MERCER COUNTY, PA
LONG RANGE TRANSPORTATION PLAN

ADOPTED SEPTEMBER 15, 2026

MOVING *MERCER*
LONG RANGE TRANSPORTATION PLAN

Shenango Valley Area Transportation Study (SVATS) MPO Coordinating Committee Membership

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RESOLUTION

OF THE
SHENANGO VALLEY AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION (SVATS MPO)

AUTHORIZING ADOPTION OF THE 2050 LONG RANGE TRANSPORTATION PLAN AND AIR QUALITY CONFORMITY ANALYSIS IN ACCORDANCE WITH THE CLEAN AIR ACT AMENDMENTS OF 1990 FOR THE SVATS MPO MAINTENANCE AREA (Mercer County)

WHEREAS, the Congress of the United States of America enacted the Clean Air Act Amendments of 1990 which was signed into law and became effective on November 15, 1990, hereafter referred to as the CAAA; and

WHEREAS effective July 15, 2004, the Youngstown-Warren-Boardman OH-PA Metropolitan Area, which includes Mercer County, was designated by EPA as a nonattainment area under the 1997 8-hour ozone NAAQS; and,

WHEREAS, on July 25, 2007, the aforementioned Metropolitan Area was re-designated under the 1997 8-hour ozone standard as an attainment (maintenance) area by EPA with motor vehicle emissions budgets (MVEBs) established in the State Implementation Plan (SIP) maintenance plan revision; and,

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements for areas that remain designated nonattainment for the revoked NAAQS; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone maintenance areas and this region was maintenance for the 1997 ozone standard at the time the 1997 ozone revocation in 2015. An air quality analysis and conformity determination of the TIP for the 1997 ozone standard has also been prepared. This conformity determination demonstrates that the requirements of 40 CFR Part 93 are met; and,

WHEREAS, the transportation plans and programs are required to conform to the purpose of the State Implementation Plan and Sections 174 and 176 (c and d) Of the CAAA (47. U.S.C. 7504, 7506 (c and d); and,

WHEREAS, the Shenango Valley Area Transportation Study (SVATS), the Metropolitan Planning Organization (MPO) for Mercer County, Pennsylvania, is responsible for the development of transportation plans and programs in accordance with Section 134 of Title 23, which requires coordination and public participation with the State DOT; and,

WHEREAS, the final conformity rule (and subsequent amendments) requires that the Shenango Valley Area Transportation Study Metropolitan Planning Organization's policies, transportation plans and programs conform to the CAAA requirements by meeting criteria described in the final guidelines and subsequent rulings; and,

WHEREAS, the SVATS MPO, in accordance with its Public Involvement plan, conducted a 30-day public comment period from August 2nd, 2026 through September 1st, 2026 and conducted a

Public Comment Meeting on August 11th, 2026 in compliance with Tile VI of the Civil Rights Act, to provide an opportunity for public testimony on transportation projects and programs, as well as the air quality conformity analysis of currently programmed projects; and,

WHEREAS, following consideration of all comments and testimony by the public, the SVATS MPO has endorsed at its business meeting of September 15th, 2026, the adoption of the 2050 Long Range Transportation Plan, including Air Quality Conformity Analysis Reports and this Resolution.

NOW, THEREFORE BE IT RESOLVED THAT

1. The SVATS MPO Coordinating Committee has found the 2050 Long Range Transportation Plan to be consistent with the final conformity rule issued on November 24, 1993 and subsequent amendments and rulings, and contributes to the achievement and maintenance of the NAAQS.
2. That the SVATS MPO 2050 Long Range Transportation Plan is hereby adopted with a completed Air Quality Conformity Analysis and authorizes its submittal to the Pennsylvania Department of Transportation and appropriate federal agencies.

I hereby certify that this Resolution was adopted by the SVATS MPO Coordinating Committee on September 15th, 2026.

ATTEST:

MPO Chairperson, Jeremy P. Coxe

MPO Executive Director, Doniele J. Russell

NO SCANNER Electronically Signed 9/24/2026

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1. Introduction

The Shenango Valley Area Transportation Study (SVATS) is the federally designated Metropolitan Planning Organization (MPO) for the Mercer County, Pennsylvania metropolitan area (Figure 1), encompassing all thirty-eight municipalities in Mercer County, Pennsylvania. SVATS was officially designated as the MPO for Mercer County in 1982.

MPOs are designated for each urbanized area in the United States to carry out a continuing, cooperative, and comprehensive (3C) performance-based multimodal transportation planning process. This includes the development of a metropolitan transportation plan and a Transportation Improvement Program (TIP). These efforts encourage and promote the safe and efficient development, management, and operation of surface transportation systems that serve the mobility needs of both people and freight. Surface transportation systems include accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, such as intercity buses, intercity bus facilities, and commuter vanpool providers. The planning process also fosters economic growth and development, takes resiliency needs into consideration, and seeks to minimize transportation-related fuel consumption and air pollution.[1]

A Metropolitan Long Range Transportation Plan (LRTP) defines the vision, goals, strategies and projects that address a region's needs and priorities for how the transportation network enables community vitality and economic growth while preserving the environment and promoting sustainability and resiliency. The LRTP defines how federal transportation funding is allocated and what multimodal transportation investments are to be implemented in a region over the next 25 years. It acts as a project pipeline for the short-term TIP. The TIP is a program of the highest priority projects that will receive state and federal funding over the next four years. The TIP acts as the first four-year period of the LRTP.

The Commonwealth of Pennsylvania also develops a Twelve-Year Program (TYP) that acts as mid-range planning tool, and also as Stage II of the LRTP. It lists planned projects and assigns funding to projects over a 12-year period. The first four years comprise the TIP. The TYP aligns with the policies, visions, and goals in the LRTP.

The requirements for the LRTP are set forth in *23 CFR 450.324: Development And Content of the Metropolitan Transportation Plan*. In formulating the transportation plan, the MPO must consider the ten federal planning factors as they relate to a minimum 20-year forecast period. The transportation plan is updated at least every four years in air

[1] 23 CFR 450.300(a)

quality nonattainment and maintenance areas and at least every five years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon.

The Moving Mercer LRTP meets all applicable federal requirements. The Plan not only defines transportation investments, it also makes recommendations of specific, actionable goals and strategies that will help Mercer County to work together to achieve common goals and to advance the plan's Vision Statement.

2. Mercer County Today

This section provides a comprehensive snapshot of Mercer County's current transportation system. It serves as a foundational component of the LRTP, offering a baseline from which future planning efforts will evolve. It identifies key infrastructure assets, evaluates system performance, and highlights areas of concern across multiple transportation modes.

The memo will inform future planning decisions, including the development of the fiscally constrained project list, by identifying existing strengths and deficiencies within the County's transportation network. Data sources used in this analysis include PennDOT's Bridge Management System (BMS2), the International Roughness Index (IRI) pavement ratings, crash statistics from PennDOT's Pennsylvania Crash Information Tool (PCIT), transit performance reports, and socioeconomic data provided by Mercer County GIS and the County Comprehensive Plan.

Where applicable, transportation conditions are discussed by sub-regions, Northwest, Northeast, Center, Southwest, and Southeast, to reflect geographic variation and support targeted planning strategies.

2.1. Overview of the Transportation System

Mercer County is located in northwestern Pennsylvania and is served by a varied transportation network that includes highways, bridges, transit services, trails, and freight corridors. The study area for this LRTP encompasses the entire county, which is divided into five planning regions to facilitate localized analysis and recommendations.

The Mercer regional map in **Figure 1** illustrates the county's boundaries and the five designated regions. Major highways traversing Mercer County include Interstate 80 (east-west), Interstate 79 (north-south), Interstate 376 (north-south), U.S. Routes 19 and 62, and State Routes 18 and 58, which serve as critical corridors for passenger and freight movement.

Transportation planning and infrastructure management in Mercer County involve coordination among several key stakeholders:

- **Shenango Valley Area Transportation Study Metropolitan Planning Organization (SVATS MPO)** – manages regional transportation planning and funding
- **Pennsylvania Department of Transportation (PennDOT)** – responsible for state-owned roads and bridges
- **Mercer County Planning Commission** – oversees local transportation planning
- Local governments who own and maintain infrastructure in the County
- **The Mercer County Regional Council of Governments** – responsible for providing public transportation services through Mercer County Community Transit and Shenango Valley Shuttle Service

These entities work collaboratively to maintain and improve the county's transportation system, ensuring safe, efficient, and equitable mobility for all residents.

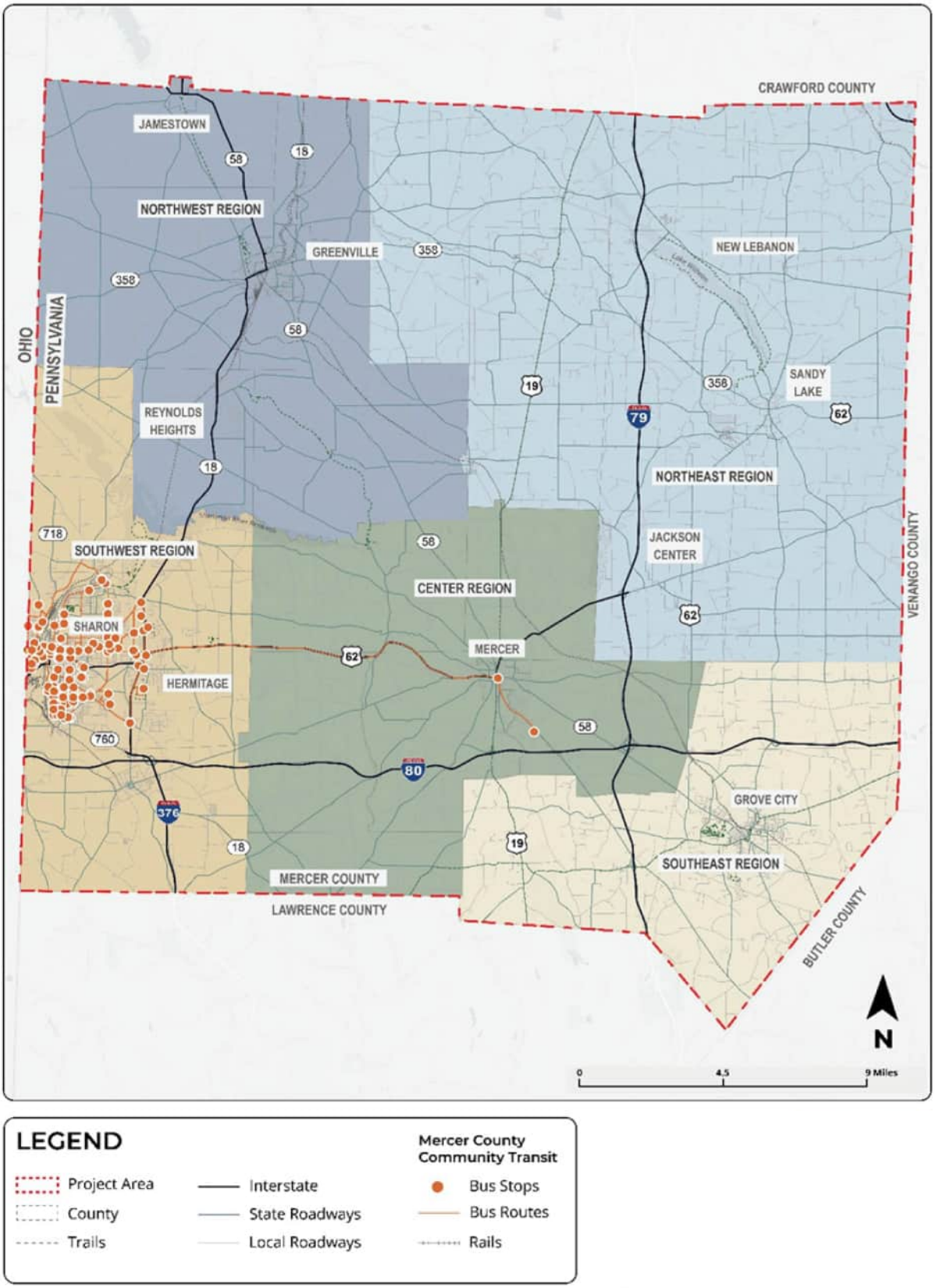


Figure 1. Mercer County Regional Map

2.2. 2024 Mercer County Roadway and Bridge Conditions

There are 166 locally-owned bridges and 424 state-owned bridges in Mercer County. The 166 local bridges are owned by Mercer County, municipalities, and neighboring counties. Bridges are inspected regularly and rated as in Good, Fair, or Poor condition. Data on bridge conditions was obtained from PennDOT's Bridge Management System 2 (BMS 2). The data provided information on the current condition of Pennsylvania's bridges, including location, inspection condition, ownership, maintenance responsibility, and more. According to the data, 39% of the bridges in Mercer County, both locally- and state-owned, are in Good condition, 48% are in Fair condition, and 13% are in Poor condition. Less than 1% of bridges were not rated. **Tables 1** and **2** show the distribution of bridges, ownership, and condition for each region of Mercer County. **Figure 2** shows the current bridge conditions across the County.

