



Mercer County Regional Planning Commission

TO: Coordinating Committee Voting Members and Interested Individuals

FROM: Brian Barnhizer—Senior Planner, MCRPC

SUBJECT: March 7, 2023 MPO Meeting

DATE: February 28, 2023

The Coordinating Committee of the Mercer County MPO will hold a virtual meeting on Tuesday, March 7, 2023 at 10:30 A.M. The meeting will be conducted as a “hybrid meeting”, meaning that attendees may join via the GoToMeeting platform, with online and phone-based options available to members and the public, or in-person. Instructions for joining the meeting virtually are included on the top of the (attached) agenda and also will be posted under the “Mercer County MPO and Public Information” page of MCRPC’s website (within the “transportation” subsection) at <https://mcrpc.com/transportation/mercercounty-mpo/>.

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

Should you have any questions or if you have any technical difficulties in joining the meeting on the 7th, 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, March 7, 2023 (10:30am) Coordinating Committee Virtual/Hybrid
Meeting**

Virtual Meeting through GoToMeeting Platform—Join-in Information:

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

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

1. Roll Call
2. Election of 2023 Chair and Vice Chair ★
3. Approval of Minutes of the October 11, 2022 MPO Coordinating Committee Meeting ★
4. 2023-2026 Highway/Bridge TIP Modifications and Informational Items (Brandon Leach, PennDOT CPDM) ★
Note: Information regarding these modifications will be posted to the “Mercer County MPO and Public Information” page of MCRPC’s website (within the “transportation” sub-section) at <https://mcrpc.com/transportation/mercer-county-mpo/>.
5. 2023 Target Setting for the Pavement/Bridge Performance Measures (PM-2) and System Performance Measures (PM-3) (Brandon Leach, PennDOT CPDM) ★
6. PA 58 Bridge – Mathay Run (Hempfield Township) - Covert from Federal to State Funds (Courtney Lyle, PennDOT D-1) ★
7. SR 3039 Bridge over Lackawannock Creek (Jefferson Township) – Increase Funding (Courtney Lyle, PennDOT D-1) ★
8. SR 2014 Bridge over Cool Spring (Findley Township) – Increase Funding (Courtney Lyle, PennDOT D-1) ★
9. 2023 Safety Performance Target Setting – Action taken by e-ballot (Chris Conti, SVATS MPO)
10. 2022 – 2024 Unified Planning Work Program Revision, Dan Gracenin, SVATS MPO)
11. Project Update Summary
 - a. STU and TA Projects (Brian Barnhizer, SVATS MPO)
 - b. Major Projects/Other TIP Projects (Mark Nicholson/Tom McClelland, PennDOT D-1)
 - c. Planning and Data Collection Updates (Brian Barnhizer, SVATS MPO)
 - i. 2023 Traffic Counts
 - ii. 2023 HPMS Reviews
12. Transportation Funding Updates

- a. PennDOT CPDM
 - b. FHWA
 - c. FTA
- 13. Additional Discussion
 - a. 2023 Transportation Performance Report – Public Outreach Campaign & Transportation Survey (Chris Conti, SVATS MPO)
 - b. Urbanized Area Update (Dan Gracenin, SVATS MPO, Brandon Leach, PennDOT CPDM)
 - c. National Electric Vehicle Infrastructure Grants (Chris Conti, SVATS MPO)
 - d. HSIP/Set-Aside Funds (Courtney Lyle, PennDOT D-1)
 - e. Local Bridge TIP Line Items for Discussion (Courtney Lyle, PennDOT D-1)
- 14. Adjournment

MINUTES

SHENANGO VALLEY METROPOLITAN PLANNING ORGANIZATION COORDINATING COMMITTEE IN PERSON/VIRTUAL MEETING Tuesday, October 11, 2022 – 10:30 A.M.

PERSONS PRESENT

Emily Aloiz
Jasson Urey
Tom McClelland
Courtney Lyle
Ron Johnson
Shelli Oakes
Brandon Leach
Ron Faull
Bob Fiscus
Jeremy Coxe
Bob Lark
Mike Nashtock
Jill Boozer
Matthew McConnell
Matthew Stefanak
Ken Robertson
Ed Reese
Sandy Swogger
Brian Barnhizer
Chris Conti
Dan Gracenin

REPRESENTING

Erie County MPO
Greenville Town
PennDOT, District 1-0
PennDOT, District 1-0
PennDOT, District 1-0
State Representative Tim Bonner
PennDOT CPDM
Liberty Township
Sharon City
Hermitage City
West Middlesex Borough
Mercer County Regional Council of Governments
Mercer County Regional Council of Governments
Mercer County Commissioner
Shenango Township
Sharpsville Borough
GPD Group
Mercer County Area on Aging
MCRPC
MCRPC
MCRPC

CALL TO ORDER

Mr. Jeremy Coxe called the meeting to order at 10:35 a.m. **A quorum was present.**

APPROVAL OF MINUTES OF THE JULY 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 July 12, 2022 meeting. There being none, **Mr. Coxe asked for a motion to approve. Mr. Urey so moved, Mr. McClelland seconded. The motion passed.**

2021-2024 HIGHWAY/BRIDGE AND TRANSIT TIP MODIFICATIONS

Mr. Brandon Leach mentioned during this quarter there were fourteen administrative modifications to the Mercer Highway/Bridge TIP as well as one administrative modification to the Transit TIP. A lot of these moves were to secure funding for the end of the 2022 FFY and before the start of the 2023-2026 Transportation Improvement Program. Administrative Actions #1 & #2 was utilizing the remainder of the Mercer STU funding from both the STU line item as well as the IJA line item reserve that was added back in the spring of this year. This Federal funding was put on the PE phase of the US 62 tunnel running under the Bessemer and Lake Erie Railroad, as well as the I-80/SR 19

Interchange ITS addition TSMO project to the CON phase. Administrative Action #3 was in regards to moving the funding that was originally funded to the McKinley Avenue Bridge STU project, since this project was not going to be obligated this year, and moved that funding to the US 62 tunnel under Bessemer and Lake Erie Railroad so the funds could be obligated in 2022. A lot of the other moves were lining up the numbers based on what the cost estimates were. Administrative Actions #13 & #14 was in regards to the PA 718 Middlesex Road to Broadway Avenue and were able to adjust the cash flow and advance this project for FFY 2022. The Transit modifications are usually done about once a year and towards the end of the Federal Fiscal Year. Administrative modifications were made to reflect actual allocation for FFY 2022. Those included an increase in funding on the office equipment project, purchasing fixed route vehicles as well as small transit buses project.

Ms. Courtney Lyle noted she has been working on the new FC charts for the 2023-2026 TIP modifications. The first two administrative actions will be changing the local Ohl Street Bridge from a BOF and State funded project to a 100% State funded project. This project did not qualify for BOF funds. We moved those BOF funds to convert two PE's, a right-of-way, a final design and a CON phase for four different bridge projects converting those from 100% State to 100% Federal BOF funds and moving those State funds to the Ohl Street Bridge project. In 2024, we will convert another BOF structure to 100% State funds because this project did not qualify for BOF funds. The last one is a follow-up from our July 12, 2022 meeting which will add the four STU projects that we voted to award STU funds to and add them on the TIP. They created the Sharpsville 2022 STU-East High Street Project; the Hermitage 2022 STU-Kelly Road Project; the Sharon 2022 STU-East State Street Project and the Mercer County Service Avenue Bridge Project. All four projects are 100% funded to their task because we then supplemented them with TAU funds that had been discussed at our last meeting. That would leave \$34,836 of TAU funds in 2026. They also used \$82,000 from the Allen Avenue project and put it towards the Sharpsville Project because we were able to fully fund with the increase on the last TIP. So, Allen Avenue is fully funded and now all four of these we do not have a shortfall anymore. There being no further discussion, a **motion was made by Mr. Lark to approve the 2021-2024 Highway/Bridge and Transit TIP modifications, the 2023-2026 TIP modifications, as well as adding the four STU projects on the TIP. Commissioner McConnell seconded. The motion passed.**

BRIEF STU DISCUSSION

---2022 Funding Round – Mr. Brian Barnhizer gave a brief STU discussion of the projects that were approved in July 2022 by the Coordinating Committee. There were four projects in total. 1) City of Hermitage – Kelly Road Improvements Project – Mr. Coxe informed me that the City has received proposals for engineering services and will make a decision on a firm very soon. 2) the joint project with the City of Hermitage is the Sharpsville Borough – High Street and Mercer Avenue Improvements Project – The engineer, Larry Habarka, has nearly finished with the design portion of the project. 3) Mercer County – Service Avenue Bridge Replacement Project, over Pine Hollow Run in City of Sharon – The County Bridge Engineer informed me that the field survey and base mapping have been completed. Waterway permit and utility coordination tasks are progressing. 4) City of Sharon – East State Street/Pine Street Project – the City has engaged HRG as engineer for the project and completed field scoping. Ms. Lyle stated that Sharpsville is looking at letting in the Fall of 2023 and Hermitage is looking at letting in late 2023 or early 2024. The Service Avenue Bridge Replacement Project is looking at letting in 2025. Also, the City of Sharon – East State Street/Pine Street project could potentially be moved from a 2025 let to a 2024 letting, because they were able to award it with 2024 money. She also noted they will potentially be asking for a vote at our next meeting to add the McKinley Avenue Bridge using Federal STU funds since we removed that from the last one.

---Status of Remaining FY 2022 STU Funds – Ms. Lyle reported on the Route 62 railroad tunnel. Funding was just awarded for the project in late July-August when PennDOT made the modification in order to be able to add it. This project can now move forward with the advertising for project specifics and open-end agreement with the engineering firm. Currently, we do not have an estimate and we do not know for sure on how to fully fund this project. We know that there were earmarked funds that were awarded for part of this project, but beyond that we will look at seeing how to fully fund this project. Commissioner McConnell mentioned the bridge just to the south of that, was recently closed

based on an inspection that was recently completed, so it went from 30 tons to 0 and no traffic. This now has put additional pressure on replacing the Route 62 railroad tunnel.

PROJECT UPDATE SUMMARY

---Pre 2022 Award STU and TA Projects - Mr. Barnhizer stated there were a couple of STU and TA projects that were carried over for this year. He stated that he has not received any update on the **Mercer Borough McKinley Bridge Replacement**. The Borough Engineer and PennDOT's project manager are still ironing out details on that project and hopefully completion is expected for 2024. The **City of Sharon Gateway Project** had work begin in July and the curbing was installed. One of the plain unadorned Gateway signs had been installed and project completion is expected in 2023. The **Springfield Township SR 208 Multimodal Path, Phase II Project's** Township Administrator stated that they have signed easement agreements with three of the five property owners and they are still working to get meetings set up with the remaining two property owners.

