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724-981-2412 سرهړايكهوینسي . څوكبايد څخه د ژباړلشوي اسنادو او ډانولودشوي موادولپاره،يو د ايريكاونتي ويبپاڼې cconti@mcrpc.com يا 3204 ext.

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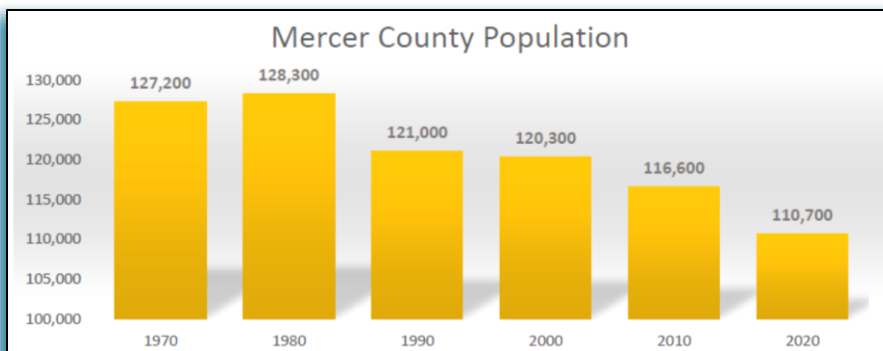
Introduction

The following Unified Planning Work Program (UPWP) establishes an outline of work tasks to be undertaken by the Shenango Valley Area Transportation Study Metropolitan Planning Organization (SVATS MPO) during a two-year timeframe from July 1, 2025 to June 30, 2027. (This July-to-June timeframe coincides with the MPO and Commonwealth's fiscal year). The Code of Federal Regulations (*CFR 450.104*) defines the UPWP as:

..a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Federal law and regulations require that any urbanized areas with a population over 50,000 people form a Metropolitan Planning Organization (MPO). This group provides a forum for local and state officials and other stakeholders to work cooperatively to maintain a cohesive, comprehensive, and continuing transportation process. In Mercer County, the SVATS MPO is the organization which has the responsibility to plan and program transportation projects receiving federal funding within the county's borders. The SVATS MPO has undertaken this duty since its inception over forty years ago, in 1981. The SVATS MPO is among the smallest MPOs in Pennsylvania in terms of overall funding.

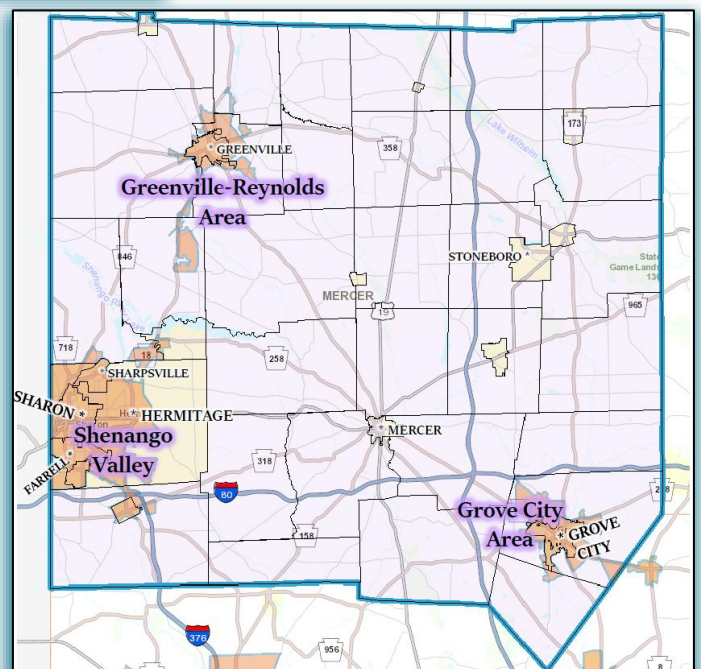
Mercer County's 47 municipalities, in total, comprise a population of just over 110,000 according to the 2020 U.S. Census. As shown below, the overall county population has declined over the past four-plus decades, with the largest declines



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

The vast majority of Mercer County's municipalities are rural townships and

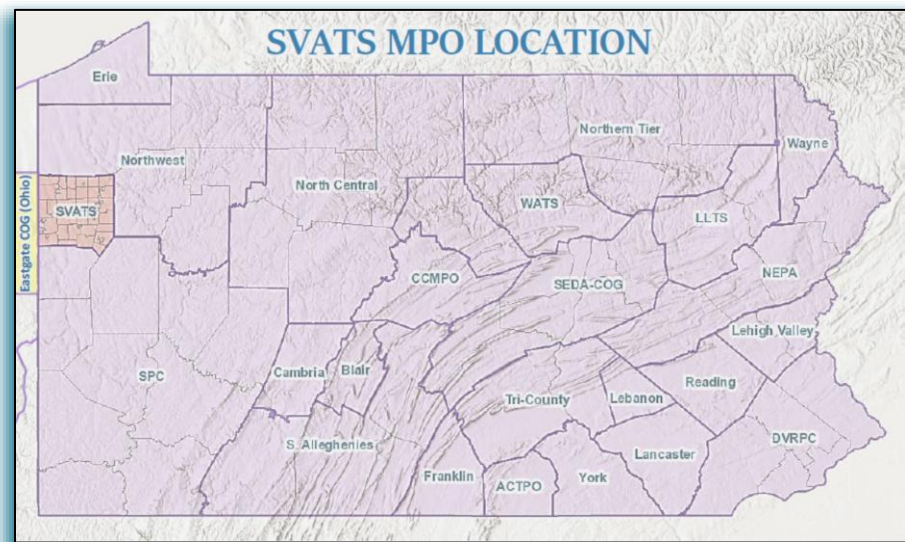
boroughs with fewer than 2,000 people. Several of the largest and most urbanized communities comprise the Shenango Valley in Southwestern Mercer County. The Shenango Valley communities encompass over 40% of the county's overall population, and many of the most pressing transportation needs based on safety issues, total volume, truck volume, transit ridership, and complexity of the system (total roadway capacity, number of signals, prevalence of bike and pedestrian infrastructure, etc.) exist here. The two most populous communities (Hermitage and Sharon) and all three of Mercer County's cities (Farrell, Hermitage, and Sharon) are located in the Shenango Valley. The two other significant regional centers include the Grove City area and the Greenville-Reynolds area. Grove City and Greenville are the third and fourth most populous municipalities in Mercer County, respectively. Mercer Borough in Central Mercer County is the county seat and is a central hub of many of



Mercer County's most regionally-significant State Routes. The map on the previous page shows each of these areas and gives a sense of the county's overall geography (note that defined urbanized areas are shown in orange, while all cities and boroughs are shown in yellow).

As shown in the map below, the SVATS MPO is bordered by three separate planning partners, all of which cover multiple counties as opposed to SVATS's single-county organization: (1.) the Northwest Rural Planning Organization (RPO) represents five counties in Northwest Pennsylvania, including Crawford and Venango Counties. (2.) The Southwestern

Pennsylvania Commission MPO represents neighboring Lawrence and Butler Counties plus eight other counties. (3.) The Eastgate MPO serves Mahoning and Trumbull Counties in Ohio.



As a result of the 2020 U.S. Census, Mercer County is no longer combined with the Youngstown area's Metropolitan Statistical Area. Therefore, Mercer County ceased to be part of a Transportation Management Area (TMA), which is defined as having an urbanized area of over 200,000 citizens.

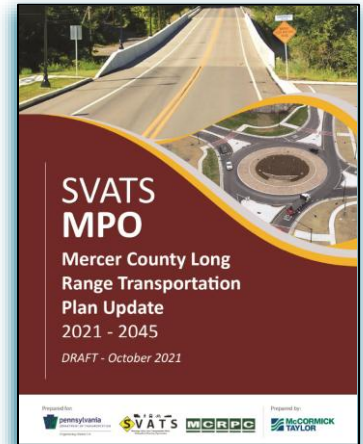
Roles and Responsibilities of the MPO

SVATS MPO is obligated to uphold environmental justice in accordance with Executive Order 12898. The MPO also upholds the requirements of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000). Details regarding the MPO's practices regarding Title VI complaints as well as Limited English Proficiency accommodations can be found in the SVATS Public Participation/Title VI/Limited English Proficiency (LEP) Plans. These are available on the [MCRPC website](#). These plans also dedicate the MPO to meeting the requirements of the Americans with Disabilities Act (ADA), which gives civil rights protections to individuals with disabilities and guarantees equal opportunity for individuals with disabilities in employment, public accommodations, transportation, state and local government services, and telecommunications. The Public Participation, Title VI, and LEP plans will be reassessed as part of the following TIP update during the upcoming UPWP cycle (see the table on pg. 13 for the work timeline).