Table 1. 2024 Mercer County Locally-Owned Bridges and Conditions

Region	Local (>=20')	Good		Fair		Poor	
Northwest	28	16%	12	22%	10	13%	6
Northeast	66	39%	29	41%	19	40%	18
Center	24	20%	15	7%	3	13%	6
Southwest	22	8%	6	15%	7	20%	9
Southeast	26	17%	13	15%	7	13%	6
Total	**166**	**45%**	**75**	**28%**	**46**	**27%**	**45**

Table 2. 2024 Mercer County State-Owned Bridges and Conditions

Region	State (>=8')	Good		Fair		Poor		No Rating	
Northwest	68	17%	26	16%	38	14%	4	0%	0
Northeast	118	22%	34	32%	77	24%	7	0%	0
Center	94	26%	40	21%	50	10%	3	100%	1
Southwest	86	18%	28	21%	50	28%	8	0%	0
Southeast	58	18%	28	10%	23	24%	7	0%	0
Total	**424**	**37%**	**156**	**56%**	**238**	**6.8%**	**29**	**0.2%**	**1**

During previous LRTP public engagement conducted by the State Transportation Commission, as part of the 2027 12-Year Program update, bridge maintenance was identified by the community as one of the top priorities for the County's transportation system. As a result, numerous bridge improvement projects are currently programmed and planned, including bridge restoration, rehabilitation, preservation, and replacement projects. There are many bridge-related projects included in the TIP, and additional projects included in the Twelve-Year Program (TYP), as shown in **Table 3**. These bridge projects address a range of maintenance concerns, including abutment and pier repairs, deck replacement, upgraded guiderail, paving, roadway striping, and more.

Table 3. Bridge Projects in Mercer County

Project Title	Region
Mercer County T-Beam Rehab Project	Multiple
US 19: Hadley Road to Cemetery Road	Northeast
US 62 Br over Spring Ck	Center
SR 158 Brdg over I-80	Center
PA 845 Bridge over Sawmill Run	Northeast
SR 2013 Bridge over Munnel Run	Center
SR 3039 Bridge over Little Neshannock Cr Trib #1	Center
SR 4021: Atlantic Rd Brdg	Northwest
Old Mercer Rd (T-401) Bridge over Nashannock Creek	Center
SR 62: Pine Run Brdg	Southwest
SR 718 over Pine Run	Southwest
SR 2014 Brdg 1/Otter Ck	Center
SR 2024 Bridge over Wolf Creek Branch	Northeast
SR 3012 Brdg/Shenango River	Southwest
SR 4001 Bridge over Sugar Run Trib #2	Northwest
SR 4022 Bridge over Sankeys Run	Northwest
McKinley Ave Brdg	Center
PA 173 Bridge over Black Run Trib	Southeast
SR 2022 Bridge over Wolf Creek	Northeast
US 19/Lil Shenango River	Northeast
State Route 19 Bridge over Otter Ck Trib	Northeast
US 62 Bridge over Lackawannock Creek	Center
US 62 Bridge over I-79	Northeast
PA 258 Bridge/Magargee Run	Southwest
PA 358 Brdg/Sankeys Run	Northwest
SR 358/Sheng. River Trib	Northeast

SR 551/Sheng River Trib	Southwest
SR 1004 over Little Shenango River Tributary	Northeast
US 62 Bridge over a Shenango River Tributary	Southwest
PA 846 Brdg/Shenango Res.	Southwest
SR 3007/W. Brch Nesh Ck	Center
SR 4014: Oniontown Bridge	Northwest
SR 173: Black Run Brdg	Southeast
SR 208 Bridge over Johnston Run	Southeast
SR 760 over SR 18	Southwest
State Route 1014 over Long Run	Northeast
Mercer Shotcrete Group	Northeast
PA 58 Bridge over Munnel Run	Center
SR 4002 Coal Hill Road Bridge over Big Run	Northwest
SR 4019 Br/Lil Sheng Riv	Northwest
Dept. Force Br Line Item	Multiple
Mercer Highway/Bridge Line Item	Multiple
On Demand Bridge Contract Line Item	Multiple
Mercer Local Brdg Line	Multiple
US 19 Bridge over Otter Creek Trib #3	Northeast
SR 551 over Big Run Branch	Southwest
SR 3022: Rutledge Rd Br 1	Southwest
SR 3032 Bridge/Pine Run	Southwest
SR 3039 over Lackwnk Ck #1	Center

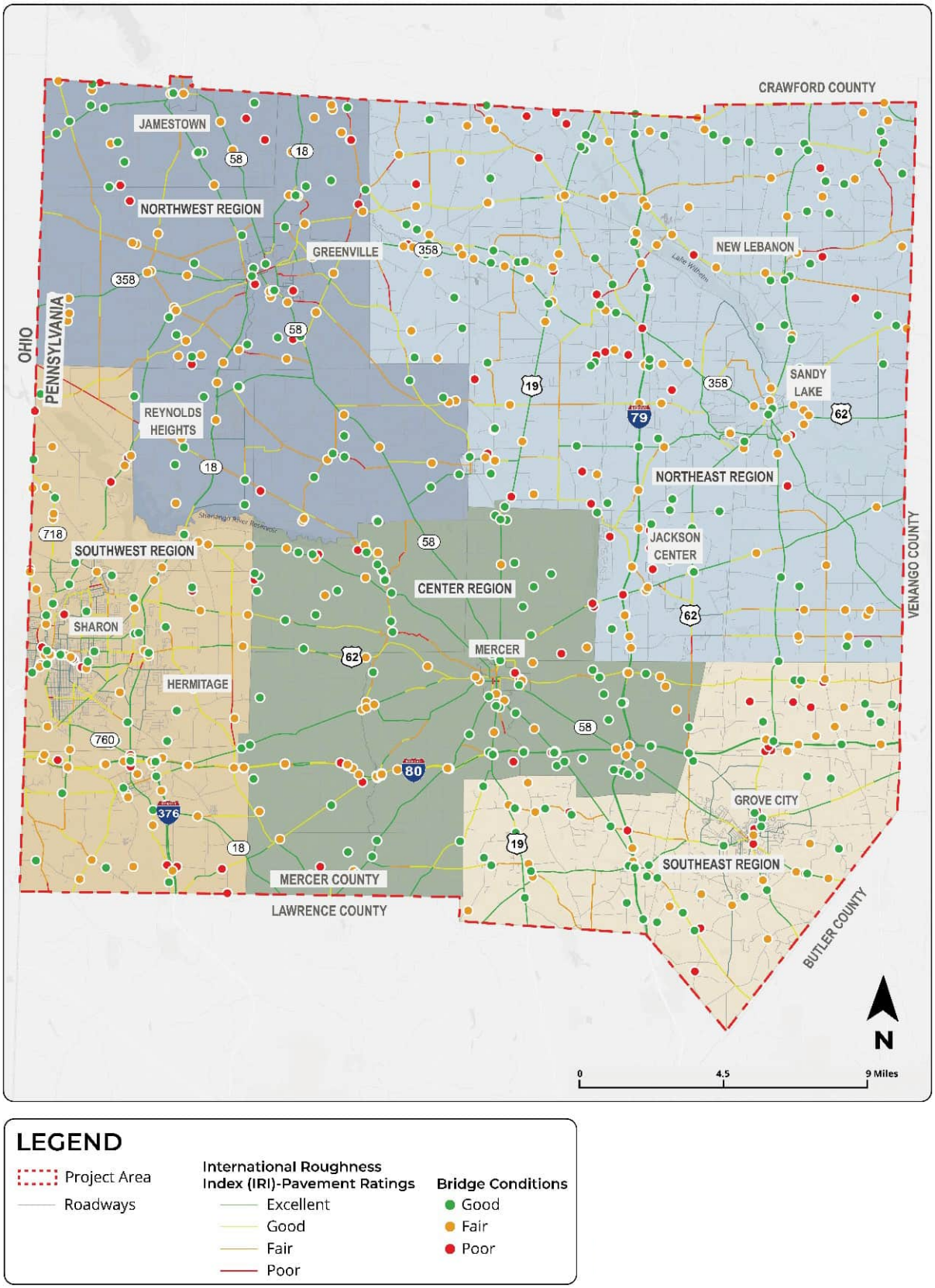


Figure 2. Bridge and Pavement Conditions

2.3. Pavement Conditions

The International Roughness Index (IRI) is a key metric used to assess pavement conditions. PennDOT annually conducts an inventory of pavement conditions, which quantifies pavement smoothness and rideability as experienced by vehicle passengers. Lower IRI values indicate smoother roads and better pavement conditions, which are categorized as Excellent, Good, Fair, and Poor. IRI plays a key role in identifying areas in need of improvement. In previous LRTPs and outreach conducted by the State Transportation Commission, as part of the 2027 12-Year Program update, the significance of pavement conditions has also been highlighted by the community as a top priority.

According to PennDOT's 2024 Annual Performance Measures Report, 43.5% of Mercer County's roadways are in Excellent condition, 31.4% are in Good condition, 21% are in Fair condition, and 4.1% are in Poor condition. As shown in **Table 4**, Mercer County's roadways exhibit better pavement conditions than those found across PennDOT District 1 and the state overall. It should be noted that there are two small segments of US 322 that are in the process of being removed from the NHS system.

Table 4. 2024 IRI Ratings by Percent of Total Roadways (based on segment miles)

	Excellent	Good	Fair	Poor
State	25.2%	30.6%	21.8%	22.4%
PennDOT District 1	39.8%	27.3%	20.8%	12.1%
Shenango Valley MPO	43.5%	31.4%	21%	4.1%

There are 22 resurfacing projects included in the TIP and TYP, as shown in **Table 5**. These resurfacing projects typically include milling and paving existing roadways, and many also incorporate enhancements such as pedestrian improvements, stormwater upgrades, and roadway striping.

Table 5. Resurfacing Projects in Mercer County

Project Title	Region
SR 58: SR 18-Fredonia Rd	Northwest
SR 258: Pitt Street	Center
SR 2014 - Market Street	Center
SR 3025 (from SR 3014 to King Drive)	Southwest
SR 18: Lawrence Co. Line to I-376	Center
SR 58: US 19 to Campbell Drive	Multiple
SR 19: Cemetery Rd - Crawford Cty Ln	Northeast
PA 18: Through Greenville	Northwest
Mercer Betterment Line Item	Multiple
US 62: Ohio line to Libery Street	Southwest
SR 3011: PA 318-Valley View	Southwest
SR 3035: SR 418-State St	Southwest
SR 4006: Williamson Rd-SR 18	Northwest
SR 518: SR 18 to SR 3017	Southwest
SR 62: SR 19 to I-79	Center
SR 718: SR 418 to W. Connelly Blvd.	Southwest
SR 358: SR 18 to SR 4006	Northwest
SR 3016: Hazen Road	Southwest
SR 3006: Roemer Blvd	Southwest
SR 318: Fair St. to Stefanak Dr.	Southwest
SR 318 - Ohio to 2nd Ave	Southwest
US 19: Hadley Road to Cemetery Road	Northeast

2.4. Crash History and Safety

Locally, safety has been consistently identified as a top priority across all transportation modes. The SVATS MPO is committed to working with PennDOT on monitoring, assessing, reporting and prioritizing improvements that contribute to a safer transportation system for all users.

PennDOT's Pennsylvania Crash Information Tool (PCIT) keeps detailed crash data, including the types of crashes, time of day, and injuries. The crash data can help identify trends and make informed decisions on where to prioritize safety improvements. A total of 5,378 crashes were recorded in Mercer County from 2021 to 2025, with an eight percent decrease in the number of crashes from 2021 to 2025. However, 72 fatalities occurred within the five years, and 261 people were suspected to have serious crash-related injuries.

Vulnerable Roadway Users (VRU), including bicycles and pedestrians, were involved in 87 crashes, with 10 fatalities and 14 serious injuries. More specifically, 66 pedestrians were involved in crashes, resulting in nine deaths and 13 serious injuries, while 21 people biking were involved in crashes, with one death and one serious injury. This data highlights the continued need for targeted safety improvements, particularly for VRUs such as pedestrians and bicyclists.