---Major Projects/Other TIP Projects - Mr. Ron Johnson stated that they are still working through the right-of-way acquisition for **City of Sharon State Street Pedestrian Improvements Project**. The project should be let by the end of March 2023, but it could take a little longer due to the commercial nature of the acquisitions. He noted that a utility coordination meeting was held a few weeks ago regarding the **Town of Greenville SR 58/18 and SR 18/358 intersection projects** by Thiel College. These projects are separate, but related. The **SR 18/358 project** is going well and the let date might need to be moved because of the coordination efforts that need to take place with some of the underground exploration work there. They are still working with the college and are looking to acquire some property so people won't cut through a certain area and they need to finalize an agreement to install a sidewalk on the college property. The other **Greenville SR 58/18 (Main Street) project** had a utility coordination meeting at the same time. Nothing is holding up this project, but are trying to let both projects at the same time. National Fuel is looking to do some work during the winter, so the Contractor won't have to wait for them to move the utilities. The next TIP project is the **Lamor Road/Joy Cone project**. Utility coordination has taken place and Wallace Pancher is working in getting the right-of-way plan for all of the properties. They are working through all of the environmental process and getting that cleared and they will need a NPDS permit. They are working with the city engineer to come up with a storm water design and sort through all of those issues to get a permit. Lastly, they need to update environmental documents for the **Ohl Street Bridge project** since they were cleared a while back and they need to look at them and update if needed and hopefully meet the let date.

---Planning and Data Collection Updates

1. Springfield US 19 Safety Study - Mr. Barnhizer mentioned that this project is completed and are waiting for the finalized report from the Consultant so the Township Supervisors can approve the report.
2. 2022 Traffic Counts - Mr. Barnhizer reported that 38 counts have been completed out of the 48 that we were contracted for. The remaining counts will be completed and submitted to PennDOT by mid-November.
3. 2022 HPMS Reviews - Mr. Barnhizer reported that 9 segments were reviewed so far and will have the rest done and submitted to PennDOT sometime in November.

TRANSPORTATION FUNDING UPDATES

Mr. Leach from PennDOT Central Office stated they started the 2023 TIP cycle and it was approved on September 29, 2022 by FHWA and FTA. They did receive some accommodations on the Shenango Valley TIP update. The major bridge P3 update does not affect much of this area, but there was a ruling in July 2022 that the General Assembly of PA outlawed using tolling as a means to fund P3. Now they will have to use other funds as a means to fund these projects. At the end of July, the state submitted its electrical vehicle infrastructure plan for the NEVI (National Electric Vehicle Infrastructure) formula funds. On August 29th, a regional meeting for the western part of the State was held to talk

about the plan. Lastly, the PennDOT multimodal application period started on September 12th and will close on November 14, 2022 and those applications can be applied for on the State website.

ADDITIONAL DISCUSSION

Mr. Gracenin stated that he and a few staff members will be attending the Planning Partners Meeting in State College next week. This will be a good opportunity to reconnect with the various planning agencies and PennDOT district personnel.

ADJOURNMENT

There being no further business, a motion was made by Mr. Robertson and seconded by Mr. McClelland to adjourn the meeting at 11:34 a.m.

Respectfully submitted,

Daniel M. Gracenin,
MPO Secretary

DMG/ew

* Positive number denotes a surplus/negative denotes a deficit

Project Title	MPMS	Phase	Amts	Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (\$B.)	Beyond FFY's			Remarks
				Fed	St	Fed (\$)	State (\$)	Loc (\$)	Fed (\$)	State (\$)	Loc (\$)	Fed (\$)	State (\$)	Loc (\$)	Fed (\$)	State (\$)	Loc (\$)		Fed (\$)	State (\$)	Loc (\$)	
Mercer Highway/Willow Line Item Mercer County	106423	CON	Before Adjust After	STP STP STP	581 581 581	284,000 (153,000) 131,000	331,700 (192,369) 139,311	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Line Item	0 0 0	0 0 0	0 0 0	Line Item Source of Funds
Mercer Highway/Willow Line Item Mercer County	106423	CON	Before Adjust After	BOF BOF BOF	165 165 165	0 0 0	102,400 (102,400) 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Line Item	0 0 0	0 0 0	0 0 0	Line Item Source of Funds
PA 173 and Yankee School Rd intersection ID D P-1 Mercer County	98397	PE	Before Adjust After	581 581 581	0 0 0	50,000 50,000 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$940,376	0 0 0	0 0 0	0 0 0	Add to cover final design items on project.
PA 173 and Yankee School Rd intersection ID D P-1 Mercer County	98397	CON	Before Adjust After	581 581 581	0 0 0	14,550 14,550 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$940,376	0 0 0	0 0 0	0 0 0	Add to cover AC amount for CON phase
SR 2002 Neshamock Cr Br Mercer County	58081	CON	Before Adjust After	165 165 165	0 0 0	236,000 236,000 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$1,971,600	0 0 0	0 0 0	0 0 0	Increase to cover CON estimate from 7/2022
SR 2014 Brad/Cool Spring Mercer County	1823	CON	Before Adjust After	STP STP STP	581 581 581	153,000 153,000 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$2,535,000	0 0 0	0 0 0	0 0 0	Convert for AC Status
PA 718 Middlesex Rd to Broadview Ave Mercer County	109145	CON	Before Adjust After	581 581 581	0 0 0	127,639 127,639 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$3,635,000	0 0 0	0 0 0	0 0 0	Convert for AC Status
Before FFY Totals						284,000	1,173,226	0	0	0	236,000	0	0	0	0	0	0	0	0	0	0	0
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
After FFY Totals						284,000	1,173,226	0	0	0	236,000	0	0	0	0	0	0	0	0	0	0	0

Project Description:

This project (MPMS 98397) includes 2.82 miles of resurfacing/restoration (betterment) on State Route 173 (Sandy Lake Grove City Road) from Vath Road to past State Route 1004 (Yankee School Road) in Worth and Sandy Lake Townships, Mercer County.

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

This project (MPMS 1823) includes the replacement of the State Route 2014 (Scrubgrass Road) Bridge #2 over Cool Spring in Findley Township. The bridge is 126 feet in length.

This restoration / betterment project (MPMS 109145) includes mill & inlay, base repair, drainage updates, and pavement markings for 2.15 miles on SR 718 from the intersection of SR 760 (Broadway Ave.) to the intersection of SR 318 (Hubbard Middlesex Rd.) in Wheatland.

Narrative Notes:

Administrative Modification to add funding to 4 projects on the 2023 SVATS Highway/Bridge TIP.

Cover advanced construct (AC) amount for CON phase (MPMS 98397)

Increase to cover CON estimate from 7/2022 (MPMS 58081)

Convert for AC Status (MPMS 1823 and 109145)

Administrative Modification #2																							
Project Title	MPMS	Phase	Arms	Fiscal Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST.)	Beyond FFY's			Remarks
				Fed	BL		Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)		Fed (\$)	State (\$)	Loc/OTH (\$)	
SR 3020 SR 18 to SR 3011 Mercer County 3020/000	96366	PE	Before																				Using FD funds to add PE to the TIP to start Design
			Actual			581		250,000															
SR 3020 SR 18 to SR 3011 Mercer County 3020/000	96366	FD	Before			581	0	250,000		0	0	0	0	0	0	0	0	0	0				Using funds to add PE phase to the TIP to start Design
			Actual			581		(250,000)															
Before FFY Totals						581	0	250,000	0	0	0	0	0	0	0	0	0	0	0				
FFY Adjustment Totals							0	0	0	0	0	0	0	0	0	0	0	0	0				
After FFY Totals							0	250,000	0	0	0	0	0	0	0	0	0	0	0				

Project Description:
This project includes 0.58 miles of reconstruction/restoration on State Route 3020 (Lamor Road) from State Route 18 (Hermitage Road) to State Route 3011 (North Keel Ridge Road) in the City of Hermitage.

Narrative Notes:
Administrative Modification to add the preliminary engineering phase to the 2023 SVATS Highway Bridge TIP. \$250,000 in State 581 funds added to the PE phase in FFY 2023. Using final design funds from the same project as the funding source.

Administrative Modifications #3 and 4																						
Project Title	MPMS	Phase	Fiscal Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL COST (EST.)	Fed (\$)	State (\$)	Loc/oth (\$)	Remarks
			Amts	Fed	St	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)					
Mercer Highway/Bridge Line Item Mercer County	106423	CON	Before	HSIP	591	1,26,000																Line Item Source of Funds
			Adjust	HSIP	591	(126,000)																
SR 518/3025 Intersection Mercer County	111157	CON	Before	HSIP		0																Adjust cash flow to match spring 2024 mt date
			Adjust	HSIP		350,000																
PA 18/518/4055 Intersection Mercer County	110234	CON	Before	HSIP		0																Adjust cash flow to match spring 2024 mt date
			Adjust	HSIP		612,000																
PA 173/Necker Rd - Main Street Mercer County	109154	UTIL	Before	STP		100,000																Using as source of funds to cover AC Status - DEOB #128593
			Adjust	STP		(100,000)																
PA 173/Necker Rd - Main Street Mercer County	109154	ROW	Before	STP		100,000																Using as source of funds to cover AC Status - DEOB #128593
			Adjust	STP		(64,483)																
Mercer County High Friction Surface Treatments Mercer County	118222	CON	Before	HSIP		35,517																Convert for AC Status
			Adjust	HSIP		450,000																
60 MM 10 - MM 15 High Friction Surface Treatment Mercer County	118239	CON	Before	HSIP		450,000																Convert for AC Status
			Adjust	HSIP		(450,000)																
60 MM 10 - MM 15 High Friction Surface Treatment Mercer County	118239	CON	Before	HSIP		638,000																Convert for AC Status
			Adjust	HSIP		638,000																
60 MM 10 - MM 15 High Friction Surface Treatment Mercer County	99001S	CON	Before	STP		164,483																Convert for AC Status
			Adjust	STP		(164,483)																
Before FFY Totals																						
FFY Adjustment Totals																						
After FFY Totals																						

Project Description:
This project (MPMS 118222) is to install High Friction Surface Treatment and centerline Reflective Pavement Markings along the curve on State Route 965 in Worth Township as well as State Route 62 in Coaling Township, Mercer County.

Narrative Notes:
Administrative Modifications to the 2023 SVATS Highway/Bridge TIP to convert federal HSP and STP funds for advanced construct (AC) status on MPMS 118239 and MPMS 118222. \$450,000 in Federal HSP funds added to MPMS 118222 in FFY 2023. \$802,483 in Federal HSP and Federal STP funds added to MPMS 118239 in FFY 2023. The Mercer Highway/Bridge Line Item, MPMS 111157, MPMS 110234, and 2 available deobligations were used as funding sources.

This project (MPMS 118239) includes installation of High Friction Surface Treatment at multiple locations on Interstate 80 from Mile Marker 10 to Mile Marker 15 in Mercer County.