The federal Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, which replaced Fixing America's Surface Transportation (FAST) Act in 2021, and federal metropolitan planning regulations specify the roles and responsibilities of MPOs. These roles include the development of a long-range transportation plan (LRTP), a short-range Transportation Improvement Program (TIP), and public involvement efforts.

The Long-Range Transportation Plan (LRTP) was developed in order to facilitate the transportation planning process in Mercer County. SVATS MPO's LRTP is updated every five years, and the next LRTP is anticipated to be complete by the fall of 2026. The original LRTP was adopted by the SVATS MPO in November of 1994, and several subsequent updates occurred.

The [2021 LRTP](#) built on the strong foundation of the previous plan resulting in many well-planned and fiscally constrained proposed projects that are compliant with the goals of the Infrastructure Investment and Jobs Act/ Bipartisan Infrastructure Law. Although the vast majority of its planning process was virtual due to the global pandemic, the plan was successful in many ways. A major area of focus was developing the collaboration between the MPO staff and other planning partners (notably PennDOT District 1-0), so as to better integrate the LRTP with the shorter-term Transportation Improvement Program (TIP). The 2021 LRTP also considered many revolutionary technological changes and disruptors in the world of transportation, and allowed the planning team to consider how the wealth of data analysis tools newly available to us allow us to make better, more performance-based decisions on how we plan and program projects.



On a biennial basis, the MPO produces a local Transportation Improvement Program (TIP), which contains the programmed transportation projects throughout Mercer County. This shorter-range document is also developed with significant collaboration with PennDOT. MPO and PennDOT staffs work closely to develop a TIP that takes into account the LRTP's priorities. Significant strides have been made in recent years to ensure that the TIP is developed collaboratively, taking into account the LRTP, Performance Based Planning and Programming, Transportation Performance Management, asset management principles, environmental justice, and many other components.

Work during this 2025-2027 UPWP cycle will include maintenance of the 2025-2028 TIP and preparing the draft 2027-2030 TIP. The 2025-2027 UPWP cycle will also include an update to the LRTP.

The current LRTP, TIP, and all other documents are compliant with current 23 CFR 450 Subpart C Planning Regulations and the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). The federal planning regulations in 23 CFR 450.306 identify ten planning factors (see below) that must be considered in the metropolitan planning process. Planning activities identified in this UPWP will incorporate these planning factors:

1. Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available for people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient transportation system management and operations.
8. Emphasize the preservation of existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

The following table below lists which Planning Factors are addressed by the UPWP main task categories (task categories are described on pages 15-31 of this document).

Federal Planning Factors	UPWP Planning Tasks				
	I	II	III	IV	V
Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.	✓	✓			✓
Increase the safety of the transportation system for motorized and non-motorized users.	✓	✓	✓		✓
Increase the security of the transportation system for motorized and non-motorized users.	✓	✓			✓
Increase the accessibility and mobility options available for people and for freight.	✓	✓	✓	✓	✓
Protect & enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state/local planned growth & economic development patterns.	✓	✓	✓		✓
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	✓	✓	✓		✓
Promote efficient transportation system management and operations.	✓	✓	✓	✓	✓
Emphasize the preservation of the existing transportation system.	✓	✓	✓		
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	✓	✓	✓		
Enhance travel and tourism.	✓	✓			✓

Localized goals and objectives were developed during Mercer County's 2021 Long Range Transportation Plan (LRTP) process, and refined as part of the 2021 plan's process. Input was gathered through public, stakeholder and municipal outreach, consistent with federal and state guidelines. Similar to the format used for the federal planning factors listed on the previous table, the table below lists which LRTP goals are addressed by the UPWP's main task categories:

Mercer County LRTP Goals	Corresponding Objectives from LRTP Goals	UPWP Planning Tasks				
		I	II	III	IV	V
Enhance Economic Vitality	<ul style="list-style-type: none"> -Improve access to local, regional, and national markets -provide transportation mobility choices for regional travel -Ensure travel time reliability -Increase and support tourism -Encourage vibrant towns 	✓	✓	✓		✓
Improve Quality of Life	<ul style="list-style-type: none"> -Improve safety/security for motorized/non-motorized modes -Improve transportation mobility choices -Provide access to natural resources -Promote environmental stewardship -Provide and enhance recreational opportunities 	✓	✓			✓
Pursue System Preservation and Enhancements	<ul style="list-style-type: none"> -Pursue proper stormwater mgmt. & interagency communication -Enhance pavement quality -Prioritize bridge maintenance -Emphasize project delivery and intergovernmental cooperation 	✓	✓	✓	✓	

Statewide Transportation Improvement Findings

On September 27, 2024, the FHWA and FTA reviewed and approved the Pennsylvania FFY 2025-2028 Statewide Transportation Improvement Program (STIP), which included the individual TIP for the SVATS MPO as well as the TIPs for all other MPOs and RPOs in Pennsylvania. Based on this review, FHWA and FTA issued a STIP Federal Planning Finding (FPF), in order to ensure that the STIP and TIPs are compliant with required statutory and regulatory planning provisions at federal and state levels. The STIP Planning Finding highlights what works well and what needs improvement in a statewide or metropolitan transportation planning process. The SVATS staff has summarized the findings below:

The FFY 2025-2028 STIP includes 5 Commendations where the Pennsylvania Department of Transportation (PennDOT) and Planning Partners have demonstrated excellence in the planning process and 5 Recommendations for continued improvement. There are no Corrective Actions.

1. Safety Planning, Programming and Project Delivery

The first recommendation is for better planning, programming and project delivery of safety projects funded with Highway Safety Improvement Funds (HSIP). Actions are needed to take a comprehensive approach to safety by proactively identifying safety projects, utilizing the full HSIP annual apportionment, and integrating safety into projects.

2. Integration of Transportation Performance Management (TPM)

The second recommendation is to improve integration of asset management systems (i.e. Asset Fox) for greater consistency between the TAMP, the STIP/Twelve-Year Program (TYP), and regional MPO/RPO LRTPs

3. MPO/RPO LRTP Development Process

The third recommendation is to enhance agency coordination with FHWA and FTA during the LRTP update process and ensure it begins 30 months in advance of adoption.

4. Review and update (if necessary) of MPO/RPO Planning Agreements

The fourth recommendation is to is for the Planning Partners, PennDOT, and the providers of public transportation to periodically review and update planning agreements, as appropriate, to reflect and account for changes in transportation planning requirements

5. Coordination with FTA and Transit Partners

The fifth recommendation is to encourage increased coordination with transit partners.

The chart below lists how all five recommendations are being addressed by the SVATS MPO.