Between 2021 and 2025, several roadways in the county experienced a notably high number of crashes, highlighting areas for potential safety improvements, as shown in **Figure 3**:

- Perry Highway – 113 crashes
- Shenango Valley Extension – 118 crashes
- Hadley Road – 119 crashes
- State Street – 266 crashes
- Hermitage Road – 310 crashes
- Raymond P Shafer Highway – 400 crashes
- Z H Confair Highway – 428 crashes

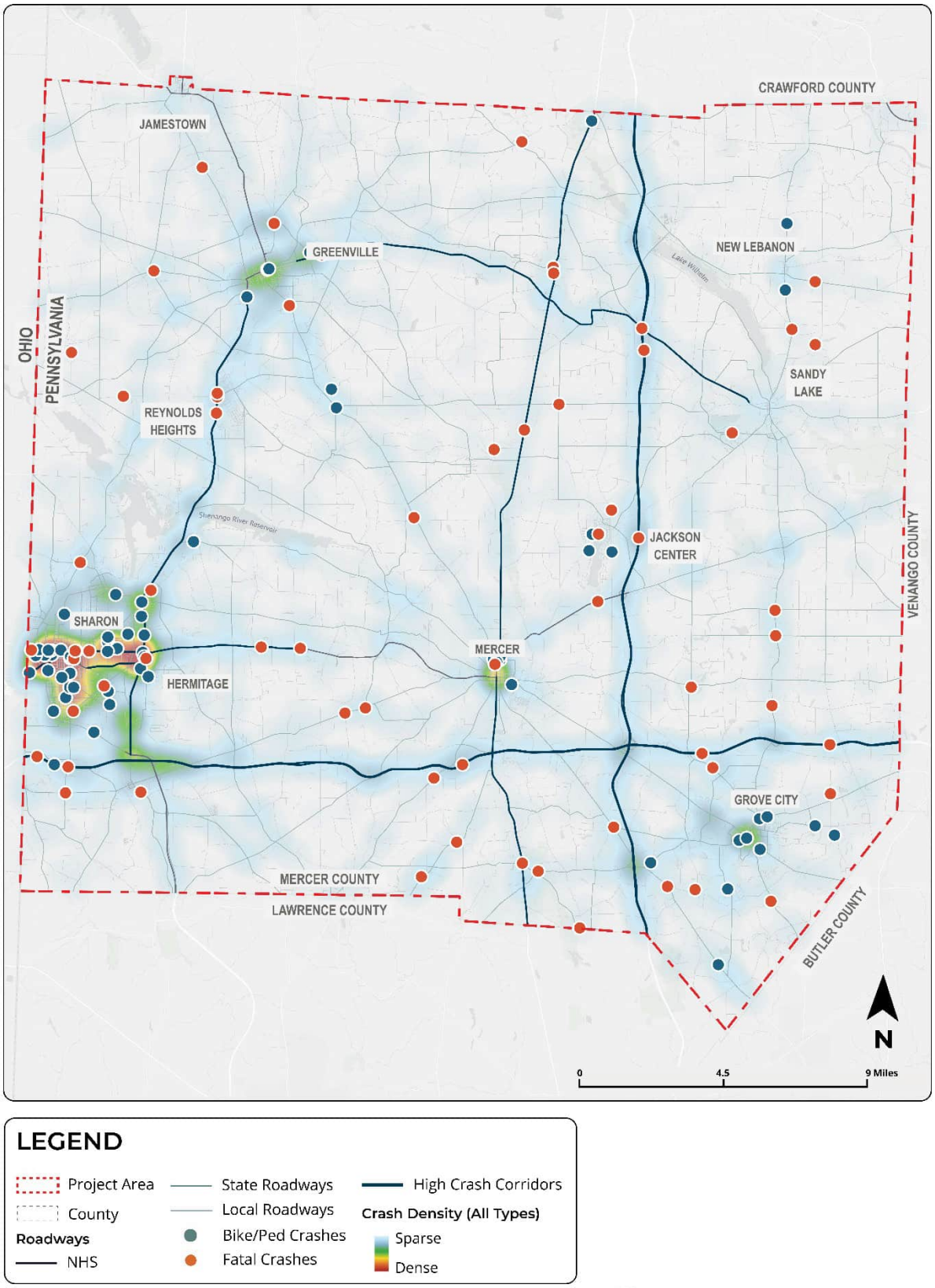


Figure 3. Mercer County Crashes and High-Crash Corridors (2021-2025)

Safety is a top priority in the MPO's project selection process. As of April 2025, there are five TIP safety improvement projects, and one additional TYP safety improvement project planned for Mercer County, as shown in **Table 6**. These safety improvement projects include a variety of improvements, such as paving, guiderail improvements, flashing warning devices, updated pavement markings, and sign updates.

Table 6. Safety Improvement Projects

Transportation Improvement Projects	
Project Title	**Region**
PA 18/SR 4006 Intersection	Northwest
SR 518/3025 Intersection	Southwest
US 62 and SR 3037 Intersection	Southwest
SR 358 AND 8005 Ramp Safety Improvements	Northeast
Mercer County Systemic Rumble Strips	Northwest, Northeast
Twelve-Year Program Projects	
Bessemer AND Lake Erie RR corridor	Southeast

2.5. Traffic Volumes and Congestion

There are currently 2,596 centerline miles of roadway in Mercer County, with 903 miles state-owned and 1,693 miles locally-owned. Traffic volumes for Mercer County's roadways were examined using PennDOT's Traffic Information Repository (TIRe) website. **Table 7** shows the Average Annual Daily Traffic (AADT) and highest truck volume segments for truck volumes in Mercer County. Interstate 80, Interstate 79, and SR 0018 have the highest average daily traffic, with Interstate 80 supporting a large amount of truck traffic at nearly 45% of its traffic volume. It should be noted that these counts do not address Interstate 80 or Interstate 79 closures and reroutes to local state routes during closures.

Table 7. High Traffic Roadways in Mercer County

Route	Location	AADT	Truck %	Count Year	PennDOT Traffic Monitor Site (TMS)
I-80	East of US 19	28,723	44.3%	2025	3655
I-79	North of I-80	22,339	20.4%	2025	4799
I-376	South of SR 0018	16,912	15.5%	2025	4734
SR 0018	North of SR 0518	19,004	12.5%	2023	3607
SR 0062	East of SR 3037	7,539	8.6%	2023	3643
SR 3008	West of SR 0018	16,967	2.3%	2022	3722
SR 0358	East of SR 4032	4,000	10.1%	2023	3685
SR 0058	South of Golf Road	4,291	12.1%	2023	3631
SR 0518	North of State Street	6,781	9.5%	2023	14009
SR 3025	North of SR 3008	13,498	-	2024	3736

In addition to tracking traffic volumes, Mercer County monitors congestion-related data for designated travel corridors within its transportation system. This information was sourced from the 2022 update of Mercer County's Congestion Management Process (CMP) program. Overall, the travel time, delay, and reliability data do not indicate severe congestion throughout the county, and in some cases, conditions improved across various corridors. Travel Time Index (TTI) data indicates that sections of SR 3008 (E State Street), PA 58, and US 19 experience the highest AM peak congestion, while I-80 and sections of SR 3008 (E State Street) and SR 3014 (Highland) have the greatest PM peak congestion, as shown in **Table 8**. Although certain corridors experience more congestion than others, the CMP 2022 update concludes that recurring delays and congestion are not significant issues for most CMP corridors in Mercer County. Mercer County CMP Corridors are shown in **Figure 4**.

Table 8. Travel Time, Delay, and Reliability Trends

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

Source: Mercer County Congestion Management Process (CMP), 2022

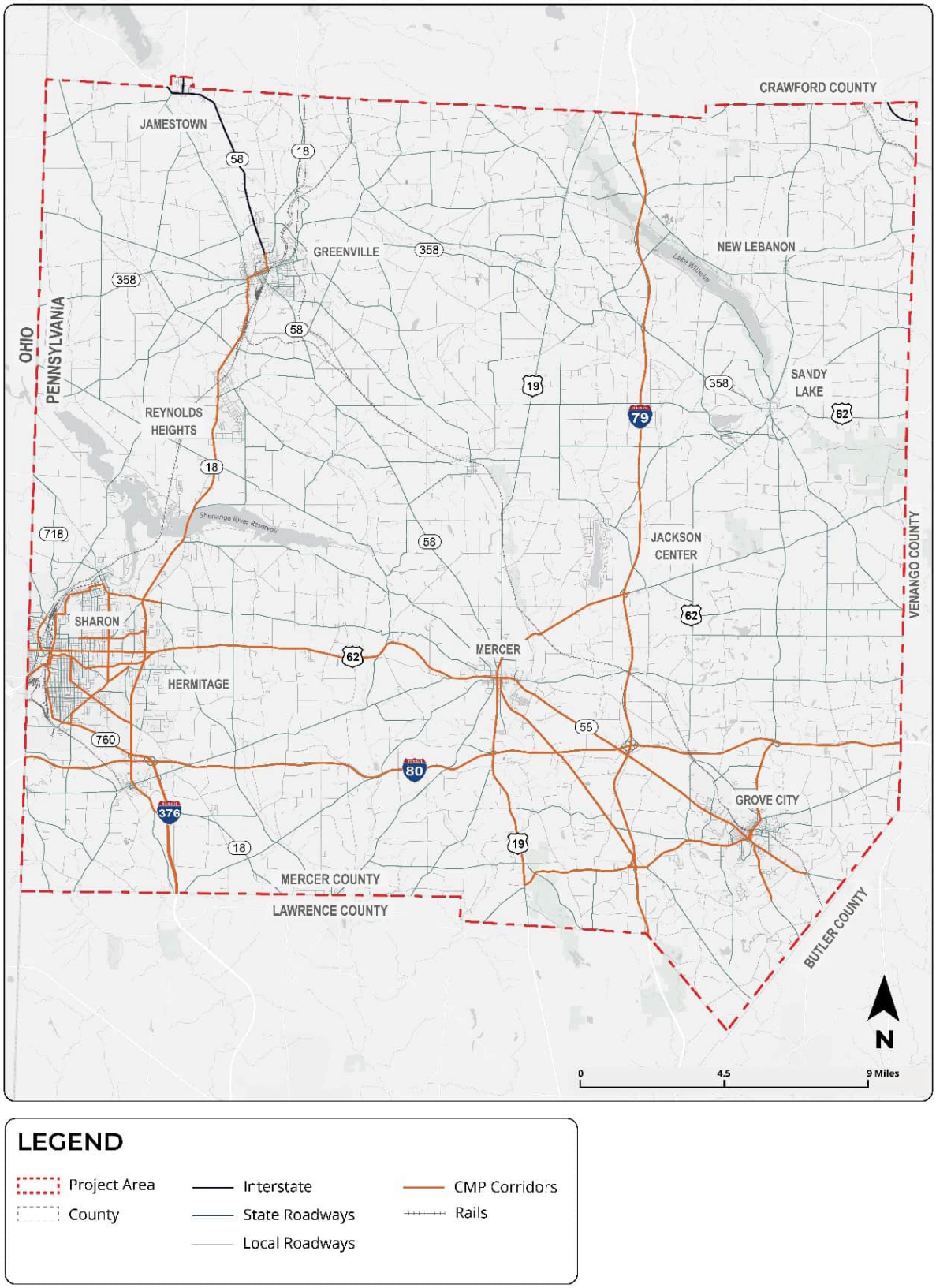


Figure 4. Congestion Management Processes (CMP) Corridors

2.6. Transit System

Mercer County is served by two modes of public transportation: Mercer County Community Transit (MCCT) and the Shenango Valley Shuttle Service. MCCT is an on-demand, door-to-door shuttle service that is available to all Mercer County residents. Riders must reserve a trip at least one day prior to any planned transit (**Figure 5**). The service operates in the Shenango Valley area on weekdays between 6 AM – 5 PM, and between 8 AM – 4 PM outside of Shenango Valley. The service is funded by state and federal grants, and the Mercer County Area Agency on Aging, Inc. Fares are based on the length of the trip and can be paid in cash or via Transit pass. Senior riders and persons with disabilities are eligible for reduced fares. **Figure 6** shows the bus routes served by the MCCT.

The Shenango Valley Shuttle Service (SVSS) operates along five established routes: the Central Route, which provides service between Downtown Sharon and Walmart along the State Street Corridor, the Courthouse Route, which provides early morning through late afternoon service to Mercer County Courthouse and around the Shenango Valley, the Express Route, which offers morning school service in Farrell during the academic year, the Northern Route, which offers service between Downtown Sharon and the Shenango Valley Mall via Sharpsville, and the Southern Route, which provides service between Downtown Sharon and Walmart via Farrell and Wheatland.

Source: https://www.mcrcog.com/mcct.php

Figure 5. Mercer County Community Transit (MCCT) Shuttle

Figure 6. Mercer County Community Transit (MCCT) Inset

In 2025, the Shenango Valley Shuttle Service undertook a Transit Development Plan (TDP) to evaluate the existing shuttle service routes and identify ways to improve service coverage and efficiency. Short-term improvements and other proposed changes are contingent on available funding. Some proposed changes include:

- Increased service and shorter wait times on all routes (<90 minutes on weekdays for Northern and Central, and <60 minutes for Southern routes and every 3 hours on Saturday)
- New on-demand shuttle service to replace the Courthouse route
- New numbering system for School Route
- New branding, maps, and schedules
- Improvements to bus shelters

According to PennDOT's Public Transportation Annual Performance Report, transit ridership steadily increased between 2021 and 2024. There were a total of 132,562 passenger trips in 2024 across both MCCT and SVSS systems, and a total of 65,001 shared-ride trips, as compared to 101,597 total trips and 60,465 shared-ride trips in 2021. SVSS service is concentrated in the southwestern portion of Mercer County around Sharon and Hermitage. Service gaps remain in northern and eastern portions of Mercer County, which have limited or no access to fixed-route service. Coverage is provided by MCCT, which requires bookings at least one day in advance and limits flexibility for last-minute trips.

There are currently no intercity bus services within Mercer County. The closest Greyhound Bus station is in New Castle, Pennsylvania. The closest Amtrak station is in Pittsburgh.

2.7. Trails and Active Transportation

Mercer County has a growing network of trails and shared-use paths that support recreational travel and active transportation, reflecting the county's increasing prioritization of pedestrian and bicycle infrastructure, as shown in **Figure 7**.

There are several projects funded through PennDOT's Multimodal Transportation Fund (MTF) in Hermitage, Mercer County. These projects improve pedestrian accessibility and expand the local trail system. The Lorenwood Drive Multimodal project added trail connections and a new trail head parking area within the Hermitage Athletics Complex. Another planned pedestrian improvement project in Hermitage, located along State Route 3008 near Buhl Boulevard, will extend sidewalks and further enhance pedestrian safety.

Mercer County was also allocated funding from the Surface Transportation Urban (STU) grant program for bike and pedestrian improvements in Hermitage, Sharon, and Sharpsville. These projects included roadway resurfacing, new signage, bicycle-friendly inlets, and tree planting.

There was a multimodal trail project, completed in 2024 in Springfield Township, Mercer County which expanded the existing multimodal trail along Route 208 and enhanced connectivity between the Grove City Outlets, nearby hotels and surrounding communities. Although there are a growing number of planned pedestrian and bicycle path improvements, there are still rural areas of Mercer County with limited or nonexistent bicycle or pedestrian facilities. Continued investment in active transportation infrastructure will be required to improve access, connectivity, and safety for residents throughout Mercer County.