Administrative Modification #5														
Project Title	MP#	Phase	Fund Type		FFY 2023		FFY 2024		FFY 2026		TOTAL PROJECT		Remarks	
			Fed	St	Fed (\$)	State (\$)	LocOn (\$)	State (\$)	Fed (\$)	State (\$)	LocOn (\$)	State (\$)		Fed (\$)
SR 2014 BidaWolf Creek Mercer County 2014B04	1737	Before												
		BOF			115,000									
		Adjust			(115,000)									
		After			0	0	0	0	0	0	0	0	0	0
SR 2014 BidaWolf Creek Mercer County 2014B04	1737	Before												
		BOF			115,000									
		Adjust			(115,000)									
		After			0	0	0	0	0	0	0	0	0	0
Before FFY Totals					0	0	0	0	0	0	0	0	0	
FFY Adjustment Totals					0	0	0	0	0	0	0	0	0	
After FFY Totals					115,000	0	0	0	0	0	0	0	0	

Project Description:

This project includes the replacement along with a four (4) mile detour of the State Route 2014 (Scrubgrass Road) Bridge over Wolf Creek in Wolf Creek Township. The bridge is 41 feet in length.

Narrative Notes:

Administrative Modification to add the preliminary engineering phase for MPMS 1737 to the 2023 SVATS Highway/Bridge TIP. \$115,000 in Federal BOF funds added in FFY 2023. The final design phase of the same project was used as the funding source.

Administrative Modifications #6 and 7										Remarks			
Project Title	MP#s	Phase	Fund Type		FFY 2023		FFY 2024		FFY 2026		TOTAL PROJECT COST (EST.)	Beyond FY's	
			Fed	St	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)		Fed (\$)	State (\$)
Mercer Highway/Bridge Line Item Mercer County	106423	CON	Before										
		STP			131,000								
		Adjust			(73,967)								
PA 173 Kocher Rd - Main Street Mercer County	109154	PE	Before										
		STP			57,013								
		Adjust			(90,466)								
PA 173 Kocher Rd - Main Street Mercer County	109154	ROW	Before										
		STP			35,517								
		Adjust			(35,517)								
PA 16SR 4006 Intersection Mercer County	110234	FD	Before										
		STP			150,000								
		Adjust			(150,000)								
PA 16SR 4006 Intersection Mercer County	110234	UTIL	Before										
		STP			25,000								
		Adjust			(25,000)								
PA 16SR 4006 Intersection Mercer County	110234	ROW	Before										
		STP			25,000								
		Adjust			(25,000)								
Before FFY Totals													
FFY Adjustment Totals													
After FFY Totals													

Project Description:

This project includes the intersection realignment and upgrade at SR 18 and SR 4006 (Williamson Rd) in Hemphield, West Salem and Sugar Grove Townships. This realignment will eliminate the offset and improve sight distance.

Narrative Notes:

Administrative Modifications to add FD, UTL, and ROW phases for MPMS 110234 to the 2023 TIP from carryover from 2021 TIP. \$200,000 in Federal STP funds added in FFY 2023. The Mercer Highway/Bridge Line item and 2 available deobligations were used as funding sources.

Opposing legs of the intersection do not align properly to allow for the optimal and safe flow of traffic. Improvements will consist of realigning the intersection, radii adjustments and providing increased sight distance

Administrative Modification #13:																																																																																																																																																																																																																																																																																																								
Project Title	MPMS	Phase	Fund Type		FFY 2023			FFY 2024			FFY 2025			TOTAL PROJECT COST (EST.)	Beyond FFY's			Remarks																																																																																																																																																																																																																																																																																						
			Amts	SI	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)		Fed (\$)	State (\$)	Loc/OTH (\$)																																																																																																																																																																																																																																																																																							
Mercer Highway/Bridge Line Item Mercer County	106423	CON	Before															Line Item Source of Funds																																																																																																																																																																																																																																																																																						
			Adjust		104,996	(1,000)																																																																																																																																																																																																																																																																																																		
			BOF																																																																																																																																																																																																																																																																																																					
			After		103,996		0	0	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																																																							
			BOF																																																																																																																																																																																																																																																																																																					
Clinton Rd Bt 2 to 179 Mercer County	88483	CON	Before															Increase to cover final invoices																																																																																																																																																																																																																																																																																						
			Adjust		1,000																																																																																																																																																																																																																																																																																																			
			BOF																																																																																																																																																																																																																																																																																																					
			After		58,504		0	0	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																																																							
			BOF																																																																																																																																																																																																																																																																																																					
Before FFY Totals					162,500		0	0	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																																																							
FFY Adjustment Totals					0		0	0	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																																																							
After FFY Totals					162,500		0	0	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																																																							
Project Description:														Narrative Notes:																																																																																																																																																																																																																																																																																										
This project 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.														Administrative modification to increase the CON phase of MPMS 88483. \$1,000 in Federal BOF funds added in FFY 2023 to cover final invoices. Mercer Highway Bridge Line Item used as the funding source.																																																																																																																																																																																																																																																																																										
Administrative Modification #14														FFY 2023				FFY 2024				FFY 2025				FFY 2026				Beyond FFY's				Remarks																																																																																																																																																																																																																																																																						
Project Title	MPMS	Phase	Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Beyond FFY's			TOTAL PROJECT COST (EST.)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)		State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)	State (\$)	Loc/OTH (\$)

Administrative Modification #16																									
Project Title	MPMS	Phase	Arms	Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST.)			Beyond FFYs		Remarks		
				Fed	BL	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)		Loc/OTH (\$)	
SVATS BIL/ILJA Law Item Mercer County	67103	CON	Before		1,000																				
			BRIP																						
			Adjust																						
			After		1,000																				
US 62 Bridge over I-79 Mercer County	56052	CON	Before		1,000,000																				
			BRIP																						
			Adjust																						
			After		1,000,000																				
Project Description:																									
Before FFY Totals				1,001,000																					
FFY Adjustment Totals				0																					
After FFY Totals				1,001,000																					
Administrative Modification #17																									
Project Title	MPMS	Phase	Arms	Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST.)			Beyond FFYs		Remarks		
				Fed	BL	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)		Loc/OTH (\$)	
SR 19 over Johnston Run Mercer County	84914	CON	Before																						
			BRIP																						
			Adjust																						
			After		231,800																				
US 62 Bridge over Fox Run Mercer County	88468	CON	Before																						
			BRIP																						
			Adjust																						
			After		425,000																				
US 62 Bridge over I-79 Mercer County	56052	CON	Before																						
			BRIP																						
			Adjust																						
			After		1,000,000																				
62/501			Before																						
			BRIP																						
			Adjust																						
			After		1,000,000																				
Project Description:																									
Before FFY Totals				1,656,800																					
FFY Adjustment Totals				0																					
After FFY Totals				1,656,800																					
Administrative Modification #18																									
Project Title	MPMS	Phase	Arms	Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST.)			Beyond FFYs		Remarks		
				Fed	BL	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)		Loc/OTH (\$)	
SR 19 over Johnston Run Mercer County	84914	CON	Before																						
			BRIP																						
			Adjust																						
			After		231,800																				
US 62 Bridge over Fox Run Mercer County	88468	CON	Before																						
			BRIP																						
			Adjust																						
			After		425,000																				
US 62 Bridge over I-79 Mercer County	56052	CON	Before																						
			BRIP																						
			Adjust																						
			After		1,000,000																				
62/501			Before																						
			BRIP																						
			Adjust																						
			After		1,000,000																				
Project Description:																									
Before FFY Totals				1,656,800																					
FFY Adjustment Totals				0																					
After FFY Totals				1,656,800																					
Administrative Modification #19																									
Project Title	MPMS	Phase	Arms	Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST.)			Beyond FFYs		Remarks		
				Fed	BL	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)		Loc/OTH (\$)	
SR 19 over Johnston Run Mercer County	84914	CON	Before																						
			BRIP																						
			Adjust																						
			After		231,800																				
US 62 Bridge over Fox Run Mercer County	88468	CON	Before																						
			BRIP																						
			Adjust																						
			After		425,000																				
US 62 Bridge over I-79 Mercer County	56052	CON	Before																						
			BRIP																						
			Adjust																						
			After		1,000,000																				
62/501			Before																						
			BRIP																						
			Adjust																						
			After		1,000,000																				
Project Description:																									
Before FFY Totals				1,656,800																					
FFY Adjustment Totals				0																					
After FFY Totals				1,656,800																					
Administrative Modification #20																									
Project Title	MPMS	Phase	Arms	Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST.)			Beyond FFYs		Remarks		
				Fed	BL	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)		Loc/OTH (\$)	
SR 19 over Johnston Run Mercer County	84914	CON	Before																						
			BRIP																						
			Adjust																						
			After		231,800																				
US 62 Bridge over Fox Run Mercer County	88468	CON	Before																						
			BRIP																						
			Adjust																						
			After		425,000																				
US 62 Bridge over I-79 Mercer County	56052	CON	Before																						
			BRIP																						
			Adjust																						
			After		1,000,000																				
62/501			Before																						
			BRIP																						
			Adjust																						
			After		1,000,000																				
Project Description:																									
Before FFY Totals				1,656,800																					
FFY Adjustment Totals				0																					
After FFY Totals				1,656,800																					
Administrative Modification #21																									
Project Title	MPMS	Phase	Arms	Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST.)			Beyond FFYs		Remarks		
				Fed	BL	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)		Loc/OTH (\$)	
SR 19 over Johnston Run Mercer County	84914	CON	Before																						
			BRIP																						
			Adjust																						
			After		231,800																				
US 62 Bridge over Fox Run Mercer County	88468	CON	Before																						
			BRIP																						
			Adjust																						
			After		425,000																				
US 62 Bridge over I-79 Mercer County	56052	CON	Before																						
			BRIP																						
			Adjust																						

Administrative Modification #13																				
Project Title	Phase	Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026		TOTAL PROJECT COST (\$BTL)		Beyond FFY's		Remarks	
		Amts	B/L	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)		
Mercer Highway/Trades Line Item Mercer County		Before	185																Line Item Source of Funds	
		Adjust	185																	
	CON	After	185		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Before	185																	
SR 19 Bridge over Shenando River Tributary Mercer County		Before	185																Adjust to let in 2025 due to Railroad and design needs	
		Adjust	185																	
	CON	After	185		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Before	185																	
		1851819																		
		Before FFY Totals																		
		FFY Adjustment Totals																		
		After FFY Totals																		

Project Description:
This project includes the restoration/rehabilitation/replacement along with a four (4) mile detour on the US Route 19 (Perry Highway) Bridge over the Shenandoah River Tributary in Perry Township. The bridge is 220 feet in length.

Narrative Notes:

Administrative Modification to add State 185 funding to MPMS 1725. \$323,502 in State 185 funds were added to the construction phase in FFYs 2025 and 2026. Using the Mercer Highway Bridge Line Item as the funding source.

