



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" subsection) at <a href="https://mcrpc.com/transportation/mercer-county-mpo/">https://mcrpc.com/transportation/mercer-county-mpo/</a>.

There will be discussions on a variety of items at this meeting. We intend to provide the usual up-todate 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 II, 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://most.geto.com/731015000	United States: +1 (872) 240-3412,
https://meet.goto.com/721015909	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
  <a href="https://mcrpc.com/transportation/mercer-county-mpo/">https://mcrpc.com/transportation/mercer-county-mpo/</a>.
- 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 Title				Fund Type	2		FFY 2021	ļ		FFY 2022			FFY 2023			FFY 2024		PROJECT		Beyond FFYs	2	
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This project (MPMS 109340) will include the replacement of the US 62 tunnel run under the Bessemer and Lake Erie railroad in Coolspring Township. It is in poor condition, narrow, has a low clearance and poor alignment.	will incluke Erie ra	ude th ailroad ce and	in Cc in Cc	Jaceme Solspri aligne	ent of ing To ment.	the US ownship	62 tunn ). It is in	el running poor		Adminis PE phase	trative A e of the U he CON	ction to i JS 62 Tu phase of	increase innel unc	several ter Bess /SR 19 In	projects emer ar	s on the	2021 SV R (MPMS Addition	7TS TIP: \$: \$# 109340] - TSMO (I	66,679   project,	ederal \$ 178,43	STU fund 33 Feder project.	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
and a part to a				'n						unds in	FFY 202	2 to the (	CON pha	ise of the	1-80/SF	र 19 Inte	rchange	ITS Addit	ion - TS	MO (MP	MS #114	funds in FFY 2022 to the CON phase of the I-80/SR 19 Interchange ITS Addition - TSMO (MPMS #114779) project. The
This project (MPMS 114778) includes the installation of a dynamic message board sign on Mercer STU Line Item and the SVATS IIJA Line Item Reserve were used as the funding sources	includes	s the ir	nstalla	ation o	of a dy	namicı	messag	e board	no ugi	Wercer 5	TU Line	Item and	the SV,	ATS IIJA	Line Ite	ım Rese	erve wer	s nsed as	he fund	nos bu	rces.	•
Interstate 80 Eastbound around Mile Marker 10 and Install two cameras. One Marker 11 and one at Mile Marker 14. This project is TSMO funded.	arker 14	This	or 10 a	ct is T	SMO	funded.	eras. O	ne at Mille	_													
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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.	includes uth boun n Interst	s insta id app ate 80	oroach and S	n of tw iing Ini state R	o dyn tersta toute	te 80 as 19. This	essage s well as s is a TS	board si a new C	gns on CTV led													
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Remarks		Adjusting to correct STU funding in	2202 and 2022		Adjusting to correct STU funding in	2021 and 2022		Adjusting to correct STU funding in	2021 and 2022							Technical correction to the 2021 SVTS TIP. \$653,908 Federal STU funds in FFY 2021 and \$128,892 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 Brdg - STU (MPMS #1693) was used as the funding source.		Remarks	NAME OF TAXABLE PARTY.	Line Item Source of Funds		_	Adding phase to project to acquire necessary ROW to get clearance	_							Administrative modification to add right of way phase to project (MPMS 98397) to acquire necessary ROW to get clearance. \$14,000 in State 581 funds added in FFY 2022. The Mercer Highway/Bridge Line Item was used as the funding source.	
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Administrative Action #3	Project Title	US 62 Tunnel under Bessemer and LE RR	Mercer County	62/A01	US 62 Tunnel under Besserner and LE RR	Mercer County	62/A01	Mc Kinley Av Brdg - STU	Mercer County	7407/STU						This project (MPMS 109340) will include the replacement of the US 62 tunnel under the Bessemer and Lake Erie railroad in Coolspring Township. It is in p 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.	Administrative Action #4	Project Title	Mercer Highway/Bridge Line Ilem	Mercer County		PA 173 and Yankee School Rd Intersection	Mercer County	173/018						This project includes 2.82 miles of resurfacing/restoration (betterment) on State Route 1173 (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.