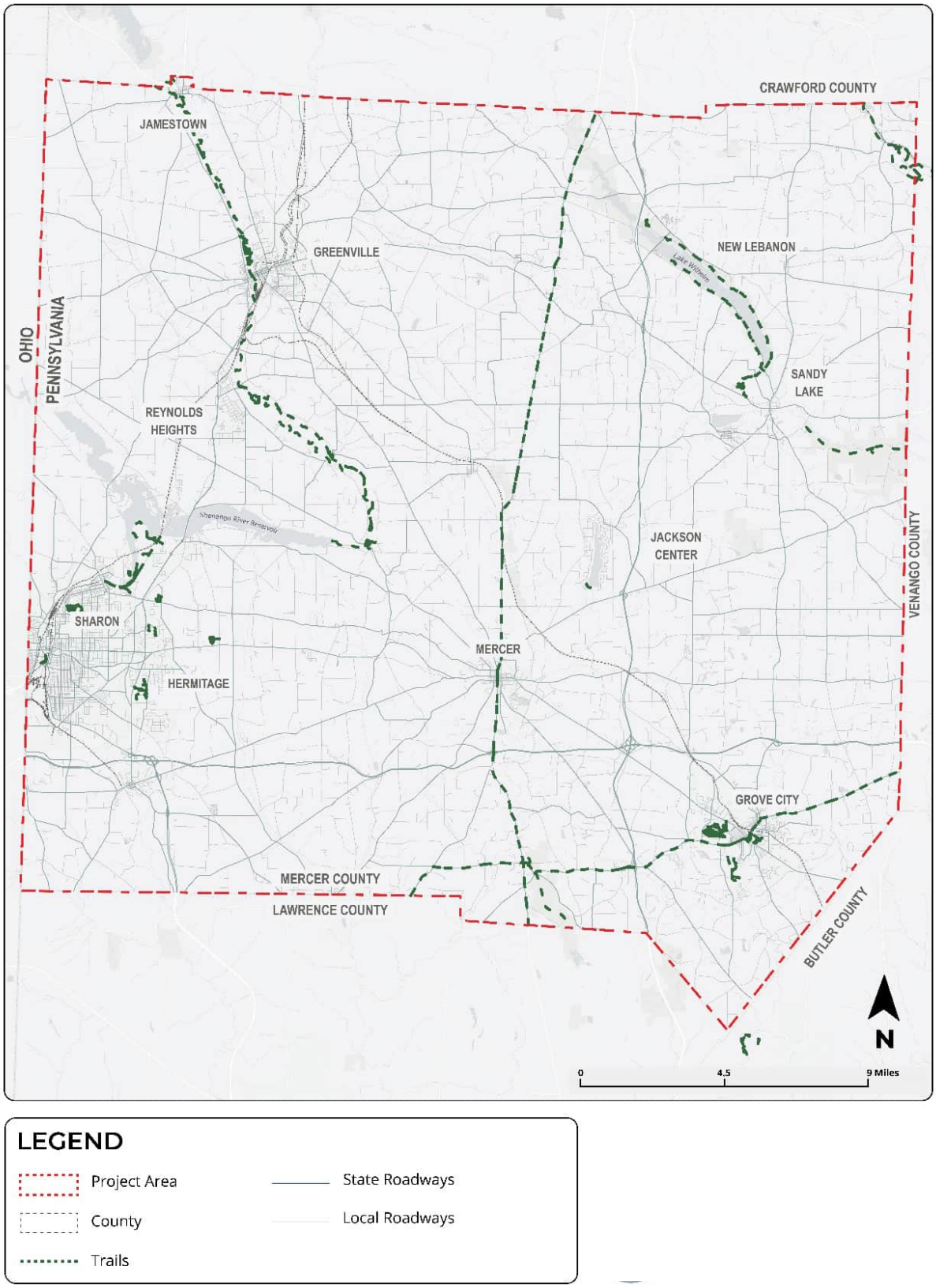


Figure 7. Bicycle and Pedestrian Network

2.8. Freight Network and Generators

Mercer County serves as Pennsylvania's premier gateway to the Midwest. Located at the crossroads of Interstates 79 and 80—the state's only full north–south and east–west interstate junction—Mercer County provides direct access to Cleveland and the greater Midwest, while maintaining close proximity to Erie and Pittsburgh. This strategic location positions the County as a critical link in Pennsylvania's freight and logistics network, supporting regional mobility, economic competitiveness, and multimodal connectivity across state lines. In a recent SVATS MPO Regional Transportation Survey, respondents identified freight as the 6th most important priority for the region. PennDOT's Freight Movement Plan (2016), which projected freight trends through 2040, anticipates an increase in highway congestion along major freight corridors and increased truck traffic serving manufacturing facilities. These trends highlight the importance of supporting transportation improvements that will accommodate evolving industrial uses and shifting demands of regional manufacturing.

I-79 and I-80 provide vital east-west and north-south connectivity across Mercer County and support the movement of goods between regional distribution centers, manufacturing hubs and markets throughout Pennsylvania and the Midwest. There are also multiple truck parking and access locations along I-79 and I-80, with six additional truck parking locations planned for I-79.[2] PennDOT's Freight Movement Plan identifies I-80 as a primary highway freight system and I-79 as a non-primary highway freight system. The plan identifies several locations in Mercer County as sites of freight-related employment, specifically in the southeastern and southwestern portions of the county. Most freight-related employees are in manufacturing, transportation and warehousing.[3]

According to PennDOT's AADT data, truck traffic accounts for over 25% of total traffic volumes at several locations within Mercer County. The highest concentrations occur along I-80 and along I-79 near its intersection with Route 358. Truck traffic counts are also higher on Route 358 near Greenville, and along Shenango and Vine Avenues in Sharon. Higher truck traffic rates are expected on highways, but the presence of truck traffic in Greenville and Sharon indicates that industrial and warehousing activity is taking place in those areas as well. The presence of truck corridors in these areas may imply ongoing infrastructure and maintenance needs. If freight routes overlap with residential neighborhoods, there may be a need for additional traffic and safety measures to balance economic activity with local livability. The increase in freight-related employment may indicate a need for greater coordination of transportation planning and industrial development to address any potential safety or congestion challenges associated with truck volumes.

[2] https://www.pa.gov/agencies/penndot/news-and-media/newsroom/district-1/2025/penndot-district-1-truck-parking
[3] https://tmp-map.s3.amazonaws.com/dot/employment/pa-employment-by-block.html

Freight Rail

Mercer County is also served by freight rail networks, which have historically connected western Pennsylvania to destinations in the Midwest and beyond. Norfolk Southern and Canadian National own railroads in Mercer County. Both railroads are Class I rail lines, meaning that they have annual operating revenue that exceeds $250 million. These rail lines provide an alternative to truck transport for bulk commodities and reinforces the county's role as a multimodal freight hub.

3. Emerging Mobility and Technology

3.1. Micromobility Potential

Emerging transportation technologies are currently limited, but present promising opportunities to enhance mobility, access, and efficiency. Micromobility options such as e-scooters and e-bikes could provide convenient and affordable transportation alternatives in higher-density areas of Mercer County. Currently, there is no formal micromobility network in the county; however, higher-density municipalities such as Sharon and Hermitage could serve as potential pilot areas for e-bike or e-scooter rentals. These services could supplement existing bus routes by providing first- and last-mile connectivity for short trips. Equity considerations should be evaluated, including the accessibility of rental methods for residents without smartphones or credit cards, as well as fee affordability.

3.2. EV Infrastructure

Mercer County currently has a relatively low number of registered electric vehicles. According to PennDOT's database of electric vehicle registrations, only between 0.25% and 0.50% of all vehicles in the county are electric. At the state level, PennDOT has made significant progress in expanding EV infrastructure through its Alternative Fuels Network and the National Electric Vehicle Infrastructure (NEVI) program. Mercer County is located along Interstate 79 and Interstate 80, both designated Alternative Fuel Corridors, which positions the county for future investment in fast-charging infrastructure. Of the 86 active NEVI projects in Pennsylvania, one charging station is currently under development at I-80 Exit 15 in Mercer County. Continued expansion of EV coverage, especially fast-charging sites, will be critical to supporting broader EV adoption and equitable access across the county.

4. Equity and Accessibility

Access to transportation options are fairly limited in Mercer County, particularly for seniors, individuals with disabilities, and those from low-income households. Rural areas of the county have fewer options for transportation due to limited fixed-route service coverage and gaps in pedestrian infrastructure.

The MCCT system provides on-demand service throughout the county but requires riders to schedule trips at least one day in advance. This structure presents challenges for residents with limited flexibility or last-minute travel needs. Northern and rural portions of the county do not have access to fixed-route public transportation. In addition, there are currently no direct connections to intercity bus or passenger rail services, which limits regional connectivity for residents without access to a personal vehicle.

To ensure equitable mobility, it is essential to expand accessible pedestrian infrastructure, improve rural transit connections and ease of travel to urban areas in Mercer County, and enhance coordination between fixed-route and paratransit services. Strengthening these systems will also enhance mobility and autonomy for seniors, individuals with disabilities, and those with limited or no access to personal transportation.

As shown in **Table 5**, there are several paving and resurfacing projects planned for rural areas of Mercer County in the Northeast and Northwest regions. These projects indicate a commitment to preserve and improve existing roadway assets in rural communities and will hopefully lead to enhanced connectivity and accessibility for underserved populations.

5. Key Findings

The existing conditions analysis reveals several important insights about Mercer County's transportation system. These findings highlight both strengths and areas for improvement across multiple transportation modes and regions.

5.1. Infrastructure Condition

Mercer County is home to 887 bridges, with 32% rated in good condition, 37% in fair condition, and 11% in poor condition. Approximately 20% of the bridges are currently unrated. Pavement conditions across the county are generally better than statewide averages. According to the International Roughness Index (IRI), 43.5% of Mercer County's roadways are rated as excellent, while only 4.1% fall into the poor category, indicating a relatively well-maintained roadway network.

5.2. Safety

Crash data from 2021 to 2025 shows a slight decrease in total incidents, with 5,378 crashes reported countywide within the five years. VRUs, including pedestrians and bicyclists, remain at elevated risk. Between 2021 and 2025, there were nine pedestrian fatalities and 13 serious injuries. Several corridors have been identified as high-crash areas, including Z H Confair Highway, Raymond P Shafer Highway, and Hermitage Road, underscoring the need for targeted safety improvements.

5.3. Transit Access

Transit ridership in Mercer County has shown steady growth, reflecting increased demand for public transportation. However, service gaps persist, particularly in the northern and rural regions of the county. The ongoing Transit Development Plan proposes several improvements, including enhanced route coverage, reduced wait times, and infrastructure upgrades to better serve underserved areas.

5.4. Active Transportation

Trail and pedestrian infrastructure is expanding in Mercer County, especially in urban centers such as Hermitage and Sharon. These investments support recreational and active transportation options. Despite this progress, rural areas continue to lack dedicated pedestrian and bicycle facilities, limiting safe and equitable access for residents in those communities.

5.5. Freight Movement

Mercer County plays a vital role in Pennsylvania's freight network due to its strategic location at the intersection of Interstate 79 and Interstate 80. These corridors support high volumes of truck traffic and connect regional manufacturing and distribution centers. Freight-related employment is concentrated in the southeastern and southwestern portions of the county, reinforcing the importance of maintaining and upgrading infrastructure that supports industrial activity.

5.6. Emerging Mobility & Technology

While EV adoption remains low in Mercer County, the region is well-positioned for future growth. A NEVI-funded fast-charging station is currently under development along I-80, which will enhance regional EV infrastructure. Micromobility options such as e-scooters and e-bikes are not yet available, but higher-density areas like Sharon and Hermitage may offer opportunities for pilot programs in the future.

5.7. Equity & Accessibility

Transportation access remains limited for seniors, individuals with disabilities, and low-income residents, particularly in rural areas. Fixed-route transit service is infrequent or unavailable in many parts of the county, and pedestrian infrastructure is often discontinuous. To support equitable mobility, improvements are needed in rural transit connections, pedestrian infrastructure, and coordination between fixed-route and paratransit services.

6. Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis

6.1. Strengths

- Strong highway and freight connectivity via I-80 and I-79
- Above-average pavement conditions
- Growing trail and pedestrian infrastructure
- Increasing transit ridership

6.2. Weaknesses

- Limited fixed-route transit coverage in rural areas
- High percentage of bridges in fair or poor condition
- Lack of micromobility and intercity transit options
- Safety concerns for VRUs and high-crash corridors

6.3. Opportunities

- Expansion of EV infrastructure through NEVI
- Transit Development Plan improvements
- Potential micromobility pilots in urban centers
- Multimodal trail expansion and regional connectivity

6.4. Threats

- Aging infrastructure and deferred maintenance

- Continued crash risks and safety gaps
- Equity gaps in access for vulnerable populations
- Freight traffic impacts on residential areas
- Non-reliable transportation funding at the state and federal levels

7. Mercer County Key Trends

The transportation network is more than just getting people from point A to point B. It affects the decisions on where we choose to live, work, and play. The transportation system is facing and will continue to face challenges, some of which we can control and address locally, and some that are affecting the Commonwealth and nation as a whole.