Administrative Modification #13																			
Project Title	Phase	Amts	Fund Type			FFY 2023			FFY 2024			FFY 2025			TOTAL PROJECT COST (\$BIL)	Beyond FFY's			Remarks
			Fed	St	Bl	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)		Fed (\$)	State (\$)	Loc/OTH (\$)	
SR 19 Bridge over Shenandoah River Tributary Mercer County 18/01/19		Before			185														
	CON	Adjust			185					560,724			1,702,276						
		After			185	0	0	0	0				0						
		Before			185					1,028,778									
SR 58 Wolf Creek Bridge Mercer County 08/01/14	CON	Adjust			185														
		After			185	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Before			185					230,000									
		Adjust			185					477,274									
SR 2002 Neshannock Cr Br Mercer County 2002/01	CON	After			185	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Before			185					715,274									
		Adjust			185														
		After			185	0	0	0	0	0	0	0	0	0	0	0	0	0	
Before FFY Totals					0	1,805,750	0	0	0	0	1,827,000	0	0	0	0	0	0	0	
FFY Adjustment Totals					0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals					0	1,805,750	0	0	0	0	1,827,000	0	0	0	0	0	0	0	

Narrative Notes:

Administrative Modification to increase the CON phases of MPMS 58003 and 58081. \$560,724 in State 185 funds added to both projects in FFY 2024. A cash flow adjustment for MPMS 1725 allowed a surplus of funds in FFY 2024 to enable a funding source.

Project Description:

This project (MPMS 58003) is a Spread Box Beam Superstructure replacement of the State Route 58 (Main Street) Bridge over Wolf Creek in the Borough of Grove City. The bridge is 133 feet in length.

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

Administrative Modification #20																						
Project Title	MP#s	Phase	Amts	Fund Type		FFY 2023			FFY 2024			FFY 2025			TOTAL PROJECT COST (EST.)			Beyond FFYs			Remarks	
				Fed	St	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)		
Mercer Highway/Bridge Line Item Mercer County	106423	Before																			Line Item Source of Funds	
		BOF																				
				103,996																		
		Adjust		(103,996)																		
SR 3022 Bridge over the Shenando River Mercer County	117539	Before																			Increase to cover low bid + inspection results	
		BOF																				
				39,981																		
		Adjust		39,981																		
SR 4021 Morrison Run Bridge Mercer County	50696	Before																			Increase CON phase for Flat Beam construction	
		BOF																				
				64,015																		
		Adjust		64,015																		
4021B05		Before																				
		BOF																				
				214,015																		
		Adjust		214,015																		
Before FFY Totals																						
FFY Adjustment Totals																						
After FFY Totals																						

Project Description:

This project (MPMS 117539) includes the rehabilitation/replacement of the structure carrying State Route 3022 over the Shenango River in Jefferson Township, Mercer County.

This project (MPMS 58096) includes the replacement of the State Route 4021 (Beatty School Road) Creek Road Bridge over Morrison Run in Perry Township, Mercer County. The bridge is 36 feet long.

Narrative Notes:

Administrative Modification to increase the CON phase for MPMS 117539 and 58096. \$39,981 in Federal BOF funds added to MPMS 117539 in FFY 2023 and \$450,000 in Federal BOF funds added to MPMS 58096 in FFYs 2023 and 2024. The Mercer Highway Bridge Line Item was used as the funding source.

Administrative Modifications #21 and #22																			
Project Title	MP#s	Phase		Fund Type		FFY 2023			FFY 2024			FFY 2025			TOTAL PROJECT COST (EST.)	Beyond FFYs			Remarks
		Amns	Prase	Fed	St.	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)	Fed (\$)	State (\$)	Loc/OTH (\$)		Fed (\$)	State (\$)	Loc/OTH (\$)	
Mercer Highway/Bridge Line Item Mercer County	106423	CON		Before	NHPP														Line Item Source of Funds
		Adjust	NHPP	(67,918)															
SR 322 Venancio Cvt to Crawford Cvt Mercer County	114012	FD		Before	NHPP														Add phase to the TIP
		Adjust	NHPP	150,000															
SR 322 Venancio Cvt to Crawford Cvt Mercer County	114012	ROW		Before	NHPP														Add phase to the TIP
		Adjust	NHPP	10,000															
PA 18 Birchwood - Runslow Mercer County	98384	CON		Before	NHPP														Using DEOB as source of funds DEOB #126381
		Adjust	NHPP	(92,001)															
16400A				After	NHPP			0		0	0	0	0	0	0	0	0	0	
Before FFY Totals																			
						292,061		0	0	0	0	0	0	0	0	0	0	0	
						0	0	0	0	0	0	0	0	0	0	0	0		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						292,061		0	0	0	0	0	0	0	0	0	0	0	

Project Description:

This project includes paving 1.14 miles of State Route 322 in French Creek Township, Mercer County.

Narrative Notes:

Administrative Modification to the 2023 SVATS TIP to add funds to the Final Design and Right of Way Phases for MPMS 114012. \$160,000 in Federal NHPP funds added to FFY 2023. A deobligation from MPMS 98384 and the Mercer Highway Bridge Line Item used as the funding sources.

* Negative number denotes a surplus; Negative denotes a deficit

Administrative Modification #1: Mercer & Statewide T/Ps										Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST.)	Beyond FFYs			Remarks
Project Title		MPMS	Phase	Anta	Fed	St	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	COST (EST.)	Fed (\$)	State (\$)	Loc/Oth (\$)			
1/9 First Church St Statewide TIP		88614	Before		179			250,000						250,000				250,000									Statewide Line Item	
			CON		179		(90,000)																					
			After		179		160,000		0		250,000		0		250,000		0		250,000		0		250,000		0		0	
OH Street Bridge Mercer County R00		1745	Before		179			30,000																			Structure is not BIPR eligible. Using 163175 funds to pay for structure removal. Due to Act 26 funding breakdown will be 60/20	
			CON		179		90,000																					
			After		179		120,000		0		0		0		0		0		0		0		0		0		0	
Before FFY Totals					0	280,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
FFY Adjustment Totals					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals					0	280,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Project Description:

This project includes the removal of the Ohl Street Bridge over the Shenango River approximately 0.1 miles east of the intersection with South 2nd Street in the Borough of Greenville. This local bridge is 256 feet in length and is owned by Mercer County. This structure was closed on June 1, 2009 due to poor structural rating.

Administrative Action to the 2023-26 Mercer TIP to increase the CON phase of the Ohl Street Bridge project. Statewide 179 Fund Closeout used as source of funds to maintain fiscal constraint.

Narrative Notes:

Administrative Modification #2 Mercer & Statewide TIFs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			TOTAL PROJECT COST (EST.)	Beyond FFYs			Remarks	
Project Title	MPMS	Phase	Ante	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Line Item	Federal	State	Loc/Oth		
STP Reserve Central Office	102630	CON	Before			1,270,000			1,296,000			1,322,000				1,348,000			Line Item				
		Adjust			(640,000)																		
		After			630,000			496,000					1,322,000				1,348,000						
Gilmore Rd (T-481) Bridges Mercer	1665	ROW	Before			20,000																	
		Adjust					20,000																
		After					20,000																add phase
Gilmore Rd (T-481) Bridges Mercer	1665	CON	Before			400,000			465,893														
		Adjust					400,000			465,893													add phase let date 8/10/2023
		After					400,000			465,893													
Hosack Road (T-784) Bridges Mercer	112678	ROW	Before			20,000																	
		Adjust					20,000																add phase
		After					20,000																
Hosack Road (T-784) Bridges Mercer	112678	CON	Before			200,000			334,117														
		Adjust					200,000			334,117													add phase let date 8/10/2023
		After					200,000			334,117													
Before Totals						\$1,270,000		\$0	\$1,296,000		\$0	\$1,322,000		\$0	\$1,348,000		\$250,000		\$0	\$0	\$0	\$0	Adjusts do not affect air quality conformity.
Adjustment Totals						\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0		\$0	\$0	\$0	\$0	
After Totals						\$1,270,000		\$0	\$1,296,000		\$0	\$1,322,000		\$0	\$1,348,000		\$250,000		\$0	\$0	\$0	\$0	

Project Description:

This project (MPMS1665) includes the replacement of the Gilmore Road (Township Road 481) Bridges over Wolf Creek & the East Branch of Wolf Creek in Wolf Creek Township. This local bridges are 65 and 44 feet in length and are owned by Mercer County.

Administrative Action to the 2023-26 Mercer TIP to add the ROW and CON phases of the Gilmore Rd (T-481) Bridges and the Hosack Road (T-784) Bridges projects. Project phases were not carried over from prior 2021 TIP. Statewide STP reserve utilized as source of funds to maintain fiscal constraint.

This project (MPMS112678) includes the Replacement of two bridges on Hosack Road (T-784) over Yellow Creek Branch, Jackson Township, Mercer County. These structures are 27 and 28 feet in length. These structures are owned by Mercer County.

Narrative Notes:

Administrative Modification #3 Statewide & Mercer TIPS			Fund Type		FFY 2023		FFY 2024		FFY 2025		FFY 2026		TOTAL PROJECT COST (EST.)		Beyond FFYs		Remarks
Project Title	MPMS	Phase	Amnt	State	Federal	State	Federal	State	Federal	State	Federal	State	Loc/Oh	State	Federal	State	
TSMO Reserve Central Office	111145	CON	Before		159,250												TSMO Reserve balancing source of funds to maintain fiscal constraint.
			Adjust		79,625												
			After		238,875												
			After														
I-79 Mercer County ITS at Grove City - TSMO	116641	CON	Before		79,625												Let Date 7/13/2023, move 2023 funds to 2025.
			Adjust		79,625												
			After														
			After														
Mercer			Before Totals		\$1,508,875	\$240,000	\$0	\$1,507,625	\$0	\$5,162,750	\$250,000	\$0	\$5,169,000	\$250,000	\$0	\$0	Actions do not affect air quality conformity.
			Adjustment Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			After Totals		\$1,508,875	\$240,000	\$0	\$1,507,625	\$0	\$5,162,750	\$250,000	\$0	\$5,169,000	\$250,000	\$0	\$0	

Project Description:

This is an ITS (Intelligent Transportation System) project located near I-79 on State Route 208 in Springfield Township, Mercer county. The project will be to install 2 Type A dynamic message boards leading to the interchange for I-79 on SR 208.

Administrative Modification #4 Statewide & Mercer TIPS			Fund Type		FFY 2023		FFY 2024		FFY 2025		FFY 2026		TOTAL PROJECT COST (EST.)		Beyond FFYs		Remarks
Project Title	MPMS	Phase	Amnt	State	Federal	State	Federal	State	Federal	State	Federal	State	Loc/Oh	State	Federal	State	
TAP Oversight & Mngmt Central Office	104412	PE	Before		2,000,000												TAP Oversight & Mngmt line item will be used as funding source.
			Adjust		150,000												
			After		1,850,000												
			After														
Springfield Twp Multimodal Trail Ph 2	111435	PE	Before		10,000												Add TAP Oversight/Management funds for district design work assistance.
			Adjust		10,000												
			After														
			After														
Mercer			Before Totals		\$3,508,875	\$240,000	\$0	\$3,507,625	\$0	\$5,162,750	\$250,000	\$0	\$7,994,000	\$250,000	\$0	\$0	Actions do not affect air quality conformity.
			Adjustment Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			After Totals		\$3,508,875	\$240,000	\$0	\$3,507,625	\$0	\$5,162,750	\$250,000	\$0	\$7,994,000	\$250,000	\$0	\$0	

Project Description:

Construction of a new multimodal trail (bicycles and pedestrians) to greatly improve safety and enhance connectivity in Springfield Township along State Route 208. This is the second phase of several phases as part of the township master trail plan.