STIP FPF Category	STIP FPF Recommendation Summary	How SVATS MPO is Addressing Recommendations
Safety Planning, Programming and Project Delivery	The first recommendation is for better planning, programming and project delivery of safety projects funded with Highway Safety Improvement Funds (HSIP). Actions are needed so that safety performance measures are met, HSIP funds are fully obligated, and project eligibility is fully vetted.	Safety is the highest priority of the SVATS MPO. When there is a conflict between planning factors, safety measures triumph above all other considerations. This is true for all transportation improvements. The SVATS takes all necessary measures to ensure proper evaluation and tracking of safety performance measures when using HSIP funds. The TIP lists dedicated projects and associated costs. Projects using HSIP funds are submitted for vetting.
Integration of Transportation Performance Management (TPM)	The second recommendation is for better integration of transportation performance management tools (BAMS/PAMS) in the project selection process.	The TIP lists performance measures that are applied to prioritize projects that best serve our community. The SVATS MPO is in the process of adopting a Complete Streets Policy that will ensure project selection serves all residents equally

		<i>and promotes safety for all modes (see task V.A).</i>
<i>MPO/RPO LRTP Development Process</i>	<i>The third recommendation is to enhance agency coordination with FHWA and FTA during the LRTP update process and ensure it begins 30 months in advance of adoption</i>	<i>The LRTP update process began in May 2024 (30 months prior to the 11/2026 deadline). The process involves coordination between the MPO and PennDOT, FHWA and FTA in addition to participation by the public (see Task I.A).</i>
<i>MPO/RPO Planning Agreements</i>	<i>The fourth recommendation is to revise the MPO/RPO Planning Agreements if necessary</i>	<i>The SVATS MPO ensures planning agreements with PennDOT, FHWA, and FTA, are up to date and serve all parties' interests.</i>
<i>Coordination with FTA and Transit Partners</i>	<i>The fifth recommendation is to encourage increased coordination with transit partners.</i>	<i>All obligated transit projects are listed in the TIP and are publicly available on the MCRPC website. The SVATS MPO maintains the Annual Obligations Report showing which projects receive federal funds.</i>

MPO Committee Structure and Responsibilities

Two committees direct the work accomplished by MPO staff. The larger of the two committees is the Coordinating Committee. This group is responsible for ensuring the maintenance of planning eligibility for state and federal grants and the maintenance of both the Long-Range Transportation Plan (LRTP) and the more short-range Transportation Improvement Program (TIP). This committee meets on a quarterly basis (additional meetings are occasionally held, if needed) to vote on any action items that come before the MPO and to discuss transportation-related issues in Mercer County. The MPO will have 24 members in 2024 following the merger of Wheatland Borough with the City of Hermitage. Most members are municipal-based, though the county, the county's transit provider, and PennDOT District 1-0 and Center for Program Development and Management (CPDM) staffs have membership as well. Although it's the responsibility of each member to appoint representatives, the SVATS MPO continues to promote equal representation throughout the County and encourages members to appoint representatives reflective of their community/agency and who have a particular interest in transportation.

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

City of Farrell	Findley Township	Springfield Township
City of Hermitage	Hempfield Township	Wilmington Township
City of Sharon	Jefferson Township	Wolf Creek Township
Town of Greenville	Liberty Township	Mercer County
Borough of Clark	Pine Township	Mercer County Regional COG
Borough of Grove City	Pymatuning Township	PennDOT District 1-0
Borough of Mercer	Shenango Township	PennDOT Central Office
Borough of Sharpsville	S. Pymatuning Township	
Borough of W. Middlesex		

Also notable is the long list of other (non-voting) stakeholders involved with the MPO. This long list includes federal partners (FHWA and FTA), various public-service agencies within the region, legislative officials and their aides, non-voting municipal officials, representatives from civil engineering and planning firms, advocacy groups, and members of the general public.

The other MPO committee is the Technical Advisory Committee, which has the duty to study and report on technical aspects as directed by the Coordinating Committee and to initiate studies and recommendations on technical aspects in pursuance of the objectives of the UPWP. This committee meets on an as-needed basis.

The Technical Committee is currently comprised of the following twelve members (note that some have two votes):

City of Farrell	Mercer County Regional COG	Townships Association (2)
City of Hermitage	PennDOT District 1-0	Boroughs Association (2)
City of Sharon	PennDOT Central Office	MCRPC/County (2)

In addition to the aforementioned MPO committees, ad hoc committees are created when various transportation planning projects are underway. These include but are not limited to corridor safety studies, transportation and land use studies, and data collection-related planning efforts. During such processes, steering committees are established to help guide the planning process. At a minimum, representation on committees consists of MPO and PennDOT District 1-0 staffs. Any time a study is directly related to a municipality (or group of municipalities), representatives from these political jurisdictions are also asked to be on steering committees. On many planning efforts, particularly those “bigger-picture” efforts, PennDOT CPDM staff and FHWA staff have also been involved through steering committee involvement.

Coordination Process

Coordination between various agencies is central to a successful transportation planning process, and MPO staff continually work on ways to improve this process. Outlined below are the roles and responsibilities of the various agencies involved:

MPO Staff—Professional staff members of the Mercer County Regional Planning Commission (MCRPC) run the daily business of the SVATS MPO. The staff works to coordinate transportation planning projects and also administers all UPWP tasks in compliance with all state and federal requirements. Staff works closely with both committees (Coordinating and Technical) of the MPO as well as any other work groups or steering committees established as part of specific planning efforts. Staff often functions as the primary local liaison between municipal officials and/or other stakeholders (agency representatives, local citizens, etc.) and various public officials such as PennDOT staff. The MPO staff is actively involved with many of our county’s 47 municipalities as projects within their boundaries are planned and programmed, or as other general transportation issues arise. Because the MPO is part of the county’s planning commission, this ensures the MPO’s integration with all countywide planning activities as needed. Staff also regularly coordinates with other MPOs and RPOs by sharing best practices, collaborating on ideas and other tasks. The role of technology (specifically the ease of virtual meeting platforms), coupled with staff becoming more involved in new statewide initiatives and work groups has allowed this coordination to grow significantly.

PennDOT District 1-0 Staff—MPO staff members work on a regular basis with various District 1-0 staff members in order to carry out transportation planning and programming activities. MPO staff works particularly closely with the Planning and Programming Unit at D 1-0, but close collaboration also occurs with the District’s Traffic Unit, Executive Staff, and the Plans Unit (including project managers). MPO staff works with other units/staff within the district periodically (e.g. District Press Office, Bridge Unit, Construction, other Maintenance Unit staff). District staff members actively participate in Long Range Transportation Plan and Transportation Improvement Program development and in all transportation-related studies undertaken through the MPO. The MPO coordinates closely during project development through the PennDOT Connects process, scoping meetings and project status meetings. County maintenance staff (District 1-4) is also involved through many of these processes. Finally, District PennDOT staff has representation on both the MPO Coordinating and Technical Committees.

PennDOT Center for Program Development and Management (CPDM) Staff—MPO staff works with CPDM staff members on a variety of issues. CPDM's Transportation Planning Specialist Supervisor representing the SVATS MPO serves as a centralized point-of-contact for much of this coordination, though other Harrisburg-based staff assists with financial and contract management, tech support, and various other big-picture issues as they arise. Some of CPDM's major roles include processing TIP modifications, gathering data and other information to assist with the development of various documents, processing the MPO's quarterly invoices, and ensuring compliance with both state and federal processes. Alongside district PennDOT staff, CPDM staff is deeply involved in both TIP and LRTP development, and take an active role in our UPWP process. Similar to District 1-0, CPDM staff has representation on both the MPO Coordinating and Technical Committees.

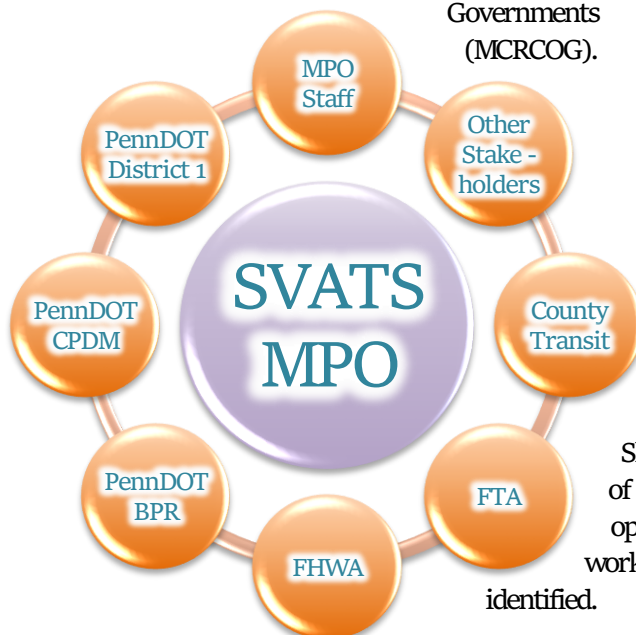


PennDOT Bureau of Planning and Research (BPR) Staff—PennDOT's BPR partners with the MPO on tasks related to our highway performance monitoring system programs. BPR staff also assists, as needed, with issues related to the Functional Classification (FC) of roadways and National Highway System (NHS).