Key trends are significant shifts or movements that develop over time and indicate a shift in direction or behavior which have the potential for substantial impacts. Examples of these trends include the decline and aging of Pennsylvania's rural population, skilled workforce shortages in employment sectors such as education, medical and transportation, the growing use of artificial intelligence (AI), and increased frequency of extreme weather events.

Key trends create pressures that drive people, organizations, businesses and communities to change the way they live, work and conduct business, and provide services. The early identification of these trends and drivers is a critical step in formulating goals and strategies to position Mercer County to embrace and capitalize upon positive impacts and minimize negative impacts from these forces.

These trends and driving forces, along with transportation system data and input from public and stakeholder outreach will be used to inform the plan's vision, goals, and strategies that will aid in the decision-making process for project prioritization and selection.

7.1. People

Aging Population

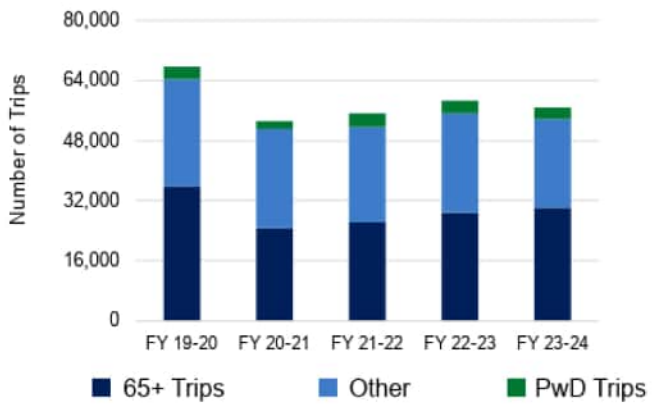
Like Pennsylvania as a whole, the population of Mercer County is getting older. U.S. Census Bureau data from 2024 shows that nearly 24% of Mercer County's population is 65 years and older. As the County's overall population has been declining, the percentage of the population aged 65 or older has been steadily increasing. According to the Center for Rural Pennsylvania's population projections, the percentage of residents over the age of 65 will continue to rise through 2030 (26.7%) and then will begin a gradual decrease to 2050 (23.9%).

The aging of our population impacts transportation and transportation services in a variety of ways. Many older Pennsylvanians are no longer able to drive, therefore the need for human services transit is increasing, particularly in rural areas. This also affects the ability of older Pennsylvanians to age in place. In cases where transit services are limited or non-existent in the rural areas of the County and residents are no longer able to drive, people can become isolated and unable to access critical goods and services, which creates negative impacts to the health and wellbeing of the individuals and the overall community. Finally, The rising cost of car ownership, in conjunction with a large portion of the aging population living on fixed incomes, has impacted the mobility and well-being of older Pennsylvanians.

Human services transit helps to fill gaps in service and is often used by elderly or populations with disabilities to get to medical appointments or to access other services and shopping. MCCT, operated by the Mercer County Regional Council of Governments (MCRCOG), provides human services transit for the County. As reported in the PennDOT Bureau of Public Transportation's 2023-2024 Annual Performance Report[4], approximately 53% of MCCT's shared ride trips were riders aged 65+. **Figure 8** shows MCCT's total shared ride trips for each fiscal year between 2019-2024.

MCCT receives their human services transportation funding from PennDOT from the Shared Ride and Persons with Disabilities (PwD) Programs, which is funded by a mix of sources that includes PennDOT for operating costs and subsidizing fares, and state and federal social safety net programs like the Pennsylvania Lottery and Medicaid. Funding is also supplemented at the local level by agencies like the Area Agency on Aging and the Department of Human Services (DHS), through programs like the Medical Assistance Transportation Program (MATP). The MATP is facing a substantial funding shortfall due to post-COVID ridership loss, decreasing productivity, and rising costs.

[4] https://www.pa.gov/content/dam/copapwp-pagov/en/penndot/documents/programs-and-doing-business/transit/informationandreports/annual-performance-reports/recent-reports-2017-present/penndot_bpt_annualperformancereport_2023-2024.pdf



Source: PennDOT Public Transportation Annual Performance Report, FY 2024-2025

Figure 8. MCCT Total Shared Ride Trips (2019-2024)

The future of the Shared Ride Program is critical to the mobility of the aging population of Mercer County, and it will be imperative that the MCRCOG and partners work with PennDOT and its State Legislature representatives to ensure these programs are funded in Mercer County.

7.2. Economy

Workforce

According to the August 2025 Pennsylvania Department of Community and Economic Development (DCED) Mercer County Municipal Profile,[5] over 50% of Mercer County's workforce is employed by three industries: Health Care and Social Assistance (20%), Manufacturing (19%), and Retail Trade (13.2%). Transportation and Warehousing comprises 4.3% of the County's total employment. The food processing and social services sectors have experienced the highest growth in jobs over the past five years (2019-2024), while transportation related industries have lost jobs over past five years, despite statewide growth in distribution and e-commerce. **Figure 9** shows the top 10 employers in Mercer County.

1. **State Government**
2. **Wal-Mart Associates Inc**
3. **Wabtec US Rail Inc**
4. **Joy Cone Company**
5. **UPMC Horizon**
6. **First National Bank of Pennsylvania**
7. **NLMK Pennsylvania Corp**
8. **Grove City College**
9. **Estes Express Lines**
10. **John Maneely Co**

Source: PA Department of Labor & Industry, Mercer County Profile, 2026

Figure 9. Mercer County Top 10 Employers

[5] https:/www.pa.gov/content/dam/copapwp-pagov/en/dli/documents/cwia/products/county-profiles/mercer county.pdf

Each of these industries bring their own needs and challenges to the transportation system, ranging from freight and commercial vehicle accessibility, to quality public transit service for workers, to mobility for seniors and those with no access to a vehicle. It should also be noted that according to US Census 2025 American Community Survey data, approximately 16% of workers in Mercer County worked from home.

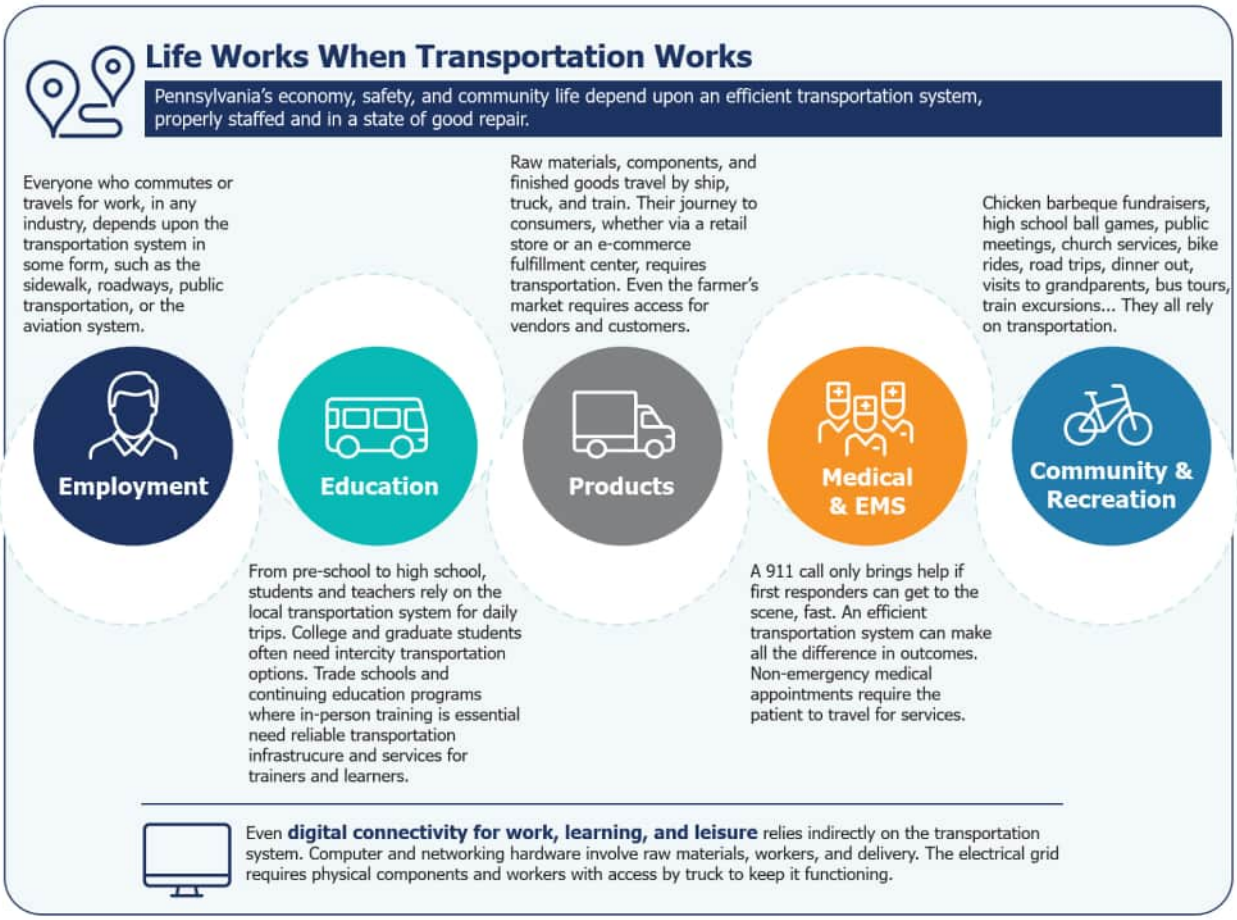
In September 2025, the Pennsylvania Transportation Advisory Committee (TAC) published the *Pennsylvania in Motion: Transportation Workforce Study.* This study was aimed at evaluating a wide range of demographic, economic, and technological trends and their implications for the transportation workforce. The study findings confirm that the workforce challenges currently facing the transportation sector are serious. Study stakeholders agree that if not addressed, the situation will worsen over the next five years, and transportation workforce challenges will require a collaborative, state-wide effort across transportation modes, state and local government, the private sector, and others, particularly those responsible for economic and workforce development.

Many transportation-related occupations have more than 1,000 unfilled positions across all industry sectors in Pennsylvania. Stock and material-moving workers and order-fillers are in highest demand at more than 21,000 projected job openings; these types of jobs typically support e-commerce businesses such as Amazon. Tractor-trailer drivers remain in high demand with more than 11,000 projected job openings across all sectors, and there are more than 3,800 projected job vacancies for school bus drivers in Pennsylvania in 2025.

These workforce shortages have the potential to affect Mercer County residents in a variety of ways, such as transportation safety, mobility and public health. **Figure 10** illustrates the importance that transportation plays in nearly every aspect of our lives.

Findings of the *Pennsylvania-in-Motion Study* conclude there is a need to better utilize and expand existing workforce programs and a collaborative, Commonwealth-wide effort by state and local governments, along with the private sector, is needed to address the shortfalls. The solutions must address outreach and recruitment, education and training, retention and knowledge transfer, and workforce culture and employee readiness.

Mercer County's recently updated Comprehensive Plan also recognizes that workforce development in the County is a critical issue. The County could coordinate and partner with agencies such as PennDOT, PA Careerlink and local partners like school districts to provide assistance to this statewide effort.



Source: https://www.talkpatransportation.com/perch/resources/documents/pennsylvania-in-motion-tac-workforce-study.pdf

Figure 10. Transportation Workforce Impacts

Shifting Employment Sectors

Employment sectors in western Pennsylvania are undergoing significant shifts, and these changes are having a direct impact on transportation infrastructure, planning, and policy.

In Pennsylvania as a whole, employment sectors, including education and health services, leisure and hospitality, professional and business services, and infrastructure and logistics, have grown steadily over the past five years, while manufacturing and mining and logging have remained stagnant or have been declining. It should be noted, however, that Mercer County's manufacturing sector (NAICS 31-33), and its mining, quarrying, and oil and gas sector (NAICS 21) remain strong, with location quotients of 2.03 and 1.17 respectively. NAICS (North American Industry Classification System) is the standard classification system used by federal statistical agencies to categorize business establishments according to their primary economic activity. A location quotient is an analytical statistic that measures a region's industrial specialization relative to a larger geographic unit (in this instance, the larger geographic unit is Pennsylvania).

If the growth of education and health services, leisure and hospitality, professional and business services, and infrastructure and logistics sectors continue, there will be increased need for housing and public transportation access to job centers, as well as increased need for infrastructure improvements to local road networks, truck parking and intermodal facilities.

These trends also have the potential to affect local land use planning and policy. With the potential need for increased public transportation, the denser areas of the County, such as Hermitage, Sharon, Greenville and Grove City, could elect to examine Transit-Oriented Development (TOD) as a tool to provide housing, attract growth and to expand public transit ridership. This would require a study and market analysis to determine the feasibility of the development and transit service to serve it. Close partnerships with MCRCOG, PennDOT, the SVATS MPO and government partners would be necessary. Similarly, land use policy should be examined in areas surrounding interstate highway interchanges to accommodate increased freight activity. Municipalities may need to adjust their zoning to minimize conflicts with surrounding land uses and to maximize the efficiency of fulfillment centers and delivery infrastructure.

Similarly, the Infrastructure Investment and Jobs Act (IIJA) required that the Secretary of Transportation designate national EV charging corridors that identify the near- and long-term need for, and the location of, EV charging infrastructure to support freight and goods movement at strategic locations along major national highways, the National Highway Freight Network (NHFN), and goods movement locations, including ports, intermodal centers, and warehousing locations. There are three designated Freight Electric Vehicle Corridors in Mercer County, I-80, I-79, and I-376, that are either ready or pending.