State Route 208; Springfield Township; Multimodal Trail; The project will consist of the construction of a multimodal trail from Phase I connecting to the Township Municipal building and entrance to Grove City airport.

Administrative Modification #5 Mercer & Statewide TIPS			Fund Type		FFY 2023		FFY 2024		FFY 2025		FFY 2026		TOTAL PROJECT COST (EST.)		Beyond FFYs		Remarks
Project Title	MPMS	Phase	Amnt	State	Federal	State	Federal	State	Federal	State	Federal	State	Loc/Oh	State	Federal	State	
Gilmore Rd (T-481) Bridges Mercer	1665	PE	Before		60,000												Increase to current estimate.
			Adjust		45,000												
			After		125,000												
			After														
Gilmore Rd (T-481) Bridges Mercer	1665	CON	Before		465,883												CON phase source of funds
			Adjust		145,000												
			After		355,000												
			After														
Mercer			Before Totals		\$3,988,875	\$240,000	\$0	\$3,973,508	\$0	\$5,162,750	\$250,000	\$0	\$7,994,000	\$250,000	\$0	\$0	Actions do not affect air quality conformity.
			Adjustment Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			After Totals		\$3,988,875	\$240,000	\$0	\$3,973,508	\$0	\$5,162,750	\$250,000	\$0	\$7,994,000	\$250,000	\$0	\$0	

Project Description:

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



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

February 15, 2023

Dear Planning Partners:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act established a series of performance measures to ensure effective use of Federal transportation funds. Title 23 Part 490 of the Code of Federal Regulations (23 CFR 490) establishes measures to assess the conditions of pavement and bridges on the National Highway System (NHS), which are collectively referred to as the **PM-2** measures. 23 CFR 490.105 establishes measures to assess NHS travel reliability and the effectiveness of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These measures are collectively referred to as the **PM-3** measures. More information on Transportation Performance Management (TPM) is available at <https://www.fhwa.dot.gov/tpm/>.

PM-2 Performance Measures include:

- Percentage of pavements on the Interstate System in Good condition
- Percentage of pavements on the Interstate System in Poor condition
- Percentage of pavements on the NHS (excluding the Interstate System) in good condition
- Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
- Percentage of NHS bridge deck area classified as in good condition
- Percentage of NHS bridge deck area classified as in poor condition

PM-3 Performance Measures include:

- Percent of Person-miles Traveled on the Interstate System that are Reliable
- Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
- Interstate System Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Percent Non-Single Occupant Vehicle (SOV) Travel
- On-Road Mobile Source Emissions Reduction for CMAQ-funded Projects

On December 16th, the Pennsylvania Department of Transportation (PennDOT) submitted to the Federal Highway Administration (FHWA) two sets of electronic Performance Management Forms (PMFs) that summarize the targets and associated progress related to the PM-2 and PM-3 measures for the following performance periods:

Performance Period	Submittal Name	Purpose of Submittal
2018-2021 (4-year)	Full Period Performance Report	- Assess performance against the 4-year targets - Address freight reliability requirements including inclusion of bottleneck report and strategies
2022-2025 (4-year)	Baseline Performance Report	- Provide baseline performance metrics - Provide 2-year and 4-year performance measure targets for applicable regions

Attachment 1 (includes two tables: A&B) - provides a summary of the 2018-2021 full performance period performance and targets for the PM-2 and PM-3 measures. This information is being provided to the MPOs/RPOs for inclusion in future Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP) documentation. No additional actions are required by the MPOs/RPOs for items related to the 2018-2021 performance period.

Attachment 2 (includes two tables: A&B) - provides a summary of the 2022-2025 baseline period baseline values and targets for the PM-2 and PM-3 measures as established by PennDOT. Note that targets for the PM-3 PHED and Non-SOV congestion measures were established through a coordinated effort between PennDOT and the applicable MPOs in each urbanized area. Federal regulations require that MPOs establish targets for the remaining PM-2 and PM-3 measures within 180 days of the PennDOT established targets (by June 14, 2023), either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. PennDOT is requesting that Rural Planning Organizations (RPOs) also establish targets by June 14, 2023, by agreeing to support the PennDOT targets or setting their own.

To ensure compliance with 23 U.S.C. §134, please respond to this letter by selecting an option for PM-2 and PM-3 measures and clicking the "SUBMIT" button below before June 14, 2023.

Please select one of the following options for PM-2 measures:

- ☐ The MPO/RPO decision-making body agrees to support the state PM-2 targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT performance targets. See **Attachment 2 (A&B)** enclosures for statewide baseline and target values for the 2022-2025 performance period.
- ☐ The MPO/RPO decision-making body commits to establishing their own quantifiable targets for the 2022-2025 performance period and has attached their methodology. MPOs/RPOs that establish their own targets will report the

methodology used to develop them.

Please select one of the following options for PM-3 measures:

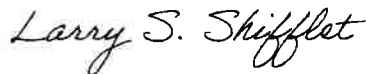
- ☐ The MPO/RPO decision-making body agrees to support the state PM-3 targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT performance targets. See **Attachment 2 (A&B)** enclosures for statewide baseline and target values for the 2022-2025 performance period.
- ☐ The MPO/RPO decision-making body commits to establishing their own quantifiable targets and has attached their methodology. MPOs/RPOs that establish their own targets will report the methodology used to develop them.

Concurrence: _____ Date: _____
Authorized MPO/RPO Representative

SUBMIT

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, at 717.787.1251 or via email at cmarkey@pa.gov.

Sincerely,



Larry S. Shifflet
Deputy Secretary for Planning

Sincerely,



Melissa J. Batula, P.E.
Deputy Secretary for Highway Administration

ATTACHMENT 1:

2018-2021 Full Performance Period Performance Summary

Attachment 1A: PM-2 and PM-3 4-Year Performance Assessment for 2018-2021 Performance Period

Measure Category	Performance Measure	Urbanized Area*	2021 4-Year Performance	2021 4-Year Target	Target Met
PM-2	Percentage of Pavements of the Interstate System in Good Condition	Statewide	68.8%	60.0%	Yes
	Percentage of Pavements of the Interstate System in Poor Condition	Statewide	0.4%	2.0%	Yes
	Percentage of Pavements of the Non- Interstate NHS in Good Condition	Statewide	49.0%	33.0%	Yes
	Percentage of Pavements of the Non- Interstate NHS in Poor Condition	Statewide	15.2%	5.0%	Yes
	Percentage of NHS Bridges Classified as in Good Condition	Statewide	27.5%	26.0%	Yes
	Percentage of NHS Bridges Classified as in Poor Condition	Statewide	4.4%	6.0%	Yes
	Percent of the Person-Miles Traveled on the Interstate That Are Reliable	Statewide	92.8%	89.5%	Yes
PM-3	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	Statewide	92.6%	87.4%	Yes
	Truck Travel Time Reliability (TTTR) Index	Statewide	1.30	1.40	Yes
	Annual Hours of Peak Hour Excessive Delay Per Capita:	Philadelphia	13.1	17.2	Yes
		Pittsburgh	9.3	11.8	Yes
	Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel:	Philadelphia	30.6%	28.1%	Yes
		Pittsburgh	27.6%	24.4%	Yes
	Total Emission Reductions (kg/day): PM2.5	Statewide	269.080	20.490	Yes
	Total Emission Reductions (kg/day): NOx	Statewide	1644.620	612.820	Yes
	Total Emission Reductions (kg/day): VOC	Statewide	360.220	201.730	Yes
	Total Emission Reductions (kg/day): PM10	Statewide	0.000	0.000	Yes
	Total Emission Reductions (kg/day): CO	Statewide	3791.360	250.000	Yes

* Urbanized areas are based on 2010 CENSUS urbanized area boundaries ([2010 Census Urban Area Reference Maps](#))

Attachment 1B: Reliability Performance by MPO/RPO 2018-2021
(Green Highlighted Cells = Better than Target; Red Highlighted Cells = Worse than Target)

Area (MPO/RPO)	Interstate Reliability					Non-Interstate Reliability					Truck Travel Time Reliability Index				
	2017 Baseline	2018	2019	2020	2021	2017 Baseline	2018	2019	2020	2021	2017 Baseline	2018	2019	2020	2021
Statewide Total	89.8%	89.6%	89.9%	96.2%	92.8%	87.4%	88.2%	88.4%	92.6%	92.6%	1.34	1.39	1.36	1.23	1.30
Statewide Target	89.5% 2 & 4-Year Target					87.4% 4-Year Target					1.40 2 & 4-Year Target				
MPO Numbers Provided for Information Purposes Only															
Adams	Not Applicable					86.2%	89.8%	93.4%	95.8%	91.4%	Not Applicable				
Altoona	100.0%	100.0%	100.0%	100.0%	100.0%	82.7%	83.9%	84.4%	87.9%	90.0%	1.21	1.25	1.18	1.12	1.15
Centre	100.0%	100.0%	100.0%	100.0%	100.0%	91.3%	93.2%	94.9%	97.2%	96.3%	1.13	1.33	1.15	1.17	1.22
DVRPC	65.5%	66.0%	66.6%	90.6%	83.5%	81.2%	82.6%	83.2%	94.2%	93.1%	2.01	2.04	1.99	1.54	1.62
Erie	100.0%	100.0%	100.0%	100.0%	100.0%	83.8%	86.7%	88.2%	91.1%	84.5%	1.25	1.23	1.29	1.16	1.15
Franklin	100.0%	100.0%	100.0%	100.0%	100.0%	93.8%	96.5%	94.6%	95.6%	92.7%	1.08	1.11	1.09	1.09	1.11
Harrisburg	91.3%	92.7%	92.4%	99.7%	96.0%	91.0%	92.4%	90.3%	95.7%	94.9%	1.32	1.33	1.31	1.18	1.29
Johnstown	Not Applicable					93.0%	94.5%	95.6%	96.3%	96.6%	Not Applicable				
Lancaster	100.0%	100.0%	100.0%	100.0%	100.0%	95.2%	95.3%	92.1%	97.0%	95.2%	1.09	1.12	1.17	1.11	1.14
Lebanon	100.0%	100.0%	100.0%	100.0%	100.0%	97.5%	97.7%	95.4%	98.3%	93.8%	1.12	1.14	1.15	1.07	1.13
Lehigh Valley	100.0%	100.0%	99.5%	100.0%	100.0%	86.4%	84.6%	85.4%	95.7%	88.7%	1.32	1.34	1.35	1.14	1.30
NEPA	100.0%	100.0%	99.9%	100.0%	100.0%	91.9%	90.9%	93.1%	93.1%	93.2%	1.26	1.25	1.28	1.17	1.23
North Central	100.0%	100.0%	100.0%	100.0%	100.0%	93.0%	95.7%	95.6%	94.4%	93.9%	1.10	1.11	1.50	1.17	1.17
Northern Tier	100.0%	100.0%	100.0%	100.0%	100.0%	98.8%	99.1%	94.7%	97.6%	95.2%	1.24	1.17	1.18	1.13	1.16
Northwest	100.0%	100.0%	100.0%	100.0%	93.3%	87.5%	91.5%	91.8%	85.3%	82.0%	1.18	1.32	1.17	1.13	1.46
Reading	100.0%	100.0%	100.0%	100.0%	100.0%	93.2%	94.2%	95.0%	95.4%	94.3%	1.12	1.38	1.19	1.12	1.19
S. Alleghenies	100.0%	100.0%	100.0%	100.0%	100.0%	95.9%	96.7%	94.2%	96.8%	93.1%	1.11	1.13	1.16	1.12	1.15
Scranton	98.3%	98.3%	98.2%	100.0%	100.0%	87.4%	90.3%	90.1%	93.5%	92.1%	1.39	1.28	1.35	1.24	1.24
SEDA-COG	100.0%	100.0%	100.0%	100.0%	96.0%	95.7%	96.4%	96.2%	97.5%	94.3%	1.11	1.11	1.12	1.11	1.24
SPC	92.9%	91.6%	92.1%	98.0%	95.9%	87.0%	87.7%	88.9%	93.8%	93.8%	1.42	1.49	1.46	1.29	1.32
SVTS	99.3%	99.2%	100.0%	100.0%	100.0%	95.1%	96.7%	95.9%	95.3%	95.8%	1.18	1.59	1.14	1.13	1.23
Wayne	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	1.11	1.12	1.17	1.15	1.16
Williamsport	100.0%	100.0%	100.0%	100.0%	100.0%	98.4%	98.3%	97.4%	98.7%	97.5%	1.16	1.18	1.19	1.14	1.16
York	100.0%	97.5%	94.9%	100.0%	100.0%	90.0%	89.6%	90.7%	93.8%	93.4%	1.22	1.32	1.28	1.15	1.17