Federal Agencies—The United States of America Department of Transportation's (U.S. DOT) Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide leadership and guidance regarding the federal transportation process. FHWA works closely with the MPO to assist MPO staff in any areas where help is needed. FTA works with the regional transit providers and, on occasion, the MPO staff. These agencies provide ultimate oversight to both the SVATS MPO and PennDOT.



Public Transit— The SVATS MPO also works closely with the major transit providers for the County— Shenango Valley Shuttle Service (SVSS) and Mercer County Community Transit (MCCT), both operated through the Mercer County Regional Council of Governments (MCRCOG).



These agencies are housed in a separate wing of the same building at the MCRPC. MCRCOG has a vote on both MPO committees. The SVSS runs five routes providing fixed route service to the more-urbanized communities comprising the Shenango Valley. The MCCT provides on demand service to all areas of Mercer County. MCRCOG staff identifies transit capital and operational projects for inclusion in the transit portion of the TIP and works alongside MPO staff on transit planning projects as they are identified.

All of the aforementioned partners continue to apply planning priorities and mandates enacted by federal legislation, such as Performance-Based Planning and Programming. It is also a primary role of each partner to work collaboratively as tools are refined and developed (e.g. asset management systems, environmental justice core elements methodology) as we collectively move toward a more data-driven, performance-based process. Technological advances and more sophisticated systems of data collection and analysis are leading to substantial changes in the

planning process. Therefore, it is increasingly important that the MPO continues to build upon the already strong relationships with the aforementioned planning partners in order to understand and keep up with the rapid advancements in our field.

Finally, it should be noted that a wide variety of other stakeholders are essential to a successful transportation planning process. Like most MPOs across the country, the SVATS MPO regularly coordinates with elected officials at various levels (municipal, county, and higher-level legislative officials), other municipal employees, various county, state and federal governmental agencies, health and human service agencies, engineering and planning firms, other MPOs and RPOs, regional businesses, economic and community development agencies, transportation advocacy groups, and, of course, the general public. The MPO's ever-expanding list of contacts helps to broaden the perspectives of those who care deeply about Mercer County, ensuring their voices count. Involvement can range from attendance at MPO meetings, discussing general needs or opportunities, project-specific issues, planning study collaboration, and many other forms. MPO staff works with a variety of stakeholders on a daily basis, and the other partners mentioned in the sections above work with these other stakeholders as-needed.

Work Program Development Process and Timeline

Development of the SVATS MPO's 2025-2027 UPWP was a collaborative process that began several months prior to its adoption. Still, significant internal and external collaboration took place to develop the two-year work program.

DEVELOPMENT SCHEDULE	
2024 Date	Milestone
July 16	PennDOT releases UPWP guidance by email
October 25	SVATS MPO submits draft to PennDOT, FHWA and FTA for review
December 10	SVATS MPO Coordinating Committee votes to adopt UPWP

The table above displays the dates for each milestone of the UPWP development process. In addition to the information listed in the table, there were numerous other internal conversations that took place as well throughout the process.

High Level Priorities and Milestones

Several work tasks have been developed as part of this UPWP to carry out the work of the MPO from July 1, 2025 to June 30, 2027 (see *Work Task* section beginning on page 14 for more detail). The following section describes some of the highlights found within the UPWP. A summary of some of our high-level priority activities over the next year is described below:

1. Continued correspondence with PennDOT District 1-0 (see Tasks I. A and I. B)—MPO staff will continue to build their relationship with the district to ensure integration between the LRTP and the TIP. Staff has become more involved in TIP development and we expect that this will continue to increase over the next year. We will build on the collaboration that has already gone into ensuring that the LRTP projects continue to advance. Multiple planning meetings will be held with the district.
2. Staff will continue to be involved with the implementation of various studies that have been completed in recent years.
3. Provide technical assistance to municipalities or other agencies that are considering applying for and/or receiving competitive grant dollars (namely TA Set Aside, Green Light Go, MTF, etc.) such as by providing available transportation data, GIS information, and letters of consistency with the Mercer County Comprehensive Plan (see Tasks I. B and I. C).
4. Conduct the annual HPMS sample data collection program (Task III.A.)

5. Continue to be involved during the project development process and advance our involvement during the design process. This will involve increasingly-close coordination with PennDOT District 1-o's design unit.
6. Regular coordination with various transportation stakeholders, particularly municipal officials, to discuss and plan both potential and programmed projects (see Task IV. B).
7. Conduct a study to further analyze the ever-expanding list of bicycle and pedestrian-related project ideas throughout Mercer County and develop scoring criteria that assist in prioritizing these projects. (Tasks I. C. and V.A). The current plan is to conduct this study in-house, but the 2025-2027 UPWP may be amended to allocate additional funds to procure consultant assistance if desired.
8. Inform member municipalities of opportunities to submit requests for proposals (RFPs) to initiate potential corridor studies that may be amended to this UPWP.

In tandem with these high-priority areas of focus, several key deliverables will derive from the work tasks within this UPWP. The table below shows a timetable specifying when the MPO will address each milestone project. The timeframe is subject to change if unforeseen circumstances occur. The shaded portions show when each milestone will be addressed.

Plan/Activity	Targeted Completion Date	Timetable for Work							
		CY 2025		CY 2026				CY 2027	
		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q
2027-2030 TIP Development	7/2026								
2026 LRTP Update	11/9/2026								
2027-2029 UPWP	1/30/2027								
Public Participation Plan Reassessment	6/2027								
Title VI Policy Reassessment	6/2027								
LEP Plan Reassessment	6/2027								
Annual List of Fed. Obligated Projects	12/31/2025, 12/31/2026								
Bicycle and Pedestrian Priority Study	8/2026 (apx)								

The process for any administrative modifications or amendments to the 2025-2027 UPWP will follow the regulations specified in the Statewide Planning and Research (SPR) Work Program Memorandum of Understanding (MOU), which was last updated on August 22, 2024.

Summary of Activities in FY 2025-2027

Task I: Plans and Programs
Task I.A.: LRTP/TIP Maintenance and Development
Task I.B.: Highway/Bridge Network Planning and Delivery
Task I.C.: Bicycle and Pedestrian Network Planning and Delivery
Task I.D.: Transit Planning
Task II: Land Use /Transportation Linkages/Modernization
Task II.A.: Land Use Coordination and Modernization
Task III: Data Collection and Analysis
Task III.A.: Highway Performance Monitoring System (HPMS)
Task III.B.: Miscellaneous Data Collection and Analysis
Task IV: Program Management
Task IV.A.: Administration and General Coordination
Task IV.B.: Public Involvement and Outreach
Task V: Special Programs
Task V.A.: Safe and Accessible

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

I. PLANS and PROGRAMS

TASK I A. LRTP AND TIP MAINTENANCE AND DEVELOPMENT

Task Description:

- Work closely with FHWA and PennDOT to ensure that the 2021-2045 Long Range Transportation Plan (LRTP) remains consistent with other planning documents, particularly our regional Transportation Improvement Program (TIP). Continue to work toward drafting and adoption of the 2026 LRTP Update.
- Work closely with PennDOT, municipal officials and other stakeholders to advance projects, policies, and studies recommended on the latest LRTP.
- Continue to focus on the monitoring of projects that will be needed in the future to maintain a safe and efficient transportation system.
- Closely monitor the LRTP to ensure consistency between land use and transportation projects.
- Work closely with Mercer County municipalities in identifying additional maintenance of the roadway system.
- Develop an annual list of federally obligated projects into a publicly-readable report that is posted on the MCRPC website. This document will include all projects for which federal funds have been obligated in that year. MPO will work with PennDOT's CPDM staff and Shenango Valley Shuttle Service staff to complete this report.
- Collaborate closely with PennDOT District 1-0 staff as we finalize and subsequently maintain the 2025-2028 Transportation Improvement Program (TIP).
- Utilize TIP visualization applications created by PennDOT (such as OneMap) during TIP development and as TIP is maintained/modified (through FCC modifications)
- Start work on the 2027-2030 TIP. This will encompass the completion all items on the required TIP checklist, including Environmental Justice analysis, Performance Management, the Memorandum of Understanding for TIP Modification Procedures, the TIP Checklist and/or TIP development narrative, Air Quality Analysis and all other requirements. All amendments will be compliant with federal legislation.
- Continue efforts with PennDOT District 1-0 and CPDM to incorporate Performance Based Planning and Programming

(PBPP), Transportation Performance Management (TPM), and utilization of the Transportation Asset Management Principles (TAMP) tool (and other asset management principles).

