNulty stated that he will take a look at that study.

Mr. Stewart asked if anyone, one way or another, have any thoughts on whether we should write a letter of support, or not write a letter of support. Mr. McNulty suggested that if the Committee would like to write a letter of support, if that is something that they would want to do, that they share their thoughts with the coalition, sponsored by the railroad companies. As far as PennDOT District 1 goes, they do not feel that they know enough to vote on the matter, as far as whether we should be voting to send a letter. Mr. Stewart noted that he will send out the study that was recently completed in conjunction with PennDOT and even post this on our website. He noted that once we review more information regarding this, we will meet again in October and figure out if there is a formal action that we want to take down the road.

FINAL 2023 TIP DISCUSSION AND APPROVAL

---Air Quality Conformity Report and Resolution – Mr. Stewart noted that we are at the end of our long TIP development process and we have three separate things to approve. The first motion needed is to approve the Air Quality Conformity Report and Resolution. This Conformity Report is prepared by PennDOT and it does a review of air quality significant projects on the TIP, which is anything that would change the flow of traffic significantly. On our TIP, we only had one project that was considered air quality significant, and that was the intersection in Greenville on the west hill, where High and Main Streets come together. He noted that we prepared a very similar resolution for the Long-Range Transportation Plan at our last MPO meeting, and now we updated this for the TIP portion of our program. This resolution states that both our Long-Range Plan and our TIP are compliant with the various regulations that exist. Mr. Stewart asked if there were any questions. There being none, **a motion was made by Mr. Stachel to approve the Air Quality Conformity Report and Resolution. Mr. Coxe seconded. The motion passed.**

---2023-2026 TIP – Mr. Stewart gave a quick overview of the TIP. Initially, we were told we would have an average annual allocation of about \$13 Million per year, but since the IJJA Bill was passed, we now have an average annual allocation of about \$18 Million per year. There are several different types of funding, both Federal and State funds comprised in the TIP. The High-Level Overview on the highway side has 62 projects and we do not have any really expensive projects this time, compared to past years. This time around we have 5 most expensive projects which are paving projects, or what we call our Betterment Projects. The High-Level Overview on the transit side did not have many changes. There are 10 projects, mostly maintaining the fleet that they have, making needed improvements to the shop and offices and operational funding. Also, there is an interstate TIP and a statewide projects TIP that are not developed by the MPO but we do have projects on those TIPs. All of this information is on our website for a more details and project listing. He noted that there are additional documents that are included in the TIP. Performance Management is a pretty major document in our TIP that describes how we commit to meeting the various performance measures we need to meet, dealing with safety, condition, performance and reliability, and then a couple of different transit measures. Probably, the largest document within our TIP, besides our project listing, is our Environmental Justice Analysis. Within our Environmental Justice documentation, there is a four-step process, which we call our core elements process. This is where we identify EJ populations, compare conditions that existed at a baseline level versus the geography of the area in order to get a sense of whether we might be under investing or adequately investing in certain areas. Next, we prepare a benefits and burdens analysis which looks at the extent to which project might affect disadvantaged populations and talk about whether this would help. Next, he mentioned that the TIP Development/Project Selection Process provides a good overview of how the TIP gets developed and walks the reader

through everything in a very detailed level. He asked if there were any questions or comments. There being none, **a motion was made by Mr. Cox to approve the 2023-2026 TIP. Mr. Stachel seconded. The motion passed.**

---Self-Certification Resolution – Mr. Stewart mentioned that the last thing under the TIP is our Self-Certification Resolution stating that the MPO carries out our transportation planning process in accordance with all of the rules and regulations that defines what the MPO does. There being no questions or comments, **a motion was made by Mr. Stachel to approve the Self-Certification Resolution. Mr. Hittle seconded. The motion passed.**

STU DISCUSSION

---2022 Funding Round – Mr. Stewart noted that we received 4 applications that came in from Mercer County, and all projects are located in the Shenango Valley (2 in Sharon, 1 in Sharpsville and 1 in Hermitage). He noted that the first project was submitted by Mercer County. They own a County bridge in the City of Sharon along Service Avenue right near the Shenango Valley Freeway and they would like to replace this structure. The second project was submitted by the City of Hermitage and they would like to resurface Kelly Road, on the east side of the bridge which they are currently replacing. This is the only way in and out of the Federal recreation area around the Shenango Valley Dam. They would also like to build a multi-modal path along the side of the road, which would be adding additional access for bicycles and pedestrians where it currently doesn't safely exist. Sharpsville's project is on the west side of the bridge, and they would like to resurface High Street, which is the same road as Kelly Road, but is just a different name in their municipality. The Borough is also proposing to do some sidewalk and curb replacements on Mercer Avenue, which is a north and south road in the center of their town. The City of Sharon is proposing to do a streetscape project on the east hill heading east from the downtown area heading towards Oakland Avenue. This would involve new curbing, new sidewalks, some street trees along State Street and also a sidewalk along Pine Street which is right on the corner next to the Buhl Club.