ATTACHMENT 2:

2022-2025 Baseline Period Targets Established by PennDOT

Attachment 2A: PM-2 and PM-3 Baseline and Target Values for 2022-2025 Performance Period

Measure Category	Performance Measure	Urbanized Area*	2021 Baseline	2023 2-Year Target	2025 4-Year Target
PM-2	Percentage of Pavements of the Interstate System in Good Condition	Statewide	68.8%	69.0%	65.0%
	Percentage of Pavements of the Interstate System in Poor Condition	Statewide	0.4%	2.0%	2.0%
	Percentage of Pavements of the Non- Interstate NHS in Good Condition	Statewide	37.2%	31.0%	29.0%
	Percentage of Pavements of the Non- Interstate NHS in Poor Condition	Statewide	1.5%	6.0%	6.5%
	Percentage of NHS Bridges Classified as in Good Condition	Statewide	27.5%	28.0%	28.0%
	Percentage of NHS Bridges Classified as in Poor Condition	Statewide	4.4%	7.5%	7.5%
PM-3	Percent of the Person-Miles Traveled on the Interstate That Are Reliable	Statewide	92.8%	89.5%	89.5%
	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	Statewide	92.6%	88.0%	88.0%
	Truck Travel Time Reliability (TTTR) Index	Statewide	1.30	1.40	1.40
	Annual Hours of Peak Hour Excessive Delay Per Capita:	Allentown--	7.1%	8.4%	8.4%
		Harrisburg	7.2%	9.1%	9.1%
		Lancaster,	3.3%	3.7%	3.7%
		Philadelphia	13.1%	15.2%	15.1%
		Pittsburgh, PA	9.3%	10.5%	10.5%
		Reading, PA	6.3%	6.5%	6.5%
		York, PA	5.0%	6.4%	6.4%

Measure Category	Performance Measure	Urbanized Area*	2021 Baseline	2023 2-Year Target	2025 4-Year Target
PM-3	Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel:	Allentown	20.4%	18.6%	18.6%
		Harrisburg	21.3%	20.2%	20.2%
		Lancaster	20.5%	21.9%	21.9%
		Philadelphia	30.6%	30.0%	30.0%
		Pittsburgh	27.6%	27.0%	27.0%
		Reading	22.8%	20.2%	20.2%
		York	18.4%	15.8%	15.8%
		Statewide	269.080	18.000	36.000
		Statewide	1644.620	392.000	785.000
		Statewide	360.220	46.000	93.000
PM-3	Total Emission Reductions (kg/day): PM2.5	Statewide	0.000	0.000	0.000
	Total Emission Reductions (kg/day): CO	Statewide	3791.360	0.000	0.000

* Urbanized areas are based on 2010 CENSUS urbanized area boundaries ([2010 Census Urban Area Reference Maps](#))

Attachment 2B: PM-2 and PM-3 Target Setting Notes

Measure Category	Performance Measure	Target Setting Notes
PM-2	Percentage of Pavements of the Interstate System in Good Condition	Planned and programmed projects were considered while establishing targets. Expected improvement from these projects is projected, as is anticipated deterioration on "untouched" pavements. Adequate funding is available and appropriate projects are programmed in the short term in order to result in investment that maintains a state of good repair.
	Percentage of Pavements of the Interstate System in Poor Condition	Planned and programmed projects were considered while establishing targets. Expected improvement from these projects is projected, as is anticipated deterioration on "untouched" pavements. Adequate funding is available and appropriate projects are programmed in the short term in order to result in investment that maintains a state of good repair.
	Percentage of Pavements of the Non- Interstate NHS in Good Condition	Planned and programmed projects were considered while establishing targets. Expected improvement from these projects is projected, as is anticipated deterioration on "untouched" pavements. Adequate funding is available and appropriate projects are programmed in the short term in order to result in investment that maintains a state of good repair. However, we forecast a decrease in the percentage in good condition which will continue in the future if our funding levels remain constant.
	Percentage of Pavements of the Non- Interstate NHS in Poor Condition	Planned and programmed projects were considered while establishing targets. Expected improvement from these projects is projected, as is anticipated deterioration on "untouched" pavements. Adequate funding is not available to result in investment that maintains what we previously defined as a state of good repair, which is no more than 5% in poor condition. This increase in the percentage in poor condition will continue in the future if our funding levels remain constant.
	Percentage of NHS Bridges Classified as in Good Condition	Planned and programmed projects were considered while establishing these targets. Expected improvement from these projects is projected, as well as anticipated deterioration. Short term flat forecasts are largely the resultant of the BIL/IIJA funding.
	Percentage of NHS Bridges Classified as in Poor Condition	Our internal data notes an actual of 4.5 vs the 4.4 value shown. Projected poor targets are based off of IIJA/BIL investment dollars applied to LLCC based investment decisions that

Measure Category	Performance Measure	Target Setting Notes
		are forecasted to largely be spent on preservation and not on reduction of poor deck area, as was previously custom. Forecasts show a higher, flat target due to a combination of factors, including IJA/BIL money, adoption of LLCC investment logic and software model maturity level.
PM-3	Percent of the Person-Miles Traveled on the Interstate That Are Reliable	The target as adjusted during the 2020 mid-period report is maintained for this performance period. With no major changes to PennDOT's project selection and implementation strategy in the near-term, it is anticipated that the measure will remain relatively consistent from year-to-year. The target was set using the trends from 2017 to 2021, with a cushion to accommodate yearly fluctuations. The target also considers increased freight and more road construction impacting performance. PennDOT anticipates performance will move closer to the levels seen prior to the COVID-19 pandemic.
	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	With no major changes to PennDOT's project selection and implementation strategy in the near-term, it is anticipated that the measure will remain relatively consistent from year-to-year. The target was set using the trends from 2017 to 2021, with a cushion to accommodate yearly fluctuations. The target also considers increased freight and more road construction impacting performance. PennDOT anticipates performance will move closer to the levels seen prior to the COVID-19 pandemic.
	Truck Travel Time Reliability (TTTR) Index	The target as adjusted during the 2020 mid-period report is maintained for this performance period. With no major changes to PennDOT's project selection and implementation strategy in the near-term, it is anticipated that the measure will remain relatively consistent from year-to-year. The target was set using the trends from 2017 to 2021, with a cushion to accommodate yearly fluctuations. The target also considers increased freight and more road construction impacting performance. PennDOT anticipates performance will move closer to the levels seen prior to the COVID-19 pandemic.
	Annual Hours of Peak Hour Excessive Delay Per Capita:	The approach for developing targets for the CMAQ PHED measures included the following •Develop conservative targets reflecting that recent trends may not be representative of future conditions. •Uncertainties with COVID-19, inflation, long-term trends for working at home and energy and supply chain disruptions.

Measure Category	Performance Measure	Target Setting Notes
		•Future funding (e.g. IJA) may initiate more project construction activities impacting congestion. •Generalized approach for target determination Average 2018 and 2019 PHED values. •Assume same values for 2-year and 4-year targets. 4-year targets can be updated at the midterm report
	Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel:	The approach for developing targets for the CMAQ Non-SOV measure included the following • Develop conservative targets reflecting that recent trends may not be representative of future conditions. • Uncertainties with COVID-19, inflation, long-term trends for working at home and energy and supply chain disruptions. Expectations of future higher work-at-home percentages than pre-pandemic conditions. • Note that COVID impacts on work-at-home and transit commuting in 2020-2021 will be included in future ACS 5-year estimates throughout performance period. • Generalized approach for target determination Average non-SOV 5-year ACS values for end year periods 2016-2020. • Assume same values for 2-year and 4-year targets. 4-year targets can be updated at the midterm report
	Total Emission Reductions (kg/day)	Targets were developed by evaluating historic emission benefits accrued during the 2018-2021 performance period and evaluating CMAQ project emission benefits currently programmed in the FY2023 TIP for "new" CMAQ funded projects. The emission estimates for these two approaches were compared and assessed. The lower of these two values was considering as the more conservative estimate and used for the 4-year target value. The 2-year target was established as 1/2 of the 4-year target.