- Attend workshops and other trainings related to TIP development, including topics such as TPM and EJ Core Elements.
- Participate, as able and if applicable, in statewide work groups and subgroups related to TIP and LRTP development (e.g. TIP General and Procedural Guidance Work Group).
- Procure Consultant for assistance with LRTP update if desired. If undertaken, hiring a consultant for LRTP assistance will require a modification/amendment to the 2025-2027 UPWP.

2025-2027 Deliverables: 2027-2030 TIP (draft documentation 12/2025), Annual Listing of Federally Obligated Projects (due 12/2025, and 12/2026), 2026 Long Range Transportation Plan Update (Due 11/9/2026).

Timeline: The 2027-2030 TIP is anticipated to begin at the start of the third quarter (January) of the 2025-2026 FY. The LRTP update will be ongoing throughout the entire 2025-2027 UPWP cycle.

2023-2024 Major Accomplishments:

- Held several meetings with PennDOT District 1-0 to strategize advancement of LRTP projects onto the TIP.
- Submitted Annual Listing of Federally Obligated Projects (2024).
- Worked with PennDOT and local municipalities to program funding for various planning studies recommended in the prior LRTP; held high-level conversations about future planning efforts.
- Worked closely with PennDOT District 1-0 staff to complete and adopt 2025-2028 TIP.
- Discussed programming changes to various projects on the 2023-2026 TIP.

Responsible Agencies:

Primary	SVATS MPO/MCRPC, PennDOT District 1-0, PennDOT CPDM, SVSS/MCCT
Secondary/Supporting	FHWA, FTA

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$24,200	\$24,200
Federal Transit Administration	\$6,050	\$6,050
PA Department of Transportation	\$2,934	\$2,934
Local Highway	\$3,116	\$3,116
Local Transit	\$1,513	\$1,513
Total	\$37,813	\$37,813

I. PLANS and PROGRAMS

TASK I B. HIGHWAY/BRIDGE NETWORK PLANNING AND DELIVERY

Task Description:

- Ensure that the TIP is consistent with the LRTP and that any large non-LRTP projects are planned well in advance of being programmed (e.g. larger betterment projects).
- Meet with communities and other transportation stakeholders to plan out viable projects.
- Conduct any freight-related initiatives that arise. This could include analysis of freight facilities, coordination with these facilities, and advocating for projects that would ease the mobility of freight.
- Continue to monitor and participate in agency coordination meeting activities for regional projects.
- Assist PennDOT with the various analyses associated with major capital projects as needed.
- Identify any major projects that would have significant impacts on land use and work with local officials to ensure that they are educated on potential negative impacts.
- Continue to assess the need and appropriateness of ITS activities and work with the Department in maintaining a regional ITS architecture. Work with district in identifying TSMO funding opportunities and continue involvement as needed in any regional operation plan (ROP) activities or updates.
- Attend meetings for various planning studies relating to potential roadway improvements
- Work closely with the traffic unit at District 1-0 to analyze candidate projects for Highway Safety Improvement Program (HSIP) funding, and continue to plan these projects collaboratively with District 1-0 once identified.
- Regularly attend scoping field view meetings as they are held.
- Funding will be set aside FY 2026 and FY 2027 to provide municipalities in Mercer County with the ability to have locally important studies funded. Studies will be evaluated based on the following factors--applications completed by deadline; a voting member presents study application to the MPO; the study has been identified through a public planning process; the study conforms to the fiscal constraint available; and the content fulfills federal, state and local planning factors.
- Consider allocating any needed additional funds for procurement of a consultant for assistance with LRTP update if desired. If undertaken, hiring a consultant for LRTP assistance will require a modification/amendment to the 2025-2027 UPWP.

2025-2027 Deliverables: Advertise opportunities to member municipalities to submit requests for proposals (RFPS) for potential corridor studies that may be amended to the UPWP.

Timeline: The MPO will begin to collect RFPs (if any municipalities express interest) beginning in the first quarter FY 2026 and anticipates a potential study may be implemented by the end of the fourth quarter FY 2027. *A potential corridor study may or may not be implemented depending on the needs of the MPO.* If a potential corridor study is implemented, this will require an amendment to the 2025-2027 UPWP. Other Highway/Bridge Network Planning and Delivery activities will be continuous throughout the entire 2025-2027 UPWP cycle as needed.

2023-2024 Major Accomplishments:

- Attended various meetings and collaborated regularly with PennDOT staff and other transportation stakeholders to plan for upcoming projects and potential projects
- Worked closely with District 1-0 to identify projects for various federal funding sources, including HSIP, STP/STBG, and NHPP funding.
- Met with several communities to discuss their transportation needs and project ideas, and assisted them with developing a plan to implement their goals/solve their problems.
- Advised and provided data for municipalities applying for competitive grants (including Green Light Go, ARLE, TA Set-Aside, MTF, etc.).
- Attended several project scoping meetings.
- Participated in various steering committees as-needed.

-Collaborated with PennDOT on TSMO-funding opportunities.

Responsible Agencies:

Primary	SVATS MPO/MCRPC, PennDOT District 1-0
Secondary/Supporting	PennDOT CPDM, SVSS/MCCT, FHWA, Municipal Stakeholders

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$72,200	\$72,200
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$8,752	\$8,752
Local Highway	\$9,298	\$9,298
Local Transit	\$0	\$0
Total	\$90,250	\$90,250

I. PLANS and PROGRAMS

TASK I C. BICYCLE AND PEDESTRIAN NETWORK PLANNING AND DELIVERY

Task Description:

- Continue offering assistance as needed and related to previously-completed bike-ped studies, as well as the potential for future studies in this agreement. This includes attending meetings, communicating information to municipal officials and PennDOT staff as needed.

- Work closely with the Mercer County Trails Association and municipal groups to plan for bike/hike trails and direct agencies/municipalities toward funding options.

- Provide technical assistance (such as transportation data, GIS information, etc.) to municipalities applying for bike-ped project funding (most notably through programs such as Transportation Alternatives, Multimodal Transportation Funding).

- Work with the MPO Technical Committee to refine TA-Set-Aside project scoring, oversee application review, and provide recommendations to the MPO Coordinating Committee.

- Work with municipalities that have received bike/ped funding or any other funding to ensure that projects are planned well and continue to advance. Attend meetings as necessary to keep projects on track.

- Plan and implement bicycle and pedestrian improvement recommendations included on the LRTP and various transportation studies completed through the MPO.

- Attend PennDOT Bicycle and Pedestrian Workshop(s) as available and work with the Statewide Bike-Ped Coordinator to provide and/or share information as available and when relevant.

- Conduct a study to prioritize the growing list of bike/ped project recommendations from various studies and from municipal officials. Studies will include project ranking criteria and help align funding sources with the appropriate projects.

2025-2027 Deliverables: Bike/Ped Project Prioritization Study (Anticipated completion March 2026); other tasks as-needed--deadlines and deliverables variable based on individual projects.

Timeline: A Bicycle and Pedestrian Priority Study will begin during the first quarter of the 2025-2027 UPWP Cycle (July) and continue until the end of the third quarter (March). Bicycle and Pedestrian Network Planning and Delivery will be continuous throughout the entire 2025-2027 UPWP cycle as needed.

2023-2024 Major Accomplishments:

- Advised and provided data for municipalities applying for competitive grants (most notably TASA, but also MTF).

- Met with communities, trail groups and other non-profits as needed to discuss issues, needs, ideas, and projects related to bicycle and pedestrian modes of transportation.

- Coordinated with PennDOT District 1 and Central Office regarding MPO/RPO Bicycle/Pedestrian issues.

- Worked closely with several communities who have received funding and have completed or are in the process of implementing projects involving bike lanes, multimodal trails, and sidewalks.

- Worked with several municipalities on potential bicycle/pedestrian projects to assist with understandings of the planning, programming, and project development process.