\$2 at 185

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 FindleyTownship. The project is 9 feet in length.

This project (MPMS 88482) includes the rehabilitation/restortation of the State Route 2102 MPMS 88482 - \$178,861 in Federal BOF funds in FFY 2022. (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 88483) 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.

This project (MPMS 113974) consists of 2.71 miles of resurfacing on State Route 19 from Administrative modification to return funds to the line item reserve from five projects. Three are phases that will not be State Route 1011 in Perry and Sandycreek townships, Mercer County.

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.

SVTS MPO FFY 2021-2024 Highway/Bridge TIP Management Action

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Pred (8)	1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,00	1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		L	Line Item Source of Funds
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Pred (8)	1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000   1,00,000	1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100   1,10,100	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2040		other project. Phase not needed
Ped (8)	142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,135   142,	142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,125   142,	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	
	142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,151   142,	142,123   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,124   142,	007 000 000 000 000 000 000 000 000 000			
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007    Fed (\$)	Administrative modification to return \$20,000 in State 185 funds from MPMS 97292 back to Line Item to project.   Peeds   Same to large   Peeds   Pee	Administrative modification to return \$20,000 in State 185 funds from MPMS 97292 back to Line Item to project.   Feeting   State 185 funds from MPMS 97292 back to Line Item to project.   Feeting   State 185 funds from MPMS 97292 back to Line Item to project.   Feeting   State 185 funds from MPMS 97292 back to Line Item to project.   Feeting   State 185 funds from MPMS 97292 back to Line Item to project.   Feeting   State 185 funds from MPMS 97292 back to Line Item to project.   Feeting   State 185 funds   Sta	007    Pred (\$)   2 19   200,000   1,267,000   1,767,000   1,767,000   0		0	l o
9: 19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Administrative modification to return \$20,000 in State 185 funds from MPMS 97292 back to Line Item to project. Phase not needed for project.   Fedith   Subset   Locoton   Fedith   Subset   Fedith   Fe	Project. Phase not needed for project.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	roting Motor.	2	
Fred (\$)  1.787,000  1.787,000  1.787,000  1.787,000  1.787,000  1.787,000	Fey 2022   Fed (3)   Shah (3)   LocdOth (4)   Fed (4)   Shah (4)   LocdOth (4)   Fed (5)   Shah (4)   LocdOth (4)   Fed (6)   Shah (4)   LocdOth (5)   Fed (6)   Shah (6)   LocdOth (6)   Fed	Feet (31)   State (41)   State (42)   State (42)   State (43)   Stat	Fed (\$)  0 0 0 0 0 1.37 feet 500,000 1.287,000 1.787,000	5 funds from MPI	MS 97292 back to Line Item t	to use on other
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Control   Cont		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			
Oth (\$)   Fed (\$)   O   O   O   O   O   O   O   O   O	1	1   1   1   1   1   1   1   1   1   1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			- German
On (s) Teet    On (s) Cook (s)	1	1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.757.000   1.75	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	I and the feet	Cod (6) Obsta (6)	Manual
0   0   0   0   0   0   0   0   0   0	1   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	1   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(e) income	(e) monon (e) amo (e) ma	Increase phase to cover
On (5)   Control of the control of t	1.000,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   260,000   26	1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$1,440,9		consultant agreement
On (5) Feet (500,000)  On (5) Feet (500,000)  On (7,767,000)	1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,100,000   1,10	1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,500,000   1,50	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0	0
On (5) Feet (7) On (6) On (7)	1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,150,150    1,1	1   1   1   1   1   1   1   1   1   1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Using funds not needed for PE
0   0   0   0   0   0   0   0   0   0	1   1787   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200	1	0   0   0   0   0   0   0   0   0   0	\$868,8		Phase Closing PE
Oth (\$)   County   Co	Company   Comp	Color   Colo	0   0   0   0   0   0   0   0   0   0	0	0	0
Och (5) Feet (1) Coh (6) Coh (6) Coh (7) Coh (	Color   Colo	Control   Cont	Ont (8) Fed (8) S00,000 0 1,787,000 0 1,787,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			
Cont.(s) Fed.(n)  Route 19  Gen.(s) Fed.(n)  S00,000  1,287,000  1,287,000  0 1,787,000  0 1,787,000  RREF! 0 0	National State   Sectional S	Court   Cour	Route 19 ge is 37 feet socioco (\$500,000) 0 1,267,000 0 1,767,000 0 0 0		0	0
Content   Cont	Route 19   Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,86     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,86     Administrative modification to move funds from the preliminary engineering phase to the construction of the c	Poute 19   Administrative modification to increase phase to cover consultant agreement (MIPMIS 84914). \$160,989   Poute 19   Administrative modification to increase phase to cover consultant agreement (MIPMIS 84914). \$160,989   Poute 19   P	Courte 19   Conte 19		0	0
Oth (8) Fed (8) Control (900)	Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,987     Control   Court   Cou	Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914). \$160,981     Administrative modification to increase phase to cover consultant agreement (MPMS 84914	Route 19     Conte 19   Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19   Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19   Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19   Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19   Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19   Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19   Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19   Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19   Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19   Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19   Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19     Conte 19   C		0	0
Conte 19	Administrative modification to increase phase to cover consultant agreement (MPMS 84914), \$160,98	Administrative modification to increase phase to cover consultant agreement (MPMS 84914), \$160,98	Soute 19  Gen (3) Fed (3)  Soc,000  (500,000)  1,267,000  0 1,767,000  0 0	rative Notes:		
0000000000	State   Stat	EFFY 2022   FFY 2023   FFY 2024	Harris   H	consultant agree	ment (MPMS 84914). \$160,91	\$160,989 in State 185
0000000000	State (5)   Low/Oth (6)   Fed (5)   State (5)   Low/Oth (6)   State (6)   St	State (3)   Locatorh (4)   Fed (5)   State (5)   Locatorh (5)   State (5)   Locatorh (5)   State (5)   Locatorh (6)   State (5)   Locatorh (6)   State (5)   Locatorh (6)   State (5)   Locatorh (6)   State (5)	1823   1824   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825   1825			
0000000000	Substitute   Sub	Section   Sect	1823   Per Adjust   185   Per	Locioth (\$)	Fed (\$)	
0000000000	100 000   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   100 0   10	5200000   C   C   C   C   C   C   C   C	1823   PE   Adjust   SRIP			PE using 185 funds, using BRIP
000000000	1   1   1   1   1   1   1   1   1   1	1   1   1   1   1   1   1   1   1   1	Alice   Haric   Harico   Haric   Harico   Haric	\$2,515,	000	aspire and a spiral
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0 0 0 0	State   Stat	Say 500   Say	1623   CON   September   STP   SEP		0	_
0 0 0 0	0 0 0 0	0 0 0 0	1823 CON Adjust STP 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Using PE funds for CON Phase
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<u>.</u> П		<u> </u>	0 0 #REF! 0 0 0 0 #REF! #REF! 0 0		0	0
╗	$\neg$	$\neg$	IIS 0 0 #REF! 1,767,000 500,000 0 633,000 #REF! #REF! 0	0	0	0
•		_	П	rative Notes:		
_			_	liminary enginee	ring phase to the constructic	tion phase of the
				,	-	•
				unds moved betw	reen phases in FFY 2022.	
				all limited by a second by a s	A series of series for the	;