MPO Tech /Coord. Committee Concurrence																				
* Positive number denotes a surplus/Negative denotes a deficit																				
Administrative Action			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Beyond FFYs			Remarks
Project Title	MPMS	Phase	Amts	Fed	St	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)			
PA 58 Bridge/Mathey Run Mercer County 58/B09	97305	CON	Before	BRIP	185	136,200			88,800										Defederalizing for DF work	
			Adjust	BRIP	185		225,000													
			After	BRIP	185	136,200	225,000	0	88,800	0	0	0	0	0	0	0	0			
SR 58: Wolf Creek Brdg Mercer County 58/B14	58003	CON	Before															Looking to defer to 2024, cash flowing funds to align		
			Adjust		185		964,224			1,111,726										
			After		185	0	739,224	0	0	1,111,726	0	0	0	0	0	0	0		0	
			Before FFY Totals			136,200	964,224	0	88,800	1,111,726	0	0	0	0	0	0	0	0		
			FFY Adjustment Totals			0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After FFY Totals			136,200	964,224	0	88,800	1,111,726	0	0	0	0	0	0	0	0	0	

MPO Tech /Coord. Committee Concurrence																							
* Positive number denotes a surplus/Negative denotes a deficit																							
Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Beyond FFYs			Remarks		
Project Title	MPWS	Phase		Amts	Fed	St	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)		Loc/Oth (\$)	
PA 58 Bridge/Mathey Run Mercer County 58/B09	97305	CON			Before	BRIP	185	136,200	225,000														
				Adjust	BRIP	185	(136,200)																
				After	BRIP	185	0	225,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SVATS BL/JUA Line Item Mercer County	67103	CON			Before	BRIP		1,000															
				Adjust	BRIP		136,200																
				After	BRIP		137,200	0	0	100,800	0	0	0	0	0	0	0	0	0	0	0	0	
				Before FFY Totals			137,200	225,000	0	100,800	0	0	0	0	0	0	0	0	0	0	0		
				FFY Adjustment Totals			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				After FFY Totals			137,200	225,000	0	100,800	0	0	0	0	0	0	0	0	0	0	0		

MPO Tech /Coord. Committee Concurrence																					
* Positive number denotes a surplus/Negative denotes a deficit																					
Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Beyond FFYs			Remarks
Project Title	MPMS	Phase	Amts	Fed	St	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	Fed (\$)	State (\$)	Loc/Oth (\$)	
SR 3039 Bridge over Lackawanna Creek Mercer County 3039/B00	74670	CON	Before																		Increase to cover low bid + inspection results
			Adjust			1,000,000				35,047											
			After			1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
US 62 Bridge over I-79 Mercer County 62/B01	58052	CON	Before			1,000,000			35,047			2,000,000									Deferring project to 2026 to allow for tunnel design to be started
			Adjust			(1,000,000)				(35,047)											
			After			0	0	0	0	0	0	0	0	2,000,000	0	0	0	0	0	0	
Before FFY Totals						1,000,000	0	0	35,047	0	0	0	0	0	0	0	0	0	0	0	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						1,000,000	0	0	35,047	0	0	0	0	0	0	0	0	0	0	0	

SVATS
METROPOLITAN PLANNING ORGANIZATION (MPO)
District 1-0

SUBJECT: SR 3039 Bridge over Lackawannock Creek

COUNTY Mercer	FED-AID SYSTEM..... Yes
SR/SEC..... 3039/B00	PROGRAM STATUS Active
ADT 886	CAPITAL BUDGET Yes
TRUCK ADT..... 142 (16%)	DOI Yes
MPMS NUMBER..... 74670	ACT LET DATE 01/26/2023
LENGTH..... 01 Miles	OPEN TO TRAFFIC..... 10/31/2024

DESCRIPTION/LOCATION:

This project includes the replacement of the State Route 3039 (Valley Road) Bridge over Lackawannock Creek in Jefferson Township. The bridge is 32 feet in length.

Bridge Data Table:

BR Key	Route	Intersecting Feature	Bridge Length	Deck Area	Bridge Cond.	Suff Rating	ADT	ADTT
26025	3039	Over Lackawannock Creek	32	560	Poor	53.3	886	142

REQUEST:

Approve a \$1,035,047 construction cost increase.

TOTAL ESTIMATED COST:

Funding	PE	UTL	CON	Total
Federal (BOF)	\$0	\$35,000	\$448,000	\$483,000
Federal (BRIP)	\$0	\$0	\$1,587,047	\$1,587,047
State (185)	\$500,000	\$0	\$0	\$500,000
Total	\$500,000	\$35,000	\$2,035,047	\$2,570,047

CONSTRUCTION REQUESTED COST:

Funding	Programmed	Estimate	Request
Federal (BOF)	\$448,000	\$448,000	\$0
Federal (BRIP)	\$552,000	\$1,587,047	\$1,035,047
Total	\$1,000,000	\$2,035,047	\$1,035,047

DISCUSSION:

1. This project was programmed on the 2021 TIP and was initially estimated to cost \$1,117,600. The project was scheduled to let the fourth quarter of 2022 and all clearances were received by September 1, 2022. The 4232 was approved for the original estimate on September 6, 2022 and was obligated in its entirety.

2. The project was deferred to a January 26, 2023, letting due to letting goals and the project was reevaluated and this increase is to cover the difference between the original estimate and the bid results.
3. This project is for the replacement of the structure carrying State Route 3039 over Lackawannock Creek in Jefferson Township. The structure is 32 feet in length and has a sufficiency rating of 53.3, it is rated as poor.
4. It has also been determined that construction funds are available within the region to be utilized for this bridge project.
5. The District is requesting an additional \$1,035,047 for the estimate increases including:
 - Structure: **\$587,987**
 - New Roadway: **\$205,112**
 - Right-of-Way Acquisition during Design Build: **\$30,000**
 - Miscellaneous increases and related oversight including inflation: **\$211,948**
 - **Total = \$1,035,047**
6. This project was let on January 26, 2023.

FUNDING SOURCE:

1. Funding for this project is available on the US 62 Bridge over I-79 Project (MPMS 58082), being deferred to 2027 to be completed during betterment on roadway at location.
2. See attached fiscal constraint chart (FCC).

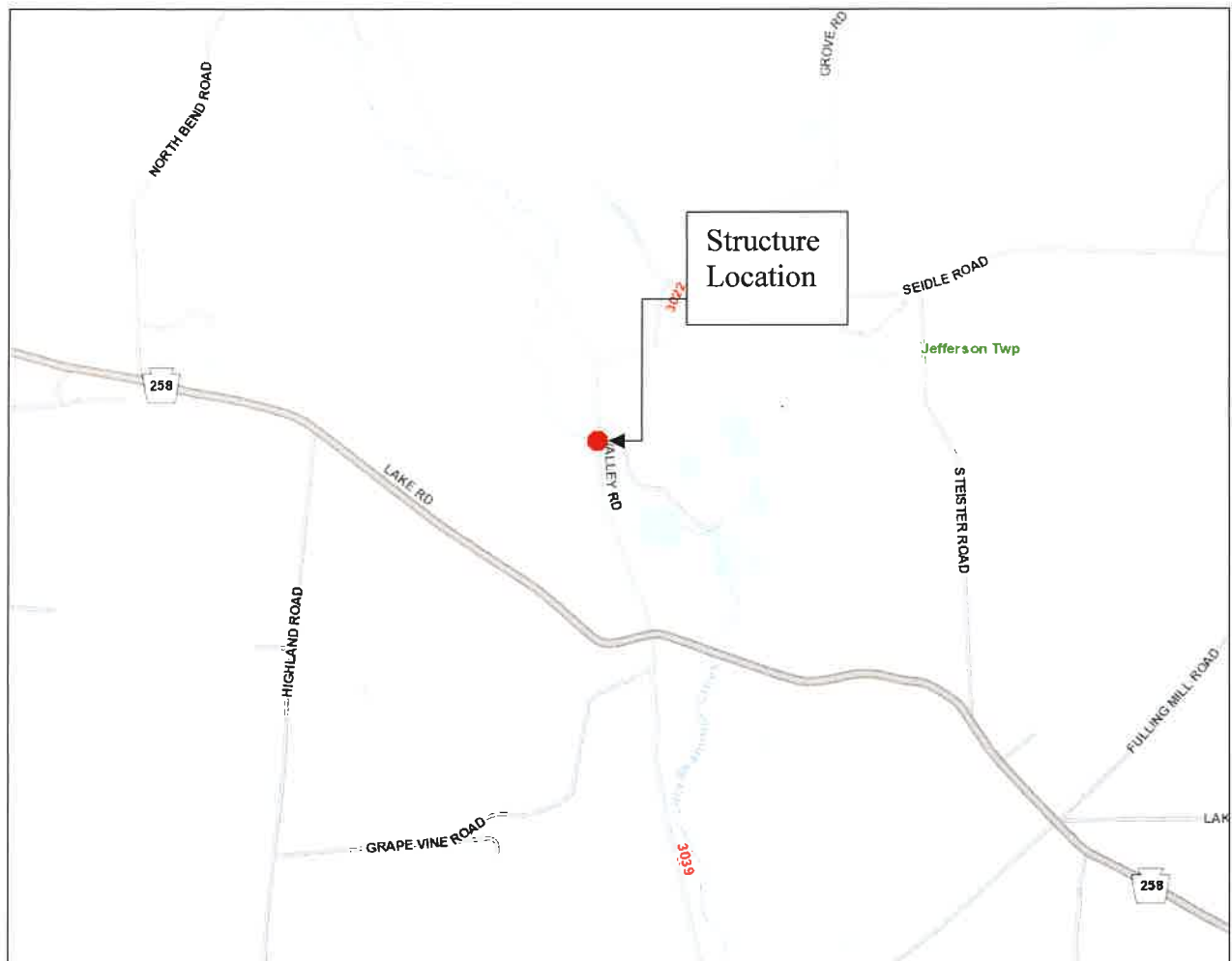
OPTIONS:

1. Approve the request to increase the construction phase costs to move forward with the Notice To Proceed for this project.
2. Disapprove the request and cancel project and the county will continue to make necessary repairs to those as needed.

RECOMMENDATION:

Option 1.

SR 3039 BRIDGE OVER LACKAWANNOCK CREEK – PROJECT LOCATION MAP



SVATS
METROPOLITAN PLANNING ORGANIZATION (MPO)
District 1-0

SUBJECT: SR 2014 Brdg/Cool Spring

COUNTY..... Mercer	FED-AID SYSTEM Yes
SR/SEC 2014/B05	PROGRAM STATUS Active
ADT 1673	CAPITAL BUDGET Yes
TRUCK ADT 100 (6%)	DOI No
MPMS NUMBER..... 1823	ACT LET DATE 02/16/2023
LENGTH04 Miles	OPEN TO TRAFFIC 10/31/2024

DESCRIPTION/LOCATION:

This project includes the replacement of the State Route 2014 (Scrubgrass Road) Bridge #2 over Cool Spring in Findley Township. The bridge is 126 feet in length.

Bridge Data Table:

BR Key	Route	Intersecting Feature	Bridge Length	Deck Area	Bridge Cond.	Suff. Rating	ADT	ADTT
25959	2014	Bridge over Cool Spring	126	3,402	Poor	41.1	1,673	100

REQUEST:

Approve a \$2,418,755 construction cost increase.

TOTAL ESTIMATED COST:

Funding	PE	UTL	CON	Total
Federal (STP)	\$0	\$0	\$1,416,004	\$1,416,004
Federal (BRIP)	\$0	\$0	\$2,055,000	\$2,055,000
State (185)	\$500,000	\$35,000	\$867,751	\$1,402,751
Total	\$500,000	\$35,000	\$4,338,755	\$4,873,755

CONSTRUCTION REQUESTED COST:

Funding	Programmed	Estimate	Request
Federal (STP)	\$153,000	\$1,416,004	\$1,263,004
Federal (BRIP)	\$1,767,000	\$2,055,000	\$288,000
State (185)	\$0	\$867,751	\$867,751
Total	\$1,920,000	\$4,338,755	\$2,418,755

DISCUSSION:

- This project was programmed on the 2021 TIP and was initially estimated to cost \$1,920,000. The project was scheduled to let the fourth quarter of 2022 and all clearances were received by September 1, 2022. The 4232 was approved for the original estimate on September 8, 2022 and \$1,767,000 obligated and \$153,000 was carried over to the 2023 TIP.