Responsible Agencies:

Primary	SVATS MPO/MCRPC, PennDOT District 1-0
Secondary/Supporting	PennDOT CPDM, FHWA, Municipal Stakeholders

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$12,000	\$12,000
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$1,455	\$1,455
Local Highway	\$1,545	\$1,545
Local Transit	\$0	\$0
Total	\$15,000	\$15,000

TASK I. PLANS and PROGRAMS

TASK I D. TRANSIT PLANNING

Task Description:

The MPO will work closely with SVSS/MCCT staff to discuss transit planning and programming issues. Examples include:

- Assist county transit providers, PennDOT, FHWA and FTA, as necessary, with any tasks listed in this work program relating to transit
- Provide technical assistance to county transit providers on route changes or programmatic changes to the fixed route and paratransit systems.
- Ensure that transit needs are considered in all transportation planning studies
- Provide technical support to local municipal officials regarding corridor planning, transit services and facilities (e.g., bus stops, train stations), access management and accessibility.
- Work with SVSS and MCCT staff to suggest any planning efforts to be undertaken outside of the two transportation agencies' capabilities. MPO staff will ensure that any consultant-driven initiatives are kept on track and within budget. Possible projects may include updates to the Public Transportation Agency Safety Plan (PTASP) and/or demographic-related studies.
- Provide demographic data, GIS mapping, and analysis of other data upon request of the SVSS and MCCT staff.
- Assist MCRCOG during their reviews, including the FTA Triennial Review and the PennDOT Act 44 Performance Review.
- Coordinate with SVSS staff in compiling information for the Annual Listing of Federally Obligated Projects.
- Work alongside SVSS staff as needed when updating the transit portions of the TIP and LRTP.

2025-2027 Deliverables: Annual Listing of Federally Obligated Projects; 2025-2028 TIP.

Timeline: Transit Planning tasks will occur throughout the entire 2025-2027 UPWP cycle as needed.

2023-2024 Major Accomplishments:

- Assisted the local transit providers in order to maintain the transit portion of the 2023-2026 and 2025- 2028 TIPs.
- Provided and analyzed various data and created maps, based off requests from the SVSS and MCCT staff.
- Worked closely with SVSS staff to process Title VI complaints.

Responsible Agencies:

Primary	SVSS/MCCT, SVATS MPO/MCRPC
Secondary/Supporting	FTA, PennDOT CPDM, PennDOT Multimodal, Planning Consultant(s)

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$0	\$0
Federal Transit Administration	\$16,000	\$16,000
PA Department of Transportation	\$0	\$0
Local Highway	\$0	\$0
Local Transit	\$4,000	\$4,000
Total	\$20,000	\$20,000

II. LAND USE/TRANSPORTATION LINKAGES AND MODERNIZATION

TASK II A. LAND USE COORDINATION AND MODERNIZATION

Task Description:

- Research and seek to understand changes related to various transportation/land use disruptors and/or changing technologies. Examples may include connected and automated vehicles (CV/AV), electric charging stations and the gradual shift toward electric vehicles, changes in commuting patterns, growing popularity of teleworking, rise in e-commerce, broadband infrastructure, changes in energy policies and their local implications (solar development, oil and gas, etc.), climate change and extreme weather vulnerability, increasing importance on health and recreational transportation, personal delivery devices, intermodal connectors, and Complete Streets. Attend webinars and workshops related to these and other topics as able.
- Work with MPO board members and local jurisdictions to incorporate land use planning into the transportation planning process and to identify projects that will have significant impacts (positive or negative) on land use.
- Utilize the PennDOT Connects process to ensure that the MPO planning process is coordinated with the transportation portions of comprehensive plans, LRTP, and any other plans within Mercer County where transportation is a component.
- Participate with PennDOT District 1-o's District Planner and other staff in other PennDOT Connects activities, including scheduling of and attendance at collaboration meetings with municipalities and other stakeholders; preparation of documentation; follow-up communications; preparation of Project Initiation Forms for projects and programs proposed for the LRTP and TIP; and participation in Connects training opportunities. Complete on an ongoing basis.
- Help to promote the PennDOT Connects process and any related training activities for municipal officials and other related stakeholders.
- Assist with all other training activities aimed at local governments dealing with land use issues such as comprehensive planning, sustainability, access management, transit-oriented design, interchange development, etc.
- Work to consider livability and sustainability strategies as well as the location of transportation facilities to broader opportunities, including access to good jobs, affordable housing, quality schools, safe streets, economic development, social equity and environmental conservation.
- Participate in traffic impact studies and assessment of access management solutions.
- Review Highway Occupancy Permits and coordinate with PennDOT District 1-o's Traffic Unit staff as necessary when new land developments are proposed.
- Identify projects that will have significant effects on transportation and advocate projects that are concomitant with sound land use planning. All land use planning will be coordinated with the transportation portion of the Mercer County Comprehensive Plan, local multi-municipal plans and past PennDOT-funded special studies.
- Continue to work with municipal officials, as well as various state and local agencies, to promote economic development while being mindful of smart land use planning and realistic about transportation investments needing to follow a planning process.
- Consider any changes to the County's Functional Classification and smoothing of the urbanized boundary related to the 2020 Census, if necessary.

2025-2027 Deliverables: Review of Highway Occupancy Permits, land development portions of LRTP, traffic impact studies (as needed), review of County Functional Classification system.

Timeline: Land Use Coordination and Modernization will be continuous throughout the entire 2025-2027 UPWP cycle as needed.

2023-2024 Major Accomplishments:

- Reviewed potential transportation projects to see how improvements would affect current and future land uses. Projects and land use issues are continually reviewed in an attempt to avoid future problems with the transportation system. As projects go from concept to engineer studies, the MPO/MCRPC staff review these details to ensure that they are consistent with local and county transportation plans, as well as transportation planning studies that have been undertaken in the past.
- Worked with regional economic development agencies (e.g. Penn Northwest, The Northwest Commission, regional

Chambers of Commerce, The Greenville Reynolds Development Corporation, and various local government officials and staff) regarding the location of land use developments and the potential impacts on the transportation system. One staff member participated on the boards of the Northwest Commission and the Shenango Valley Enterprise Zone.

-Reviewed and added information to Project Information Forms (PIFs) via the PennDOT Connects process.

-Participated in PennDOT Connects-related trainings and webinars and helped to promote regional outreach opportunities.

Responsible Agencies:

Primary	SVATS MPO/MCRPC, Municipal Stakeholders, PennDOT District 1-0
Secondary/Supporting	PennDOT CPDM, SVSS/MCCT, FHWA

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$12,800	\$12,800
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$1,552	\$1,552
Local Highway	\$1,648	\$1,648
Local Transit	\$0	\$0
Total	\$16,000	\$16,000

TASK III. DATA COLLECTION and ANALYSIS

TASK III A. HWY. PERFORMANCE MONITORING SYSTEM (HPMS)

Task Description:

- Verify and update roadway inventory and performance measures on approximately 120 HPMS sample sections of roadway on the Federal-Aid Highway System (annually), including any additional segments that may be required based on Urban Boundary revisions, in accordance with the HPMS Manual specifications.
- Attend training and/or learn methods on collecting data via tablet-based data collection procedures (BPR has implemented usage of tablets to collect data in the past year).
- Attend annual HPMS workshops (virtually or in person).
- Participate in HPMS quality review.

2025-2027 Deliverables: Samples to be collected and submitted by approximately December 1st of each year.

Timeline: HPMS will begin at the start of the first quarter (July) and be submitted near end of the second quarter (December 1st).

2023-2024 Major Accomplishments:

- Completed annual reviews of HPMS sample segments.
- Updated HPMS sample section data as necessary and provided revisions to PennDOT staff.
- Attended HPMS both annual virtual workshops and participated in HPMS quality review.