Administrative Action #8	gjon #8			Fund Type		FFY 2021			FFY 2022		F	FFY 2023		FFY 2024	24	TOTAL	æ	Beyond FFYs	1	Remarks
Project Title	MPMS	Phase A	Amts	Fed St	Fed (\$)	State (\$) Lo	Loc/Oth (\$)	Fed (S)	State (5)	Loc/oth (\$)	Fed (\$)	State (\$) Loc	Locioth (\$) Fec	Fed (\$) State (\$)	tocioth (\$)	COST (EST.)	Fed (\$)	State (\$)	Locioth (\$)	
The state of the s		-	t	и.				+	-	L	t		4	1						these Bases of Conde
mercel righwaydridge time fem	106423	8 20		LI GEG							000 000					The state of the s				EDIN L'ANDRES CONTRACTOR
Average leading			1	L GEO							000,000		۰	Į,			ľ			
SR 2014 Brda/Cool Spring		Affer		BRIP	2			1 767 000		>	200,000	>	7	-					88	Returning funds to line llern
Mercel	1823	CON		BRIP												\$2.515.000			I	
2014/B05				BRIP	0	0	0	1,767,000	0	0	0	0	0	0	0		0	0	0	
SR 2014 Brdg/Cool Spring		8		STP							633,000								Re	Returning funds to line tlem
Mercer County	1823	CON		STP							(200,000)					\$2,515,000				
2014/B05		After		STP	0	0	0	0	0	0	133,000	0	0	0	0		0	0	0	
						27				Before FFY Total				1000						
			Before	Before FFY Totals	0	0	0	1,767,000	0	0	633,000	0	0	0	0		0	0	0	
		u.	'FY Adjust.	FFY Adjustment Totals	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
			After	After FFY Totals	0	0	_	1.767.000	0	0	633.000	0	0	0			0	0	0	
	a	Project Description:	Descri	ption:											tive No	S				
This project includes the replacement of the State Route 2014 (Scrubgrass #2 over Cool Spring in Findley Township. The bridge is 126 feet in length.	placemer ley Town:	nt of th ship. T	e State	e Route	2014 (Sci	rubgrass length.	Road) Bridge		dministra -Y 2023.	ative mo	lificationi	to return	ing fund	is to line i	em from l	1PMS 1823	. \$500,00	0 of Fede	eral STP	Administrative modificationi to returning funds to line Item from MPMS 1823. \$500,000 of Federal STP funds removed in FFY 2023.
Administrative Action #10	don #10			Fund Type		FFY 2021			FFY 2022		E	FFY 2023	3	FFY 2024	7	TOTAL	*	Beyond FFYs	8	
Project Title	-	Phase	Amts	Fed	Fed (\$)	State (\$) Loc/Oth (\$)	oc/Oth (\$)	Fed (\$)	State (\$) Lo	Locioth (S)	Fed (\$) 8t	State (\$) Loci	Locioth (S) Fee	Fed (\$) State (\$)	(S) Loc/Oth (S)	COST (EST.)	Fed (\$)	State (S)	Loc/oth (\$)	Remarks
Mercer Highway/Bridge Line Item			-					1	-	1	9			1					'n	e Item Source of Funds
Mercer County	106423	NOS		-				(109,674)	(20,564)			20,564				Line flem				
,	_		F	-	0	0	0	252,395	121,589	0	L	56,315	0	0	0		0	0	0	
Old Mercer Rd (T-401) Br		ď		BOF 183				90,326	16,936	5,645	L	20,564	6,855						Ad	dvancing Cash Flow
Mercer County	1670	PE		_				109,674	20,564	6,855		(20,564)	(6,855)			\$1,895,000				
7204/L00		After	П	BOF 183	0	0	0	200,000	37,500	12,500	0	0	0	0	0		0	0	0	
111111111111111111111111111111111111111									3	Before FFY Tolak	<b>,9</b>		M - 0		E CHILL ST. 180				10 310	(()