On July 15, 2025, Senator McCormick held an Energy and Innovation Summit at Carnegie Mellon University in Pittsburgh, PA. At the Summit, over $90 billion in private investment, with $21 billion for western Pennsylvania, was announced. The Summit's themes were clean energy, AI, advanced nuclear, domestic production and resilient supply chains. Some of these sectors, such as domestic production and resilient supply chains could potentially be relevant to the future growth and workforce of Mercer County.

Due to its strategic location and abundance of developable land, it is critical that Mercer County work with the PA Department of Community and Economic Development (DCED) along with entities such as the Penn-Northwest Development Corporation, Shenango Valley Enterprise Zone Corporation, the Sharon Industrial Development Authority, and the Northwest Commission to market the County to potential investors.

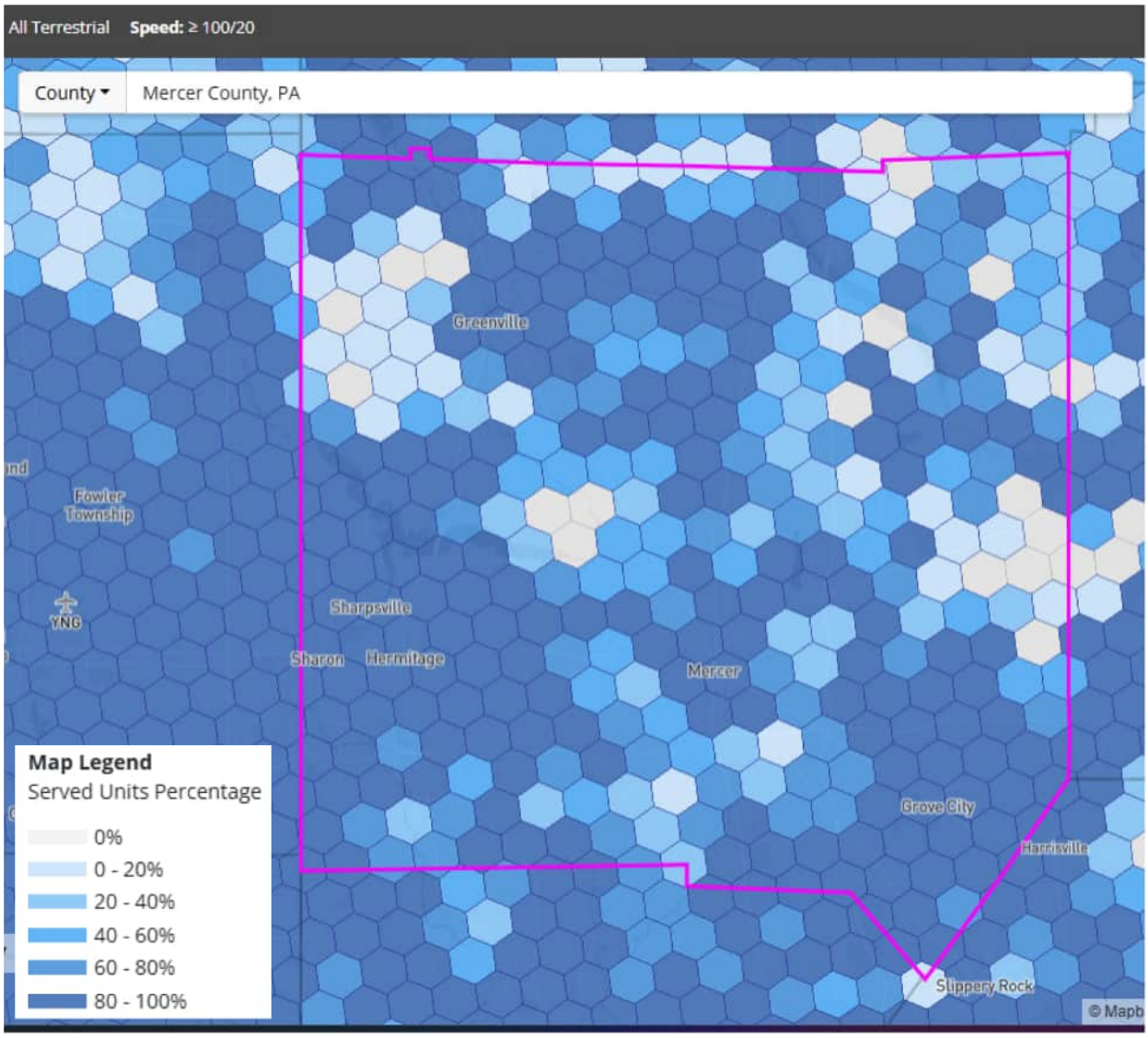
7.3. Technology

Broadband Access

According to the Federal Communications Commission (FCC) National Broadband Map, approximately 86% of Mercer County is considered served by terrestrial-based (non-satellite) high-speed broadband service (100/20 download/upload speed (Mbps)). Access to high-speed broadband service is critical for residents and businesses to thrive. **Figure 11** shows a map of Mercer County within the FCC National Broadband map.

High-speed broadband connectivity is an essential component of our lives. Daily activities, such as the provision of government services and utilities, banking, and social interactions are increasingly coordinated and communicated online. Schools and educational institutions, medical facilities, and businesses need high-speed internet to properly connect residents, students, and medical and business communities to the world. Fully remote or hybrid jobs are at all-time high levels. According to a Gallup poll,[6] around 28% full-time employees work remotely, while over half (51%) operate in a hybrid model.

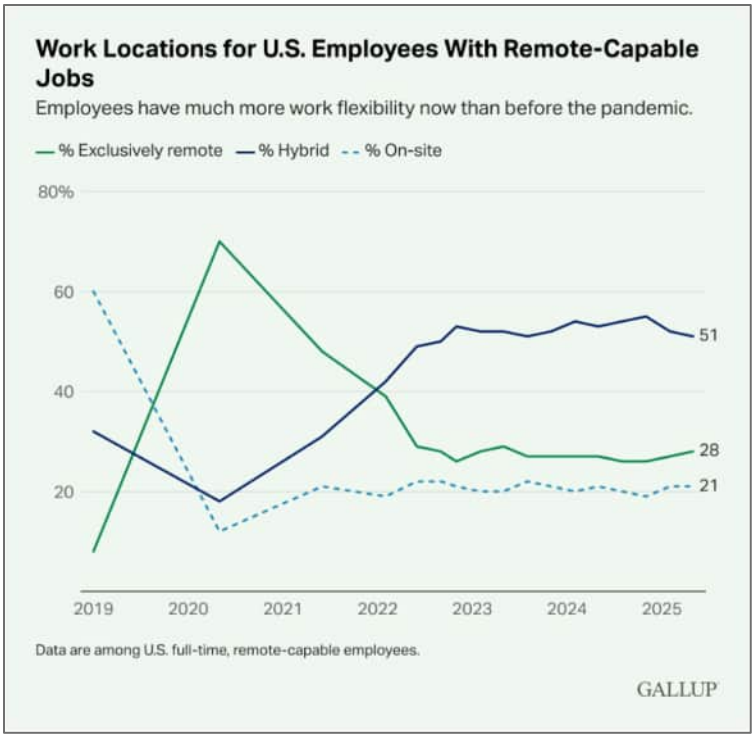
[6] https://www.gallup.com/401384/indicator-hybrid-work.aspx



Source: Federal Communications Commission

Figure 11. FCC National Broadband Map – Mercer County

Access to high-speed broadband service and digital tools can help to attract new businesses, create jobs, support increased tourism, and help drive population growth. Rather than viewing high-speed internet as a luxury, it is becoming increasingly clear that broadband needs to be viewed as a necessity, like electricity or water.



Source: GALLUP, 2025

Figure 12. Work Locations for U.S. Employees with Remote-Capable Jobs

The federal Broadband Equity, Access and Deployment Program (BEAD) is providing $42.45 billion for states, territories, the District of Columbia, and Puerto Rico to use for broadband deployment, mapping, and adoption projects. Pennsylvania has been awarded $1.16 billion in federal BEAD funding. Pennsylvania's final proposal, submitted to the NTIA, was approved in February 2026. This proposal includes unserved or underserved locations in Mercer County.

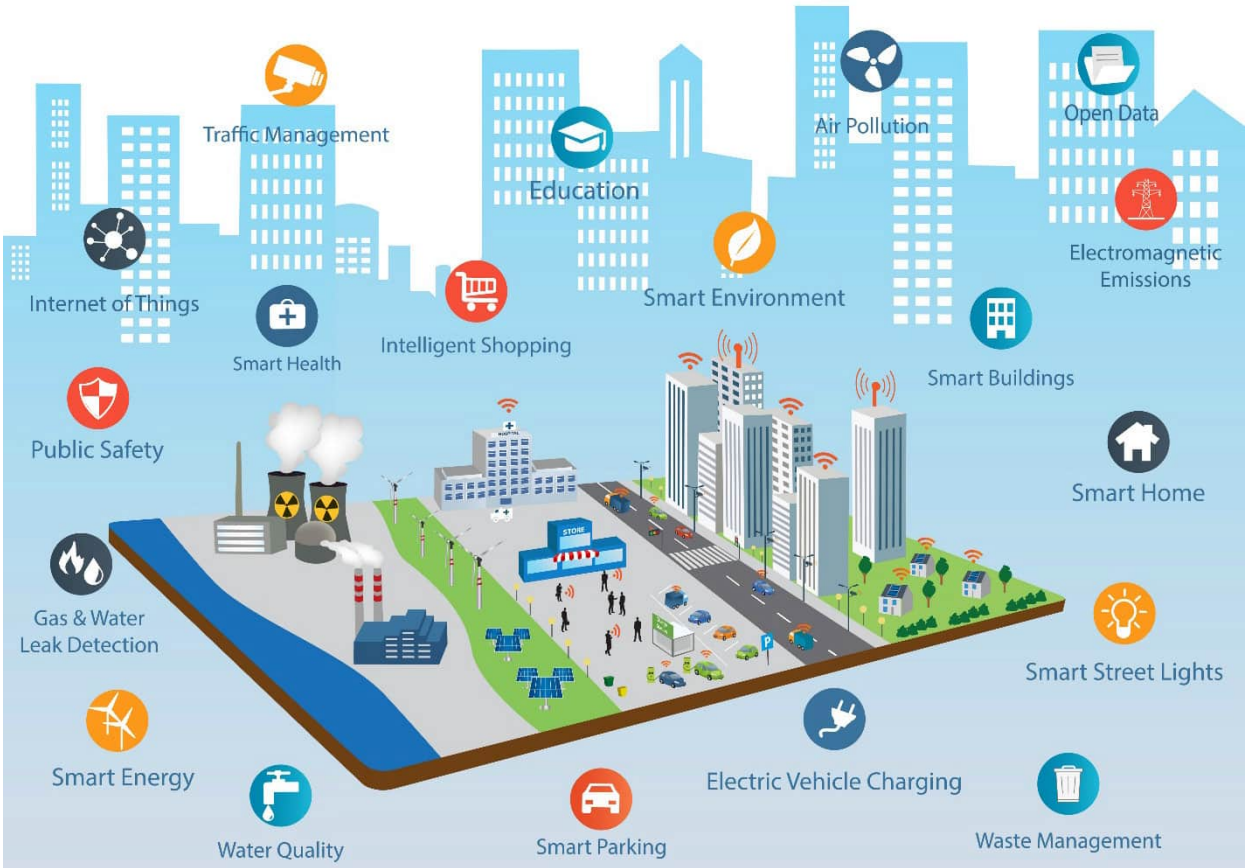
Figure 12 shows the changes in work locations for U.S. employees with remote-capable jobs. The increase of remote and hybrid work, and the expanded availability of online medical care and school will benefit the roadway network by decreasing traffic and wear on the County's highways and bridges. There is also a positive benefit to air quality through reduced mobile source emissions. However, there are potential negative effects to the transportation system, mainly through reduced gas tax revenues and potentially reduced ridership on public transportation.

Artificial Intelligence and Smart Infrastructure

AI is reshaping transportation systems across the United States and the world, with transformative effects on safety, efficiency and infrastructure management. Driver assist systems and automated vehicles have the potential to help reduce human error and are becoming standard on many new vehicles. These systems use real-time information gathered via onboard sensors and cameras as well as through connected, intelligent transportation systems (ITS) infrastructure to help optimize signal timing, reduce congestion, and respond to incidents more effectively. This has benefit to both personal vehicles as well as heavy trucks and freight logistics through improved freight routing

and delivery efficiency. AI also supports planning and asset management through monitoring (sensors, videos) and crowdsourcing. This data can inform predictive maintenance for roads, bridges, and transit assets, lowering costs and helping to prevent failures.

The Smart City is a developing concept that connects technologies across multiple infrastructure systems such as energy distribution, employment, health care, public services, retail/entertainment, residences, and transportation. This concept would help to improve the efficiency of a city's operations, quality of life, and enhance the economy. The provision of high-speed broadband service is essential to the shift towards a Smart City and connected infrastructure. While this technology is being developed and deployed in larger cities, it has the potential to affect Mercer County's urban and suburban areas in the future and is something these areas should be prepared to embrace should the opportunity arise.