2. The project was deferred to a February 16, 2023, letting due to letting goals and the project was reevaluated and this increase is to cover the difference between the original estimate and the bid results. The project cost was updated in ECMS by Contract Management however, the updated estimate based on inflation and recent letting increases was not given to Planning & Programming and therefore the project was not updated in MPMS at that time.
3. This project is for the replacement of the structure carrying State Route 2014 over Cool Spring in Findley Township. The structure is 126 feet in length and has a sufficiency rating of 41.1, it is rated as poor.
4. It has also been determined that construction funds are available within the region to be utilized for this bridge project with the conversion of the project from being TOLL Credited to a pro rata of 80% Federal and 20% State funded.
5. The District is requesting an additional \$2,418,755 for the estimate increases including:
 - Structure: **\$2,001,289**
 - New Roadway: **\$40,004**
 - Right-of-Way Acquisition during Design Build: **\$40,000**
 - Miscellaneous increases and related oversight including inflation: **\$337,462**
 - **Total = \$2,418,755**
6. This project was let on February 16, 2023.

FUNDING SOURCE:

1. Funding for the construction phase is available from:
 - \$375,923 in regional STP funds using the Mercer Highway/Bridge Line Item (MPMS 106423).
 - \$238,000 in regional BRIP funds using the SVATS BIL/IIJA Line Item (MPMS 67103)
 - \$867,751 of regional A-185 funds from the Construction phase of the SR 58: Wolf Creek Brdg (MPMS 58003) project that has a 2024 Let date to adjust cash flow.
 - \$560,000 of regional STP funds from the Construction phase of the PA 518: Sharon to Sharpsville (MPMS 99927) project that has a 2024 Let Date to adjust cash flow.
 - \$50,000 of regional BRIP funds from the Right-of-Way phase of the SR 718 over Canal Creek Bridge (MPMS 117537) project due to not needing phase at this time.
 - \$327,081 of regional STP funds from the CON Phases from two deobligations; PA 718: Middlesex Rd to Broadway Ave (MPMS 109145) DEOB #129713, and Mercer Avenue Intersections (MPMS 47920) DEOB #128612.
2. See attached fiscal constraint chart (FCC).

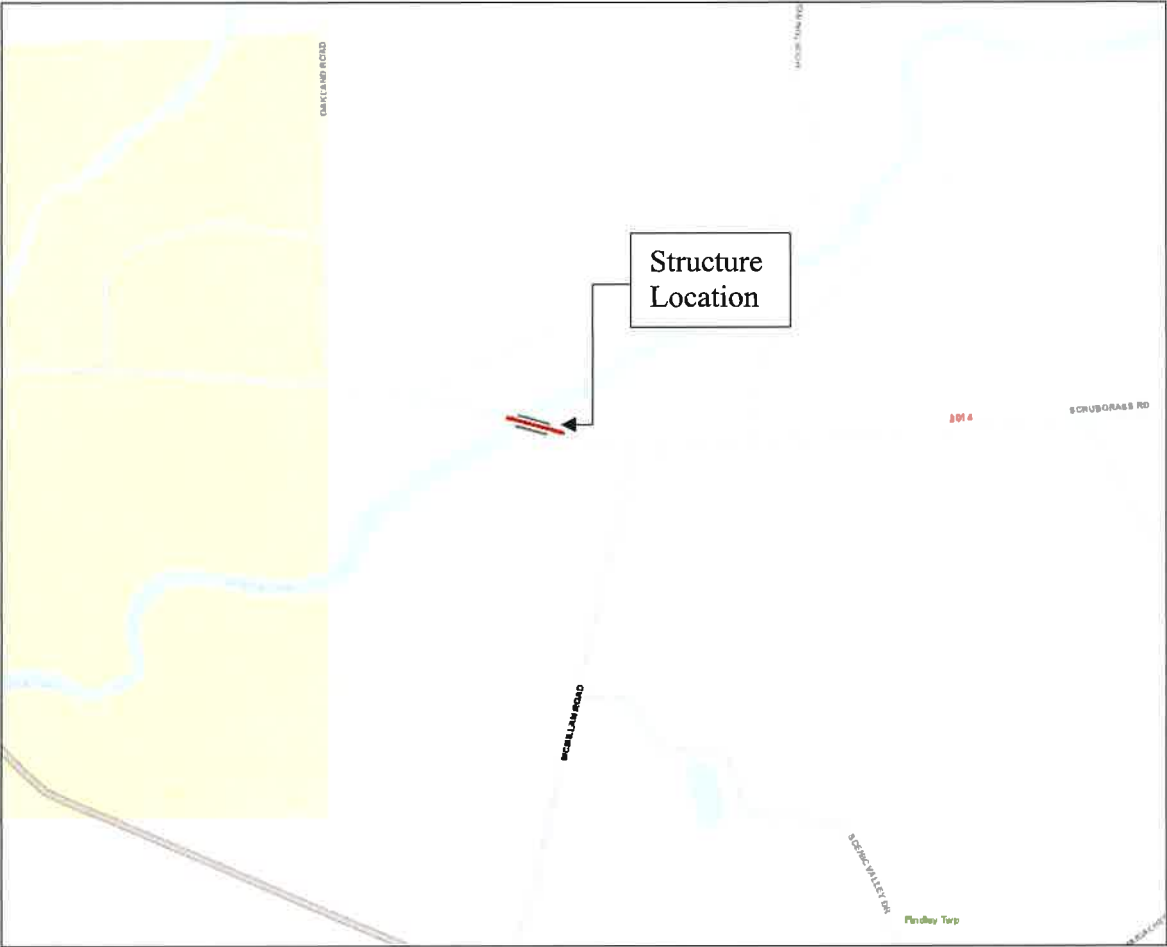
OPTIONS:

1. Approve the request to increase the construction phase costs to move forward with the Notice To Proceed for this project.
2. Disapprove the request and cancel project and the county will continue to make necessary repairs to those as needed.

RECOMMENDATION:

Option 1.

SR 2014 BRIDGE OVER COOL SPRING – PROJECT LOCATION MAP



* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action										Fund Type		FFY 2023		FFY 2024		FFY 2025		FFY 2026		Beyond FFYE		Remarks
Project Title	MPUS	Phase	Amis	Fed	St	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	Loc/On (\$)			
SR 58 Wolf Creek Bnd Mercer County	56003	CON	Before				739,224														Adjusting Cash Flow for 2024 scheduled Ltr	
			Adjust	185						450,000												
			After	185	0	1,561,726	0	739,224	0	350,000	0	0	0	0	0	0	0	0	0	0		
PA 846 over Blg Run Trib Mercer County	89123	CON	Before																		Deferring due to talent inspection findings	
			Adjust	185						450,000												
			After	185	0	0	0	0	0	(450,000)	0	0	0	0	0	0	0	0	0	0		
846802																						
Before FFY Totals						0	739,224	0	0	1,561,726	0	0	0	0	0	0	0	0	0	0		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						0	739,224	0	0	1,561,726	0	0	0	0	0	0	0	0	0	0		

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action										FFY 2023										FFY 2024			FFY 2025			FFY 2026			Beyond FFYs			Remarks
Project Title		MPI#s	Phase	Amia	Fed	91	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)								
Mercer Highway/Bridge Line Item Mercer County		100423	CON	Before	STP	581	163,904	108,586	168,586	212,019	358,000			318,300	300,000					327,900	400,500					Line Item Source of Funds						
			Adjust	STP	581																											
			After	STP	581	163,904	108,586	0	212,019	358,000	0	86,600	300,000	0	200,300	0	0	0	0	0	0	0	0	0	0		0					
PA 518 Shuman to Shaversville Mercer County		99927	CON	Before	STP	581	300,000	140,000	140,000	854,000	196,000			1,184,300	304,000					327,900	140,000					Adjusting Cash Flow for 2024 not included Ltr						
			Adjust	STP	581																											
			After	STP	581	300,000	140,000	0	854,000	196,000	0	1,418,400	304,000	0	327,900	140,000	0	0	0	0	0	0	0	0	0		0					
51807M																																
			Before FFY Totals				723,904	248,586	0	1,066,019	554,600	0	1,503,000	604,000	0	0	400,500	0	0	0	0	0	0	0	0							
			FFY Adjustment Totals				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
			After FFY Totals				723,904	248,586	0	1,066,019	554,600	0	1,503,000	604,000	0	0	400,500	0	0	0	0	0	0	0	0		0					

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action													Beyond FFYs				Remarks		
Project Title	MPMS	Phase	Amts	Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026				
				Fed	SI	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)		
Mercer Highway/Bridge Line Item Mercer County	100423	CON	Before	STP	581	163,904	108,595												Line Item Source of Funds
			Adjust	STP	581	140,000		212,019	358,600						250,500				
			After	STP	581	163,904	248,595	0	212,019	358,600	0	86,600	300,000	0	0	280,500	0	0	
PA 518 Shaver to Shaversville Mercer County	99927	CON	Before	STP	581	560,000	140,000												Adjusting Cash Flow for 2024 scheduled Ltr
			Adjust	STP	581	(140,000)		834,000	106,000										
			After	STP	581	560,000	0	834,000	196,000	0	1,416,000	304,000	0	327,900	140,000	0	0	0	
			Before FFY Totals			723,904	248,595	0	1,006,019	554,600	0	1,503,000	604,000	0	0	400,500	0	0	
			FFY Adjustment Totals			0	0	0	0	0	0	0	0	0	0	0	0	0	
			After FFY Totals			723,904	248,595	0	1,006,019	554,600	0	1,503,000	604,000	0	0	400,500	0	0	

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action		Fund Type		FFY 2023		FFY 2024		FFY 2025		FFY 2026		Beyond FFYs		Remarks
		Phase	Amia	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Loc/On (\$)	Fed (\$)	State (\$)	Fed (\$)	State (\$)	
Mercer Highway/Bridge Line Item Mercer County	100423	CON	Before	STP	185	103,904								Line Item Source of Funds
			Adjust	STP	185			86,600		0				
			After	STP	185	103,904		86,600		0				
SVATS SILVIA Line Item Mercer County	67103	CON	Before	BRIP		137,200								Line Item Source of Funds
			Adjust	BRIP				100,600		0				
			After	BRIP		137,200		100,600		0				
SR 58 Wolf Creek Bnd Mercer County	56003	CON	Before	STP	185	739,224								Adjusting Cash Flow for 2024 scheduled Ltr
			Adjust	STP	185			1,561,726		0				
			After	STP	185	739,224		1,561,726		0				

MPO/RPO

	Before FFY Totals	FFY Adjustment Totals
100%	100%	100%
90%	90%	90%
80%	80%	80%
70%	70%	70%
60%	60%	60%
50%	50%	50%
40%	40%	40%
30%	30%	30%
20%	20%	20%
10%	10%	10%
0%	0%	0%