Responsible Agencies:

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

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$3,200	\$3,200
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$388	\$388
Local Highway	\$412	\$412
Local Transit	\$0	\$0
Total	\$4,000	\$4,000

TASK III. DATA COLLECTION and ANALYSIS

TASK III B. MISCELLANEOUS DATA COLLECTION AND ANALYSIS

Task Description:

- Collect, develop and maintain GIS data to assist with transportation-related projects.
- Purchase, as necessary, equipment, software and licenses related to the collection of data (ArcGIS licenses, computers/tablets/other data collection devices, etc.).
- Conduct local traffic counts to be done by municipal request.
- Collect local asset data if/as needed for PennDOT (though no projects have been identified at this point).
- Create maps for communities and other transportation stakeholders.
- Utilize OneMap and other PennDOT data tools for various documents, programs, studies, and stakeholder requests.
- Continue to monitor and evaluate the county's Congestion Management Process (CMP) and use it as a planning tool when developing the TIP or making other programming decisions.
- Continue involvement with PennDOT's Transportation Systems Management and Operations (TSMO) initiative by planning for Intelligent Transportation Systems (ITS) elements and other traffic operation improvements. Factor this into TIP development, as necessary. Participate in any activities related to the existing or future updates of District 1's Regional Operations Plan (ROP).
- Participate in TSMO-related workshops.
- Participate in data-driven safety planning activities that lead to better consideration of safety in the selection and prioritization of transportation projects. Attend training, workshops, webinars and other activities related to the State Highway Safety Plan (SHSP) as well as various tools pertinent to the programming of Highway Safety Improvement Program (HSIP) funding.
- Work closely with PennDOT to develop procedures around analyzing outputs from condition-related analysis tools such as the Bridge and Pavement Asset Management Systems (BAMS and PAMS, respectively), and continue integrating lowest life-cycle costs methodologies into existing programs.

2025-2027 Deliverables: Deadlines and deliverables variable based on individual projects.

Timeline: Data Collection and Analysis will be continuous throughout the entire 2025-2027 UPWP cycle as needed.

2023-2024 Major Accomplishments:

- Worked with District 1 Traffic Unit on a variety of issues including safety data analysis, TSMO funding applications, finalization of the ROP, providing input on HSIP funding applications and coming up with more efficient ways of identifying projects, signalization issues, and many other initiatives.
- Continued to use the GIS information provided by PennDOT and additional information created locally in its development of local transportation related issues.
- Developed elements specific to transportation within community zoning maps.
- Renewed Mercer County Regional Planning Commission's annual GIS software licensing.
- Attended various PennDOT webinars and workshops related to data collection efforts, TSMO-related efforts, etc.

Responsible Agencies:

Primary	SVATS MPO/MCRPC
Secondary/Supporting	PennDOT CPDM

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$16,000	\$16,000
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$1,940	\$1,940
Local Highway	\$2,060	\$2,060
Local Transit	\$0	\$0
Total	\$20,000	\$20,000

IV. PROGRAM MANAGEMENT

TASK IV A. ADMINISTRATION AND GENERAL COORDINATION

Task Description:

- Develop and submit the UPWP for PennDOT approval, as directed by PennDOT.
- Schedule and coordinate all MPO Coordinating and Technical Committee meetings, arrange for advertising of those meetings, and prepare minutes of those meetings.
- Send out meeting notices, agendas, and meeting materials within five (5) working days prior to meetings and distribute other MPO-related information to board members and other transportation stakeholders (via email and mail).
- Prepare other/miscellaneous items for distribution, as appropriate (mailings, emails); scan and copy items as needed.
- Post relevant documents and meeting materials on the MCRPC website (e.g. TIP documents, Annual Federal Listing of Obligated Projects Report, Fiscal Constraint Charts, meeting agendas and minutes, etc.).
- Ensure MPO is up-to-date on virtual meeting regulations and platforms. Purchase any software or equipment related to ensuring that meetings can continue to exist in a virtual or hybrid (virtual and in-person) format.
- Maintain website's content, and train additional staff to assist with day-to-day maintenance.
- Submit quarterly invoices and progress reports in a timely manner to PennDOT for their review and approval.
- Process TIP modifications through the eSTIP process.
- Work with PennDOT's Financial and Contract Management division and FHWA to adjust, if necessary, the existing Cost Allocation Plan (CAP).
- Create and disseminate resources as necessary (e.g. fact sheets, informational items, instructional documents, notifications about funding opportunities).
- Attend and participate in all PennDOT Planning Partners meetings (semi-annual meetings, bi-monthly calls, and any other related trainings or meetings).
- Attend and participate in regional (Northwest PA) Planning Partners meetings with District 1, Erie MPO and NW RPO (typically held quarterly).
- Respond to requests from citizens, local officials, and various other transportation stakeholders related to the general function of the MPO.
- Coordinate regularly with other PA planning partners and attend meetings as able.
- Continue making progress toward educating committee members and other stakeholders, and encouraging that this representation reflects the appropriate jurisdiction as well as possible.
- If/as necessary, work with MPO Committees to consider updates to MPO Bylaws and any related organizational changes.

2025-2027 Deliverables: 2027-2029 UPWP (Anticipated due in January 2027); Quarterly Invoices (submitted after end of each quarter); Work related to MPO Bylaws Update (tentative).

Timeline: Administration and General Coordination will be continuous throughout the entire 2025-2027 UPWP cycle.

2023-2024 Major Accomplishments:

- Prepared for each of the MPO Coordinating and Technical Committee meetings held during the year, led various other transportation-related meetings, and attended various PennDOT-led meetings.
- Navigated the new frontiers of virtual meetings, ensuring that virtual MPO meetings were open to all, functional, and operated smoothly. Worked to understand new technologies related to virtual meetings.
- Submitted 2025-2027 UPWP.
- Submitted quarterly invoices.
- Assisted public officials, transportation stakeholders, and the general public with requests related to the day-to-day operation of the MPO.
- Worked on a comprehensive stakeholder/voting member rolls update project aimed at ensuring the right information was going to the right people, that member rolls were up to date, that voting members were aware of their responsibilities, and that staff could more efficiently disseminate information as needed.

- Attended the statewide Planning Partners meetings and other related trainings and meetings with PennDOT.
- Continued to work closely with the PennDOT District 1-0 office on several transportation projects to ensure coordination and transparency between agencies.

Responsible Agencies:

Primary	SVATS MPO/MCRPC, PennDOT CPDM
Secondary/Supporting	PennDOT District 1-0, FHWA, Transportation Stakeholders

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$33,280	\$33,280
Federal Transit Administration	\$8,320	\$8,320
PA Department of Transportation	\$4,034	\$4,034
Local Highway	\$4,286	\$4,286
Local Transit	\$2,080	\$2,080
Total	\$52,000	\$52,000

IV. PROGRAM MANAGEMENT

TASK IV B. PUBLIC INVOLVEMENT AND OUTREACH

Task Description:

- Collaborate with the State Transportation Commission in their public outreach campaign.
- Continue updates to the Public Participation Plan (PPP), Title VI Plan, and Limited English Proficiency (LEP) plan as needed; reassess and update demographic data to ensure its effectiveness. Work closely with Title VI Points of Contact from PennDOT, FHWA, and FTA to ensure that all federal and state requirements are met.
- Work closely with PennDOT Title VI Coordinator to ensure compliance with all federal and state laws related to this subject and to process any complaints filed, if applicable.
- Investigate ways to more fully incorporate the requirements of Environmental Justice Core Elements into the MPO's plans and programs, which will allow greater public input into the process and ensure that all areas of the SVATS MPO have equal input into the transportation planning process.
- Continue to grow our list of transportation stakeholders and ensure that anyone who might be interested in the functions of the MPO is aware of our roles and regulations.
- Work, as needed, with members of the press and other stakeholders to pass along information.
- Complete work associated with public involvement for various planning studies or projects, as needed.
- Maintain MCRPC's website to ensure relevant information is available, and ensure that meeting schedules, agendas, minutes, etc. are posted in a timely manner. Also post all completed studies/reports and other relevant information.

2025-2027 Deliverables: Environmental Justice Core Elements (various, but in particular during TIP development; PPP, Title VI Policy, and LEP Plan Reassessment (6/2025); other deliverables as-needed.

Timeline: The Public Participation Plan (PPP), Title VI Plan, and Limited English Proficiency (LEP) Plan will be reassessed during the fourth quarter (April to June) of the 2025-2027 UPWP cycle. Public Involvement and Outreach will be continuous throughout the 2025-2027 UPWP cycle as needed for each transportation project.

2023-2024 Major Accomplishments:

- Assisted the county transit agencies with EJ analysis.
- Performed outreach activities to new transportation stakeholders and had discussions with them about the roles and responsibilities of the MPO.
- Completed an update of the LEP plan and Public Participation Plan in accordance with federal guidelines and suggestions.
- Maintained MCRPC's website and made sure relevant information was posted in a timely manner.
- Passed along pertinent press releases and communicated with press as applicable.