Source: Monica Odo/Adobe Stock

Figure 13. Smart City Infrastructure

As illustrated in **Figure 13**, the increase in AI and Smart City applications is also driving the need for the development of additional data centers to support the computing power necessary to drive these applications. Pennsylvania's abundance of water and natural gas, its many brownfield industrial sites, and proximity to major east coast metropolitan areas make the Commonwealth an attractive location for the development of data centers. As illustrated in **Figure 14**, policy discussions at the state, regional and local levels are considering the impact of data centers on noise pollution, strain on the electric grid, and environmental concerns.[7]

It will be important for Mercer County to evaluate local conditions, including the transportation network, if an opportunity arises to site a data center within the County. The transportation network is also reliant on the electric grid to power traffic signals, ITS infrastructure, EV charging infrastructure, and the communications necessary for first responders. If the grid becomes less reliable, it has the potential to negatively affect the reliability, safety and security of the transportation system.

Data center debates widen

Across Pa., towns grappling with promises of economic renewal vs. land-use concerns

By Evan Robinson-Johnson
Pittsburgh Post-Gazette

CONSHOHOCKEN, Pa. — Approaching the borough from the south, a choke of roads and traffic forces cars to slow to a crawl, past yard signs advertising "junk removal" and a more political message: "No Big Tech In Anyone's Backyard!"

This second message is a nod to the rapid plans for Conshohocken's once-signature industry, steel, to cede to the industry du jour: data centers. While a specific client hasn't been announced — Amazon is a name some are floating — local developer Brian O'Neill has already put forth a conversion plan to the nearby Plymouth Township planning and zoning boards.

The proposal mirrored dozens of projects planned across the commonwealth as officials seek to leverage the state's natural gas reserves and existing industrial sites to secure a piece of the nation's artificial intelligence buildout. President Donald Trump joined Sen. Dave McCormick, R-Pa., in highlighting billions of dollars of planned investments in Pennsylvania from Amazon, Microsoft and others during a July "Energy and Innovation" summit in Pittsburgh.

And while groups like the Allegheny Conference on Community Development have largely supported the projects, seeing them as a spark for broader commercial growth, the situation in Conshohocken and elsewhere shows that public support may be trickier to procure. Just last week, for instance, dozens of residents in Springdale voiced their opposition to a data center proposal, even though it had been approved unanimously by

SEE **PUSHBACK**, PAGE A-7

Source: Pittsburgh Post-Gazette

Figure 14. Data Center Debate Article

Energy

The energy sector is primed to play a transformative role in the future of economic development and transportation in western Pennsylvania. The transformation is driven by a convergence of technological innovation, state, federal and private infrastructure investment, and policy alignment. The transformation is driven by the abundance of the region's natural gas resources and the retrofitting of its existing coal-fired power generation infrastructure, such as the Bruce Mansfield Power Plant in Beaver County.

[7] https://www.post-gazette.com/business/powersource/2025/11/30/data-centers-pennsylvania/stories/202511300043

PJM Interconnection, LLC (PJM) is a regional transmission organization (RTO) that coordinates the movement of wholesale electricity in all or parts of 13 states and the District of Columbia,[8] of which Pennsylvania is a member. PJM's 2025 Load Report[9] (**Figure 15**) predicts significant growth in electricity demand over the next 20 years, with its summer peak climbing from approximately 70,000 MW to 220,000 MW over the next 15 years. The demand for electricity is growing, primarily from the need for additional data centers, growth of AI technologies, the electrification of buildings and vehicles, and growth in manufacturing.

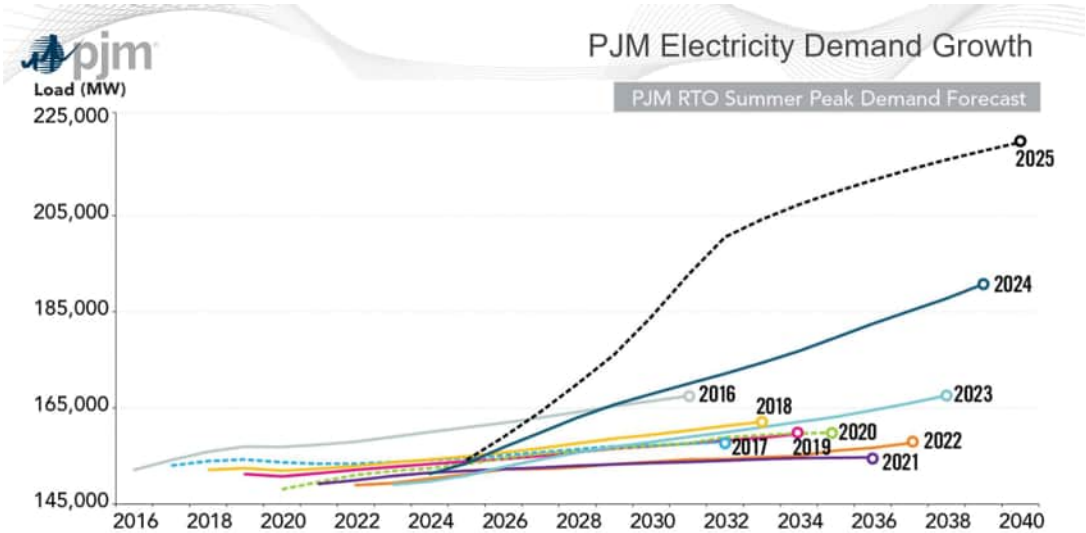


Figure 15. PJM Electricity Demand Growth

Aspen Power recently completed ten new solar sites in Mercer County that are contributing to the diversification of Pennsylvania's energy generation portfolio. With a combined capacity of 42.5 MW, or enough to power 8,500 homes each year. The project generates long-term rental income for local landowners and enhances regional energy infrastructure[10].

Source: Aspen Power

Figure 16. Aspen Power Ribbon Cutting

[8] https://www.pjm.com/about-pjm/who-we-are/territory-served
[9] https://www.pjm.com/-/media/DotCom/library/reports-notices/load-forecast/2025-load-report.pdf
[10] https://aspenpower.com/aspen-power-completes-ten-pennsylvania-solar-projects/

E-Commerce

The growing use of e-commerce, which was exacerbated by the COVID-19 pandemic, has led to a major increase in last-mile delivery services due to shifting flows of consumer goods from delivering in bulk to brick-and-mortar stores to individual home deliveries. This growth in delivery traffic increases congestion on our roadways, vehicle emissions and creates competition for curb space. It also affects land use by creating the need for additional, decentralized fulfillment centers that are closer to population concentrations, rather than large, centralized distribution centers, located at strategic locations with interstate access. Given its location and available land for development, Mercer County is an attractive location for these distribution facilities, as it is strategically located between the metropolitan areas of Pittsburgh, Cleveland and Erie and has intersections of three major interstate highways (I-376/I-80 and I-80/I-79).

Similar to the *Pennsylvania-in-Motion* workforce study, the TAC published the *Transportation and Land Use Implications of E-Commerce* study (February 2025). The study was aimed at helping PennDOT and its partners, including Pennsylvania's metropolitan planning organizations and rural planning organizations (MPOs/RPOs), understand the trends, issues, and opportunities associated with e-commerce. The report offers insight to how PennDOT, its regional planning partners, and policymakers could adapt practices considering shifts in transportation needs. It is also aimed at encouraging state, regional, and local governments to work with the private sector to address transportation and land use challenges and opportunities associated with e-commerce.

In 2021, the Transportation Revenue Options Commission (TROC) estimated the local funding gap at $3.9 billion a year and forecasted that it would grow to $5.1 billion by 2030, without the introduction of any new funding sources. A set fee on last-mile deliveries, such as per package delivered, could be a tool to help bridge the gap between funding revenues and needs.

The report also suggests that consideration of e-commerce be included among the required elements for state freight plans, MPOs and RPOs should consider incorporating PennDOT's e-commerce data and other resources into their own regional freight plans, while also accounting for the condition and characteristics of road segments between industrial land uses and the National Highway System.

Other recommendations of the report include:

- Address public transportation needs for e-commerce workforce access.
- Develop a needs assessment for e-commerce related to the local transportation network.
- Develop an e-commerce model ordinance for local government use to address facilities and loading zones.

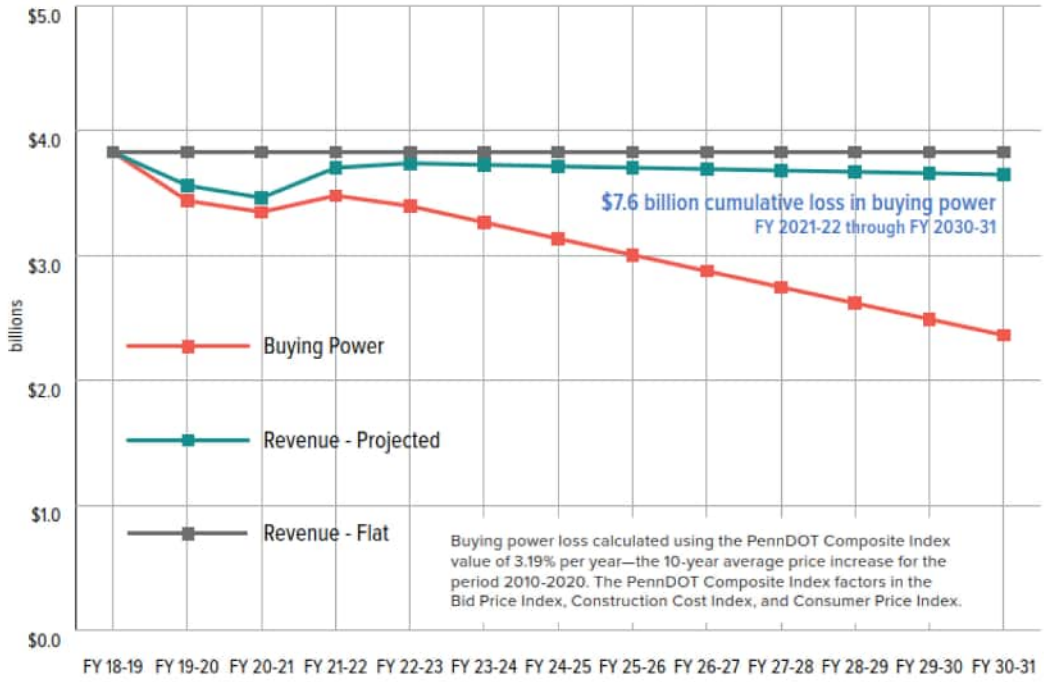
- Pursue relationships with e-commerce providers, including the consideration of inviting them to participate in MPO TAC and other committees as appropriate.

7.4. Funding and Infrastructure

Declining State and Federal Revenues

Funding for transportation infrastructure improvements have been steadily declining due to sources of funding for both state and federal programs. Both the federal Highway Trust Fund (HTF) and the state Motor License Fund (MLF) rely heavily on revenue collected in the form of taxes on gasoline and diesel fuel. The federal gas tax has not been raised since 1993 and stands at 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel fuel. PA Act 89 (2013) eliminated the 12 cent per gallon state retail gas and diesel tax but raised how much can be collected by the Oil Company Franchise Tax (OCFT), a wholesale tax on gasoline and diesel fuel distributors. Although there are other revenue sources in both the MLF and HTF, they play a smaller role in the overall revenue stream for transportation funding.

As fuel efficiency improves and electric vehicles proliferate, these sources of revenue have been steadily declining. Neither of these revenue streams are indexed to inflation and are losing tens of millions of dollars in buying power every year. **Figure 17** shows the impact on inflation and reduced consumption on motor fuels revenues.



Source: Pennsylvania Transportation Revenue Options Commission Strategic Funding Proposal (2021)

Figure 17. Impact on Inflation and Reduced Consumption on Motor Fuels Revenues

According to the Pennsylvania TROC strategic funding proposal, it identified that PennDOT's $8.8 billion annual budget must more than double to approximately $18.15 billion to adequately address transportation system needs across the Commonwealth. This figure does not include locally owned infrastructure needs, which stand at approximately $4 billion.

The TROC Report suggests a multi-faceted approach to fixing the Commonwealth's transportation funding problem. Potential revenue sources to replace the aging tax on gasoline and diesel fuel include mileage-based user fees, tolling, fees on vehicle registrations, goods delivery, transportation network companies (Uber, Lyft) and vehicle leasing, and taxes on vehicle sales.

Any new funding streams for transportation must address all modes, including active and public transportation. Additionally, any new revenue streams must be indexed to inflation, so that buying power does not diminish over time.

7.5. Public Transportation and Micromobility

Public Transportation

Public transportation in the Commonwealth of Pennsylvania is at a crossroads. In many areas, ridership has struggled to rebound from the COVID-19 pandemic and state revenues for operating are declining due to the sunset of Pennsylvania Turnpike payments from the PA Act 89 (2013) legislation. This is forcing the commonwealth to find another dedicated revenue stream for public transportation. American Rescue Plan Act (ARPA) funding had been used over the past five years a bridge between the expiration of Act 89 Turnpike funding for public transportation. ARPA funds had to be completely obligated by December 31, 2024, and are mostly expended. The Pennsylvania Governor's office has allowed the two large transit agencies, Southeastern Pennsylvania Transportation Authority (SEPTA) and Pittsburgh Regional Transit (PRT), to utilize a portion of their state capital program budgets to fill the gap in their operational budgets. This is a short-term solution that is not sustainable and does not help the rural and small urban transit providers across the Commonwealth with their operating shortfalls.

The future of public transportation in Pennsylvania is dependent on finding a solution to adequately fund the operations of transit providers, and for providers to adapt their service to user needs so they can realize increased revenues from fare box collections or from other sources and partnerships. This adaptation could include revising their service models, adapting routes, and potentially partnering with entities such as universities, businesses, transportation network companies and micromobility services. While a solution to the future of public transportation will require a new, sustainable revenue stream, each transit provider's solution may need to be tailored to the local community and conditions.