			Belor	Belore FFY Totals	0	0	0	452,395	159,089	5,645	000'669	56,315	6,855	0	0 0		0	0	0	
		u.	FY Adjust	FFY Adjustment Totals	0	0	0	0	0	6,855		0	(6,855)	0	0 0		0	D	0	
			Afle	After FFY Totals	0	0	0	452,395	159,089	12,500	639,000	56,315	0	0	0 0		0	0	0	
	Δ.	Project Description:	Descr	ption:										Na	Narrative Notes:	es:				
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.	placements Creek on the placement of the	nt of th in East ercer ( >s 45' ii	e Old L'Lacks Sounty n leng	Mercer F awannoc '. The ap th.	Road (Tork Towns proach r	wnship R hip. This adius will	toad local brid I need	10	dministraceal func	ative mo Is in FFY source.	Jiffication 2022 and	to advan	ce cash i	flow for M fund amou	PMS 1670	Adding F 2023. Hig	ederal BO jhway/Bric	IF funds,	State 18	Administrative modification to advance cash flow for MPMS 1670. Adding Federal BOF funds, State 183 funds, and Local funds in FFY 2023. Highway/Bridge Line Item used as the balancing source.
Administrative Action #11	tion #11			Fund Type		FFY 2021		Sub Sub	FFY 2022		1	FFY 2023		FFY 2024	24	TOTAL	8	Beyond FFYs		
Project Title	MPMS	Phese	Amts	Fed	Fed (\$)	State (\$) L	LociOth (\$)	Fed (\$)	State (\$) Lo	Loc/Oth (\$)	Fed (\$) St	State (\$) Loc	Locioth (\$) Fee	Fed (\$) State (\$)	(\$)   Toc/Oth (\$)	COST (EST.)	Fed (\$)	Bizate (\$) Lo	Locioth (\$)	
Mercer Highway/Bridge Line Item		Bel	Before	NHPP				000'66											-	ine Item Source of Funds
Mercer County	106423	CON		NHPP				(20,000)		1—n						Line Ram			- 1/1	
		After		NHPP	0	0	0	49,000	0	0	0	0	0	0	0		0	0	0	
State St. Pedestrian Improvements		éB	Before	NHPP				000'62											Die Co	Increase FD phase to cover your
Mercer County	109077	FD Ad		NHPP				000'09								\$2,016,160				
3008/A03		After		NHPP	0	0	0	129,000	D	0	0	0	0	0	0		0	0	0	
										Before FFY Totals	4	THE COURT	A THOMAS	O STATE OF	The National Property lies					
			Befor	Before FFY Totals	0		0	178,000	0	0	0	0	0	0			0	0	0	
		<b>-</b>	FY Adjusi	FFY Adjustment Totals	0		0	0	0	0	0	0	0	0	0 0		0	Q	0	
			Afte	After FFY Totals	0	0	0	178,000	0	0	0	0	0	0	0 0		0	0	0	
	۵.	Project Description:	Descr	ption:										Sa	Narrative Notes	es:				
This project includes pedestrian improvements along State Street (SR 3008) between	trian imp	rovem	ents a	long Sta	te Street	(SR 3008	3) betwee		dministr	ative mo	lification	to increa	se final o	design ph	ase to cov	er work for	· MPMS 10	3077. \$	50,000 ir	Administrative modification to increase final design phase to cover work for MPMS 109077. \$50,000 in Federal NHPP
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.	o include: Buhl Fari	s inters n Drive	section e (SR :	improν 3025), Με	ements t ercer Cou	hat will e unty.	xtend at		ınds add	ed in FF	7 2022. H	ighway/E	iridge Lir	ne Item us	ed as the	os guipun	urce.			
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								-												