Responsible Agencies:

Primary	SVATS MPO/MCRPC
Secondary/Supporting	PennDOT District 1-0, PennDOT CPDM, SVSS/MCCT

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$5,120	\$5,120
Federal Transit Administration	\$1,280	\$1,280
PA Department of Transportation	\$621	\$621
Local Highway	\$659	\$659
Local Transit	\$320	\$320
Total	\$8,000	\$8,000

TASK V. SPECIAL PROGRAMS

TASK V A. SAFE AND ACCESSIBLE

Task Description:

-The MPO will review projects in consideration for the 2026 LRTP and apply the Complete Street Policy to ensures the safe and adequate accommodation of all users of the transportation system within local municipalities.

-The Policy will formalize what the MPO has already accomplished on projects in which safety, mobility and accessibility of all modes of travel have been addressed. The Policy will apply the scoring system that addresses project selection on future TIPs.

-Future projects will be reviewed to ensure that safety and accessibility issues are addressed. Current projects in the 3rd and 4th years of the TIP will be reviewed to ensure safety and accessibility issues are included in projects, but past and current projects will not be reevaluated in order to be given a policy score based on Safe and Accessible/Complete Streets criteria.

2025-2027 Deliverables: The MPO will implement the adopted Complete Streets Policy document that outlines the planning process in regards to project selection. The policy establishes review standards for future projects in order to address safety, mobility and accessibility issues of all users of the transportation system.

- Timeline: Work on implementing a Complete Streets Policy will carry over from previous FY and continue through the adoption of the LRTP.

2023-2024 Major Accomplishments:

Drafting and adoption of SVATS MPO Complete Streets Policy.

Responsible Agencies:

Primary	SVSS/MCCT, SVATS MPO/MCRPC
Secondary/Supporting	FTA, FHWA, PennDOT CPDM, PennDOT, Planning Consultant(s)

Estimated Cost:

<i>Funding Source</i>	<i>FY 2025-2026</i>	<i>FY 2026-2027</i>
Federal Highway Administration	\$5,000	\$5,000
Federal Transit Administration	\$0	\$0
PA Department of Transportation	\$0	\$0
Local Highway	\$0	\$0
Local Transit	\$0	\$0
Total	\$5,000	\$5,000

SHENANGO VALLEY AREA TRANSPORTATION STUDY

2025-2027 UPWP

FY 2025-2026 BUDGET SUMMARY YEAR ONE

WORK TASK	TOTAL BUDGET	FEDERAL PL (HIGHWAY)	FEDERAL MPP (TRANSIT)	STATE MLF	LOCAL HWY	LOCAL TRANSIT
I. PLANS and PROGRAMS	\$163,063	\$108,400	\$22,050	\$13,141	\$13,959	\$5,513
A. LRTP AND TIP MAINTENANCE AND 3*	\$37,813	\$24,200	\$6,050	\$2,934	\$3,116	\$1,513
B. HIGHWAY/BRIDGE NETWORK PLAN 1*	\$90,250	\$72,200	\$0	\$8,752	\$9,298	\$0
C. BICYCLE AND PEDESTRIAN NETWO 1*	\$15,000	\$12,000	\$0	\$1,455	\$1,545	\$0
D. TRANSIT PLANNING 2*	\$20,000	\$0	\$16,000	\$0	\$0	\$4,000
II. LAND USE/TRANSPORTATION LINKAGES/MODERNIZATION	\$16,000	\$12,800	\$0	\$1,552	\$1,648	\$0
A. LAND USE COORDINATION AND MOI 1*	\$16,000	\$12,800	\$0	\$1,552	\$1,648	\$0
III. DATA COLLECTION and ANALYSIS	\$24,000	\$19,200	\$0	\$2,328	\$2,472	\$0
A. HIGHWAY PERFORMANCE MONIOR 1*	\$4,000	\$3,200	\$0	\$388	\$412	\$0
B. MISCELLANEOUS DATA COLLECTIO 1*	\$20,000	\$16,000	\$0	\$1,940	\$2,060	\$0
IV. PROGRAM MANAGEMENT	\$60,000	\$38,400	\$9,600	\$4,655	\$4,945	\$2,400
A. ADMINISTRATION AND GENERAL C 3*	\$52,000	\$33,280	\$8,320	\$4,034	\$4,286	\$2,080
B. PUBLIC INVOLVEMENT AND OUTRE 3*	\$8,000	\$5,120	\$1,280	\$621	\$659	\$320
V. SPECIAL PROGRAMS	\$5,000	\$5,000	\$0	\$0	\$0	\$0
A. SAFE AND ACCESSIBLE 4*	\$5,000	\$5,000	\$0	\$0	\$0	\$0
TOTAL	\$268,063	\$183,800	\$31,650	\$21,675	\$23,025	\$7,913

Funding Breakdown

1* Hwy. 80% Tr. 0% St. 9.6980% Loc. 10.3020%

2* Hwy. 0% Tr. 80% St. 0% Loc. 20%

3* Hwy. (80% of Total)*80%, Tr. (20% of Total)*80%, St. (80% of Total)*9.6980%,

Loc. (80% of Total)*10.3020%+(20% of Total)*20

4* 100% (Federal 80%/20% Toll Credits)

SHENANGO VALLEY AREA TRANSPORTATION STUDY

2025-2027 UPWP

FY 2026-2027 BUDGET SUMMARY YEAR TWO

WORK TASK	TOTAL BUDGET	FEDERAL PL (HIGHWAY)	FEDERAL MPP (TRANSIT)	STATE MLF	LOCAL HWY	LOCAL TRANSIT
I. PLANS and PROGRAMS	\$163,063	\$108,400	\$22,050	\$13,141	\$13,959	\$5,513
A. LRTP AND TIP MAINTENANCE AND 3*	\$37,813	\$24,200	\$6,050	\$2,934	\$3,116	\$1,513
B. HIGHWAY/BRIDGE NETWORK PLAN 1*	\$90,250	\$72,200	\$0	\$8,752	\$9,298	\$0
C. BICYCLE AND PEDESTRIAN NETWO 1*	\$15,000	\$12,000	\$0	\$1,455	\$1,545	\$0
D. TRANSIT PLANNING 2*	\$20,000	\$0	\$16,000	\$0	\$0	\$4,000
II. LAND USE/TRANSPORTATION LINKAGES/MODERNIZATION	\$16,000	\$12,800	\$0	\$1,552	\$1,648	\$0
A. LAND USE COORDINATION AND MO 1*	\$16,000	\$12,800	\$0	\$1,552	\$1,648	\$0
III. DATA COLLECTION and ANALYSIS	\$24,000	\$19,200	\$0	\$2,328	\$2,472	\$0
A. HIGHWAY PERFORMANCE MONIOR 1*	\$4,000	\$3,200	\$0	\$388	\$412	\$0
B. MISCELLANEOUS DATA COLLECTIO 1*	\$20,000	\$16,000	\$0	\$1,940	\$2,060	\$0
IV. PROGRAM MANAGEMENT	\$60,000	\$38,400	\$9,600	\$4,655	\$4,945	\$2,400
A. ADMINISTRATION AND GENERAL C 3*	\$52,000	\$33,280	\$8,320	\$4,034	\$4,286	\$2,080
B. PUBLIC INVOLVEMENT AND OUTRE 3*	\$8,000	\$5,120	\$1,280	\$621	\$659	\$320
V. SPECIAL PROGRAMS	\$5,000	\$5,000	\$0	\$0	\$0	\$0
A. SAFE AND ACCESSIBLE 4*	\$5,000	\$5,000	\$0	\$0	\$0	\$0
TOTAL	\$268,063	\$183,800	\$31,650	\$21,675	\$23,025	\$7,913

Funding Breakdown

1* Hwy. 80% Tr. 0% St. 9.6980% Loc. 10.3020%

2* Hwy. 0% Tr. 80% St. 0% Loc. 20%

3* Hwy. (80% of Total)*80%, Tr. (20% of Total)*80%, St. (80% of Total)*9.6980%,

Loc. (80% of Total)*10.3020% + (20% of Total)*20

4* 100% (Federal 80%/20% Toll Credits)