After discussing this at last week's Technical Advisory Committee (TAC) meeting, it was determined that there was a small short fall between what we have available in the four years, and what the total request is for the four projects received. The short fall is a little over \$200,000, but the TAC Committee determined that all four projects ranked very highly. In addition to the STU money, we receive a small Transportation Alternatives (TAU) allocation because we are an urban area MPO, which is between \$83,000 to \$89,000 a year. The Committee recommended to fully fund all four projects, and to use the TA allocation to make up the short fall and that would be applied to the City of Sharon's project because that would be the one that's the most logical fit for that source of funding. The motion that was made at the TAC meeting was to use FY 23 and FY 24 funding towards the Hermitage and Sharpsville projects and FY 25 and FY 26 funding to go towards the City of Sharon project and the County bridge. Any bridges tend to take a long time between, right-of-way, environmental, utilities, etc., and all of the sponsors are confident that they could deliver those projects within the timeframe. There was a question concerning if the shortfall is completely covered by the TAU funds. Mr. Stewart stated yes and that the STU money will be expended prior to using any TAU funds if needed. There being no further questions, **a motion was made by Mr. Stachel to allocate the funds as presented, which are: Mercer County - \$1.235 Million; City of Hermitage - \$462,795.00; Sharpsville Borough - \$395,000.00 and the City of Sharon - \$818,962.00. Also note that funds are approved via reimbursement up to these amounts. Mr. Klumph seconded. The motion passed.**

---FY 2022 STU Funds – Mr. Stewart mentioned that there has been some discussion about how there is some FY 2022 STU funding that needs to be spent. There have been discussions with PennDOT about which projects might be ready to advance. Ms. Lyle, on behalf of PennDOT, suggested that we use this STU funding to add preliminary engineering dollars to the US 62 Railroad Tunnel project in Coolspring Township and also putting a little bit of money towards the dynamic message board signs on the interstates. From a staff level, both Mr. Gracenin and Mr. Stewart agree with the recommendation which seems the most logical way forward. The Technical Advisory Committee felt the same way also. **A motion was made by Mr. Stachel to move the previous STU money as PennDOT has proposed. Mr. McNulty seconded. The motion passed.**

PROJECT UPDATE SUMMARY

---STU and TA Projects - Mr. Barnhizer stated that he has four projects to give updates on. The first project is for the **Mercer Borough McKinley Bridge Replacement**. PennDOT held a virtual scoping meeting on that project in late March that allowed the participants to iron out some issues that had looked to delay the project. An in-person scoping field view was held on site June 14th with PennDOT's new project manager, Kyle Barker, and others to discuss Borough and PennDOT responsibilities moving forward, which further ironed out some issues. Demolition construction work on that project is planned for 2024. The second project is for the **Town of Greenville SR 58 & 18 intersection project**. PennDOT held an online public meeting on May 16th in order to give citizens an opportunity to review and comment on the proposed scope of the project. The work is expected to take place in 2023 and 2024 and includes improvements at three intersections, including realignments at SR 18 and SR 58, SR 18 and Packard Avenue and SR 58 and Packard Avenue. The final design will likely be completed by the end of the year. The third project is for the **City of Sharon Gateway Project**. PennDOT released a press release last week that indicated that work was to begin on the project as of yesterday. The stormwater project material has been installed, so things are underway. Completion of this project is expected to occur in June 2023. The last project is for the **Springfield Township SR 208 Multimodal Path Project, Phase II**. At this time, the Township is still trying to track down property owners to see if they can get easements signed.

---Major Projects/Other TIP Projects – Ms. Courtney Lyle noted that Mr. Johnson was not available today. Last week he mailed out the Major Projects Newsletter. She asked if anyone had questions or comments on any of the projects. She noted that there was a question about the SR 718 project and it was noted that this is being designed internally by one of PennDOT's project manager and they are looking for either a December or January let in order to have that work start by next Spring. Also, the City of Sharon State Street Sidewalk Project will be let in the Spring for work to start in the summer and they are working on the right-of-way process now.

---Planning and Data Collection Updates

1. Springfield US 19 Study - Mr. Barnhizer mentioned that on June 29th the Springfield Township US 19 Corridor Study held a virtual and in-person set of final steering committee meetings. TranSystems, the consultant for the project, went through the draft report. Residents and users of the corridor had some further input and TranSystems is now finalizing the report. Mr. Stewart mentioned that almost all of the recommendations along this corridor, which is through Leesburg Village and a little bit north and south of there are low cost, short term, kind of things. The real issue that was found in the analysis was speeding through Leesburg, which can create a lot of issues. In terms of doing something major did not warrant that kind of investment. A lot of the focus for this project will be small things like signage, lane markings and other things to just slow vehicles down. He noted that we should have the final report within the next few weeks.
2. Congestion Management Processes (CMP) 2022 Update – Mr. Stewart introduced Mr. Chad Reese from WRA. He has been involved in a number of projects over the years and most recently was the lead consultant on the Route 62 Safety Study between Mercer and Hermitage. Mr. Reese and his team have helped us out with our congestion management work for the last 13 years and this is our fourth update since 2009. Mr. Reese gave a brief overview and reminded everyone that the CMP is a systematic and regionally-accepted approach for managing congestion and provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs. He noted that there are 22 corridors that they are still monitoring and they have them grouped up into four different tiers. Tier One is the set of interstates through Mercer County, Tier Two are the regional arterials, Tier Three are the community arterials and Tier Four are the community collectors. This year, our update will be 100% usage of