Administrative Action #12	#12			Fund Type		FFY 2021			FFY 2022	THE REAL PROPERTY.		FFY 2023	100	Ē	FFY 2024	- 2	PROJECT	Beyo	Beyond FFYs		Demarks
Project Title	MPMS Phu	Phase Amts		Fed St	Fed (\$)	State (\$) Loc	Loc/Oth (\$)	Fed (\$)	State (5) L	Loc/Oth (\$)	Fed (\$)	State (\$) Lc	Loc/Oth (\$) Fe	Fed (\$) 8ta0	State (\$) Loc/Oth (\$)		-	Fed (\$) St	State (\$) Loc	Locioth (S)	evillation of the same
Mercer Highway/Bridge Line Item		Before		BOF 185				252,395	121,589											5	ine Item Source of Funds
Mercer County	106423 CC	CON		BOF 185				(40,000)	(55,000)							5	Line Item				
		After		BOF 185	0	0	0	212,395	685,33	0	0	0	0	0	0	0		0	0	0	
Blacklown Rd Brdg/l-79		Before		BOF 185	28,000	7,000										L	J			Inc	ncrease to cover in house design
Mercer County	1925 P	PE Adjust		BOF 185				40,000	10,000							\$1,0	\$1,045,000				
2006/800		After	Г	BOF 185	28,000	2,000	0	40,000	10,000	0	0	0	0	0	0	0		0	0	0	
SR 3002/W Brch Nesh Ck		Before		185												_				E	ncrease to cover in house design
Mercer County	97292 P	PE Aquet	ts	185					20,000							76\$	\$940,000	Ī			
3007/802		After		185	0	0	0	0	20,000	0	0	0	0	0	0	0		0	0	0	
SR 2002 Neshannock Ck Br		Before	2	185																truc	moreuse to cover in house design
Mercer County	58081 FI	FD Adjust		185					25,000							81,4	\$1,409,765				
2002/801		After		185	0	0	0	0	25,000	0	0	0	0	0	0	0		0	0	0	
					THE STATE OF					Before FFY Total	#										
			Before	Before FFY Totals	28,000	2,000	0	252,385	121,589	0	В	0	0	0	0	0		0	0	0	
		Ħ	Y Adjust	FFY Adjustment Totals	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
			After	After FFY Totals	28,000	7,000	0	252,395	121,589	0	0	0	0	0	0	0		0	0	0	
	Pro	ject D	escri	Project Description:					ï				6	2	Narrative Notes:	otes:					
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.	ludes the Bridge o County.	resto over Ir Work Icture	ration ntersta invol , bean	n/rehab ate 79 (I ves the n patch	ilitation/r Raymond parapets ing, and	eplacemon P. Shafe	ent of the State or Highway) in proof is. The bridge		Adminstr Highway/ APMS 19	ative mod Bridge Li 25 - \$50,0	Jification ne Item u 100 in Fe	to incre used as t deral BO	Adminstrative 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.	es for MF ig source and State	MS 1925,	97292, s added	and 5800	31 to cov	ver in ho	onse de	sign.
1-: (00000 GanCan) 4:-	40.00			1	the contract of	1	44.4		MPMS 19	25 - \$20,0	00 in Sta	ate 185 fu	MPMS 1925 - \$20,000 in State 185 funds added in FFY 2022.	ed in FFY	2022.						
rnis project (wirins 97.23z) infoudes the preservation/restoration/replacement of the state Route 3007 (Pulaski Mercer Road) Bridge over West Branch Neshannock Creek in Wilimington Township. The bridge is 63 feet in length.	icudes tr oad) Brit idge is 6	ne pre dge ov i3 feet	er We	tion/res est Brai ngth.	nch Nesh	annock (	Jeen or un Greek in		MPMS 58	081 - \$25	,000 in S	tate 185	MPMS 58081 - \$25,000 in State 185 funds added in FFY 2022.	led in FF	Y 2022.						
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.	cludes th oad) Brit e bridge	ne pre: dge ov is 95	serval ver Ne feet in	tion/reh eshann n length	iabilitatio ock Creel ı.	n/replace < in Sprin	ement of a	the													

Fig. 16   Fig.	Administrative Actions #13 and #14	13 and #1.			Fund Type		FFY 2021			FFY 2022		The state of the s	FFY 2023			FFY 2024		TOTAL		Beyond FFYs		Remarks
26.085 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Project Title	-		-			State (\$)	Locioth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Locioth (\$)	Fed (\$)	State (\$)	LociOth (\$)	COST (EST.)	Fed (\$)	State (\$)	Loa/Oth (\$)	The second for
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SVTS MPO FFY 2021-2024 Transit TIP Management Action

Administrative Modification #1 Fu	diffication	#1	Fun	Fund Type		FFY 2021		Ē	FFY 2022			FFY 2023			FFY 2024		3	Beyond FFYs	5	
Project Title	MPMS	Phase Amts	ta Fed	St	Fed (\$)	State (\$) Loc/Oth (\$)		Fed (\$) 8	State (\$) Loc	Loc/Oth (\$)	Fed (\$)	State (\$) Loc/Oth (\$)	oc/Oth (\$)	Fed (\$)	State (\$) Loc/Oth (\$)	oc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Remarks
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Office Equipment		Before	e 5307	S-HTO '	30,800	7,487	213	9,200	846	1,454	8,000	1,667	333	8,000	16,667	333	T N			Changes made to reflect actual allocation for FFY 2022
Mercer County	83658	Adjust	1 5307	OTH-S				130,502	26,186	(546)										
Shenango Valley Shulle Service		Atter	5307	OTH-S	30,800	7,487	213	139,702	27,032	908	8,000	1,667	333	8,000	16,667	333	0	0	0	
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Vehicle Purchase		Before	5307	, OTH-S	185,498	53,403	10,668	104,496	36,524	7,298	192,800	54,924	10,973	120,000	39,755	7,942				Changes made to reflect actual allocation for FFY 2022
Mercer County	102638	Adjust	5307	OTH-S				303,489	86,663	(7 298)										
Shenango Valley Shuttle Service		After	5307	, OTH-S	185,498	53,403	10,668	407,985	123,187	0	192,800	54,924	10,973	120,000	39.755	7,942	0	0	0	
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Small Transit Buses		Before		5307 OTH-S	64,000	13,336	2,664	128,000	26,672	5,328	72,000	15,003	2,997	144,000	30,006	5,994				Changes made to reflect actual allocation for FFY 2022
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Shenango Valley Shuttle Service		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	
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MPMS 83658 - Upgrades to Office Equipment at various SVSS Facilities, in accordance with the Transit Asset Management Plan targets.	des to C	office Equ	uipme	nt at v	arious S Ian targe	VSS Fac	llities, i		dminist	rative !	Modific	ation to	the 20.	21 SVS	S Trans	it TIP. C	hanges	made	o reflect	Administrative Modification to the 2021 SVSS Transit TIP. Changes made to reflect actual allocation for FFY 2022,
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)	nasing F ement P I3)	ixed Roı lan targe	ute Ve ts, rep	hicles	. In acco	ordance v fixed rou	with the	S. S.												
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)	l Transi gets, re	t Buses. placeme	In acc nt of 3	cordan } share	ce with d ride/p	the Trans aratransi	sit Asse t buse	# s												