INRIX data, which is a big data resource. It is a massive online database of travel time and speed information collected through a variety of resources. This data is compiled and accessed via the Regional Integrated Transportation Information System (RITIS) platform. RITIS and INRIX resources are accessible to SVATS via agreements with PennDOT. By switching everything over to the INRIX data, the question is how does the CMP measure congestion and the important distinction here now is reliability. Congestion generally reflects “Typical” average travel for any given time-of-day. Reliability generally reflects “variability” for any given time-of-day. When we measure congestion, the CMP mostly is working on travel time and delay, measured in minutes. When we measure reliability, we refer it to planning time, as well as buffer time. There are also Travel Time Index (TTI) or a Planning Time Index (PTI). Based on this information, most of Mercer County, based on this CMP update seems to be not congested, but very reliable. Congestion every day consistently isn’t very significant for most of the 22 corridors. For that reason, the 2022 CMP and INRIX data basically looks at a Planning Time Index and a focus on reliability, which is probably the most distinguishing factor for corridors in Mercer County. Overall, nothing jumped out on the 22 corridors as being too crazy with this update. Lastly, he noted that they have included building corridor maps for all of the 22 corridors which give the MPO the flexibility to go in there and annotate those maps in whatever way makes sense, sort of giving a landing page to gather feedback, comments, concerns, issues so it is more of a living document instead of this every 4-year update.

- 3 2022 Traffic Counts – Mr. Barnhizer noted that he originally planned to start the traffic counting in June, but will be starting them in mid-July. There are 48 counts to be completed by the middle of November.

TRANSPORTATION FUNDING UPDATES

Mr. McCullough from PennDOT Central Office gave a quick update on **Transportation Revenue Options Committee (TROC)**. The official report came out at the end of July, which is almost a year old. He noted that PA Pathways was created out of TROC and within that program was the P3 Bridge Initiative. There are 3 projects, 2 on I-80 and 1 on I-79 in western PA and 9 bridge projects overall. There was an injunction placed in May that put a hold on everything. The 9 bridge projects were seen as being significant bridges that needed to be replaced, but they were outside of our revenue stream so the P3 (Public, Private, Partnerships) Bridge Initiative came out of that. This was an attempt to bring multiple firms on board and give bridge construction and maintenance to a private company and then charge tolls to pay for the repairs or replacements, depending on what was needed at each of those locations. Going forward, everything is still on hold. There has been a lot of discussion going on and where we go next. Inflation is very high right now, not only Statewide, but nationally inflation is eating into the gains we made with the IJA/BILL Federal authorization.

Ms. Ronnique Bishop from FHWA mentioned a couple of announcements. First, there is a new web page for the US Department of Transportation for bill information and this is called the DOT Navigator. Basically, this is a one stop shop for essential information and technical support for stakeholders and communities who are looking to apply for these grants and identify any existing resources. She next announced the Reconnecting Communities Pilot Discretionary Grant Program application deadline is October 13, 2022. This grant program is a \$1 Billion Pilot Program that will help connect communities that were previously cut off from economic opportunities by transportation infrastructure in the past. Next, she mentioned that Federal Highway is hosting a virtual peer exchange related to bridge and project bundling on July 19, 2022.

ADDITIONAL DISCUSSION

Mr. Barnhizer mentioned that he was contacted by a gentleman by the name of Jim Spatz, Environmental Planner with PennDOT and he informed us that PennDOT was recently approached by the Audubon Society of western PA. They wanted to partner and submit a grant for planning and engagement related to increasing pollinator habitat in PennDOT right-of-ways. The Audubon Society would write and administer the grant., which would be submitted to the National

Fish and Wildlife Foundation, but PennDOT would be submitting the grant. This proposal would focus specifically on strategies to increase pollinator habitat along the I-79 corridor. Mr. Spatz indicated that they would like to involve local government partners in the grant proposal submittal, and asked if we could write a letter of support for the application, which we intend to do. The application would be submitted around July 20, 2022. The National Fish and Wildlife Foundation has about \$85 Million to use nationally for this sort of project, and several other categories of projects.

ADJOURNMENT

There being no further business, a motion was made by Mr. Coxe and seconded by Mr. McNulty to adjourn the meeting at 12:16 p.m.

Respectfully submitted,

Daniel M. Gracenin,
MPO Secretary

DMG/ew