#### **MINUTES**

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

#### PERSONS PRESENT

#### REPRESENTING

Grove City Borough

Bill Klumph

Richard Stachel

Brian McNulty

Jeremy Coxe

Alice Battles

South Pymatuning Township

Pine Township

PennDOT

Hermitage City

State Representative Parke Wentling

Tom McClelland PennDOT
Courtney Lyle PennDOT

Courtney Lyle PennDOT

Jill Boozer Mercer County Regional Council of Governments

Mike Nashtock Mercer County Regional Council of Governments

Ken Robertson
Brandon Leach
Gary Hittle
Gary Lowers

Sharpsville Borough
PennDOT CPDM
Hempfield Township
Pymatuning Township

Darryl Chapman PennDOT – Mercer County Maintenance

Dale Perry Shenango Township
Mark Tobin PennDOT CPDM

Don Hall WRA
Chad Reese WRA

Matthew McConnell Mercer County Commissioner

Ben Prescott Farrell City

Brad Elder Mercer County Bridge Department

Lieutenant Rick Cowan Regional Director for CABT

Jasson UreyGreenville TownEd ReeseGPD Group

Sandy Swogger Mercer County Area on Aging

Emily Aloiz Erie County MPO
Kevin McCullough PennDOT

Lucinda Lipko Springfield Township

Ronnique Bishop FHWA

Darin Hettich Pittsburgh, PA area
Heather Maurer State Representative Mark

Heather Maurer State Representative Mark Longietti Shelli Oakes State Representative Tim Bonner

Brian Barnhizer MCRPC
Matt Stewart MCRPC
Dan Gracenin MCRPC

#### CALL TO ORDER

Vance Oakes

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 IIJA 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 reaffirm 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

---<u>Air Quality Conformity Report and Resolution</u> – 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 IIJA 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. Coxe 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 14<sup>th</sup> with PennDOT's new project manage, 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 16<sup>th</sup> 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 <u>2022 Traffic Counts</u> – 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 IIJA/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