The MCRCOG recently completed a Transit Development Plan which makes recommendations to optimize the efficiency and effectiveness of the County's public transportation service.

Micromobility

Micromobility refers to small, lightweight transportation options, such as e-bikes and e-scooters, designed for short trips, typically under five miles. These modes provide quick and convenient ways to travel between destinations. To support their use, communities often establish transportation hubs that connect transit stops with "last-mile" destinations. However, accessing most micromobility services requires a smartphone and a provider-specific app, which raises equity concerns for individuals who do not have reliable access to these technologies.

Mercer County includes urban, suburban and rural communities, all of which pose opportunities and constraints in deploying micromobility solutions. **Table 9** below highlights pros and cons that should be considered when discussing micromobility solution options with local governments and the MCRCOG, as the region's public transportation provider. In order to implement micromobility solutions in Mercer County an entity would need to be identified to own and operate the service. There are examples of non-profits, such as Bike Share Pittsburgh, Inc. (doing business as POGOH) in the City of Pittsburgh, which operates over 60 stations with 600 e-assist and pedal bikes available (**Figure 18**). POGOH is funded by a mix of federal transportation funds, local governments, corporate donations, such as Google, Allegheny Health Network and Highmark, as well as philanthropic foundations. Communities such as Sharon, Grove City, and Greenville may be areas to explore for a micromobility pilot to enhance mobility due to the presence of colleges and universities.

Source: https://pogoh.com/data/

Figure 18. POGOH Bike Share Station

Table 9. Micromobility Considerations and Trade Offs

Environment	Pros	Cons
Urban	✓ **Efficient for short trips:** Ideal for first/last-mile connectivity to transit. ✓ **Reduces congestion:** Helps alleviate traffic in dense areas. ✓ **Lower emissions:** Promotes sustainable transportation. ✓ **Space-saving:** Requires less parking and road space than cars. ✓ **High demand:** Higher populations are more likely to support shared micromobility services.	✓ **Safety concerns:** High interaction with cars, pedestrians, and limited bike lanes. ✓ **Clutter and storage:** Dockless systems can block sidewalks and public spaces. ✓ **Regulatory complexity:** Cities often struggle to manage and regulate operators. ✓ **Weather dependency:** Usage drops in poor weather conditions and by season.
Suburban	✓ **Fills transit gaps:** Useful where public transit is sparse or infrequent. ✓ **Flexible mobility:** Good for short errands or neighborhood travel. ✓ **Lower congestion:** Can reduce reliance on cars for short trips.	✓ **Infrastructure limitations:** Fewer bike lanes and safe paths. ✓ **Longer travel distances:** Micromobility may not be practical for many trips. ✓ **Lower adoption:** Less density means fewer users and less viability for shared services. ✓ **Storage and charging:** Personal micromobility may require home storage and charging solutions. ✓ **Weather dependency:** Usage drops in poor weather conditions and by season.
Rural	✓ **Affordable mobility:** Can offer low-cost transport options where transit is unavailable. ✓ **Environmental benefits:** Reduces reliance on fuel-based vehicles.	✓ **Sparse infrastructure:** Few bike lanes, sidewalks, or safe routes. ✓ **Long distances:** Often impractical for daily commutes or errands. ✓ **Limited demand:** Low population density makes shared services economically unviable. ✓ **Maintenance and support:** Fewer service providers and repair options. ✓ **Weather dependency:** Usage drops in poor weather conditions and by season.

7.6. Resiliency

Extreme Weather

Extreme weather events are becoming more frequent in Pennsylvania. Precipitation levels are increasing and are expected to grow 8% by 2050. Between 1958 and 2010, the Northeast U.S. saw more than a 70 percent increase in the amount of precipitation falling in very heavy events.[11] Increased incidents of extreme weather can cause flooding, blizzards, and landslides. These events have multiple effects (**Figure 19**) on the transportation system infrastructure and the traveling public. To better prepare for these events, the SVATS MPO, in partnership with PennDOT District 1-0, should consider initiating a resiliency study for the county road network. This study could be used to identify road segments and bridges that are the most vulnerable to extreme weather and outline a plan to improve these assets on a systematic basis. The federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) could be a source of funding for such a study and to implement its recommendations.

Incident management and response are critical components in keeping the public safe during inclement weather or when there are road closures due to flooding or land. A coordinated effort between PennDOT, the Pennsylvania State Police, Mercer County and municipal first responders can greatly reduce incident management times and make more efficient use of funding and resources. This is not only applicable to responses to extreme weather events, but also to the everyday safety and security of the transportation network.

Figure 19. Extreme Weather Impacts

[11] https://gis.dep.pa.gov/ClimateChange/index.html

8. Vision, Goals and Strategies

The vision, goals and strategies of the Moving Mercer LRTP represent the needs and vision of Mercer County's residents to invest in the transportation system that supports their lives and communities. Developed through robust public and stakeholder engagement, these goals and strategies will form the foundation to select and prioritize projects and programs to receive state and federal transportation funding via this plan over the next 25 years. These policies address the ten federal planning factors (**Figure 20**) and support a performance driven approach to transportation planning and programming. **Table 10** shows the relationship between each LRTP Goal and the federal planning factors.

8.1. Vision Statement

Mercer County's transportation system is safe, well-maintained and accessible for everyone. It will facilitate the growth of livable, walkable communities, the County's economy and recreation through a network of multimodal connections that support sustainable growth and connect both urban and rural county residents to opportunity.

1. **Support the economic vitality of the metropolitan area, 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 accessibility and mobility of people and freight;**
5. **Protect and enhance the environment, promote energy conservation, improve the 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 system management and operation;**
8. **Emphasize the preservation of the existing transportation system;**
9. **Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and**
10. **Enhance travel and tourism.**

Figure 20. Federal Planning Factors

8.2. Goals and Strategies

As Mercer County and its communities evolve and face new challenges and forces of change, it is essential to establish a forward-looking framework that integrates transportation planning with broader community development objectives. This set of goals and strategies is designed to promote equitable access, enhance mobility, and support vibrant, resilient neighborhoods. By aligning infrastructure investments with social, economic, and environmental priorities, this plan aims to foster inclusive growth, improve quality of life, and ensure that transportation systems serve as a catalyst for sustainable community transformation.

Goal: The Transportation System is Safe, Reliable and Well Maintained.

Strategy: *Improve safety and security for motorized and non-motorized modes.*

Action: Develop a County-wide Comprehensive Safety Action Plan to improve roadway safety by significantly reducing and eventually eliminating roadway fatalities and serious injuries.

Potential Partners: PennDOT District 1-0, school districts, emergency management and first responders, and local governments

Strategy: *Prioritize Transportation System Preservation.*

Action: Utilize available asset management tools (currently BAMS and PAMS) to evaluate bridge and pavement needs.

Potential Partners: PennDOT, local government infrastructure owners.

Action: Continue to utilize a lowest life-cycle cost approach to programming pavement and bridge preservation and restoration projects

Potential Partners: PennDOT, local government infrastructure owners

Strategy: *Leverage new and emerging technologies when upgrading traffic signals and ITS systems.*

Action: Work with PennDOT to identify potential corridors suitable for adaptive traffic signal systems and other ITS systems on major routes (I-80, I-79, I-376, US-62,) such as CCTV, DMS, Variable Speed Limits, Coordination.

Potential Partners: PennDOT, local government traffic signal owners

Strategy: *Continue to implement the recommendations of the Regional Operation Plan (ROP).*

Action: Work with PennDOT to support opportunities to pursue discretionary funding to implement high-priority ROP recommendations.

Potential Partners: PennDOT, local governments, emergency management agencies

Goal: The Transportation Network will Support Economic Growth and Vitality.

Strategy: *Proactively address freight traffic impacts when considering new freight generator development.*

Action: Establish a freight working group to facilitate discussions between municipalities, developers, and PennDOT to proactively understand and address roadway impacts.

Potential Partners: PennDOT District 1-0, freight carriers, businesses and developers, local governments, Mercer County

Action: Pursue supplemental PennDOT planning funds to examine freight movement, bottlenecks, and truck routing and parking in the County.

Potential Partners: PennDOT District 1-0, local governments, Mercer County

Strategy: *Work with the Pennsylvania Broadband Development Authority (PBDA), high-speed internet providers and associated stakeholders to assist in the implementation of BEAD Program projects to connect all unserved and underserved locations in Mercer County.*

Action: Reduce local barriers to deployment by coordinating and streamlining local permitting regulations and supporting regional infrastructure planning to reduce redundant construction. Work closely with the PBDA and providers to ensure accurate mapping and local engagement.

Potential Partners: PennDOT, PBDA, broadband providers, local governments, Mercer County, utility providers, PA DEP

Strategy: *Revitalize downtowns and main street corridors.*

Action: Work with partners to improve mobility, accessibility, and livability in downtown and main street corridors to foster economic growth and to attract new residents. Improvements should be centered around pedestrian mobility, ADA accessibility, public realm and streetscape improvements, wayfinding, and events and programming.

Potential Partners: Mercer County, local governments, universities, chambers of commerce, businesses, PennDOT, community groups

Action: Develop public-private partnerships to develop and implement community specific improvements, pursue funding, and explore financing mechanisms.

Potential Partners: Mercer County, local governments, universities, chambers of commerce, businesses

Goal: Quality of Life is Enhanced Through Multimodal Connections.

Strategy: *Provide safe, reliable and high-quality transit service that is accessible, widely available and connects people to essential destinations and economic opportunities.*

Action: Work with partners to implement the Improved and Enhanced Service Plan recommendations of the Shenango Valley Shuttle Service (SVSS) Transit Development Plan to provide fixed route services in areas that meet the minimum density threshold.

Potential Partners: MCRCOG, Mercer County, local governments, PennDOT Multimodal Deputate

Action: Assist MCRCOG in pursuing funding to advance the proposed bus stop enhancements, beginning with a systemwide bus stop improvement plan.

Potential Partners: MCRCOG, Mercer County, local governments, PennDOT Multimodal Deputate

Action: Work with partners to implement recommendations in the Mercer County Coordinated Human Services Transportation Plan.

Potential Partners: MCRCOG, Mercer County Area Agency on Aging, PennDOT Multimodal Deputate, Human Services Agencies, Medical Facilities

Strategy: *Prioritize multimodal connectivity and accessibility throughout the County.*

Action: Pursue discretionary planning funds to develop a County-wide active transportation plan to analyze the potential, feasibility and support systems needed for connecting both urban and rural communities and neighborhoods to the larger county-wide and regional trail networks and to fill in gaps in the existing network.

Potential Partners: PennDOT, MCRCOG, local governments, Mercer County, Mercer County Trails Association, Visit Mercer County and community groups

Action: Develop a standing SVATS committee to guide the planning and implementation process for improvements to the active transportation network in the County.

Potential Partners: PennDOT, MCRCOG, local governments, Mercer County, Mercer County Trails Association, Visit Mercer County and community groups

Action: Explore pilot micromobility programs in communities, such as Sharon, Grove City, and Greenville, to enhance mobility due the presence of colleges and universities.

Potential Partners: PennDOT, local governments, Mercer County, colleges and universities, philanthropic community, businesses, health care providers

Strategy: *Enhance tourism, recreational opportunities and access to natural resources.*

Action: Expand the regional trail network through strategic connections to interregional and statewide networks such as the Pittsburgh to Erie Trail and the

North Country Trail. Work with railroads, PennDOT, and landowners to secure easements for dedicated trail right-of-way.

Potential Partners: Jamestown Borough, Town of Greenville, Sharpsville Borough, MCRPC, Mercer County Chamber of Commerce, Visit Mercer Count PA, Mercer County Trails Association, Mercer County, local governments, Pennsylvania Department of Conservation and Natural Resources (DCNR), Mercer County Conservation District, landowners, railroads, trail and community groups

Action: Explore trail town designations for Jamestown, Greenville and Sharpsville.

Potential Partners: Jamestown Borough, Town of Greenville, Sharpsville Borough, MCRPC, Mercer County Chamber of Commerce, Visit Mercer County PA, Mercer County Trails Association**,** Mercer County, local governments, Pennsylvania Department of Conservation and Natural Resources (DCNR), Mercer County Conservation District, landowners, railroads, trail and community groups

Strategy: *Ensure pedestrian infrastructure is considered in all new developments.*

Action: Work with local governments to update development ordinances, as necessary, to consider pedestrian infrastructure in all new developments.

Potential Partners: Mercer County, local governments, developers

Goal: Municipalities and Agencies Work Together to Address Regional Issues.

Strategy: *Promote Mercer County Regional Planning Commission (MCRPC) as a Technical Resource for Local Governments.*

Action: Poll local governments to determine what resources are needed to support municipal planning initiatives in the County. Develop staff skills and programs such as grant writing, data analysis and mapping, community and transportation planning, etc. as needed to support local governments. Promote the PennDOT LTAP program to assist in municipal education.

Potential Partners: Mercer County, local governments, PA state agencies

Strategy: *Develop multi-municipal partnerships to pursue discretionary funding for priority projects.*

Action: Convene municipal officials and other community and business leaders to form a standing funding group to lead the development of discretionary funding applications. Utilize the goals, strategies and projects contained in the LRTP and the Comprehensive Plan to guide the project selection process.

Potential Partners: Mercer County, local governments, PennDOT, Pennsylvania DCED, DCNR, DEP universities, chambers of commerce, businesses, Visit Mercer County, and philanthropic foundations

Action: Explore public-private partnerships and innovative finance options to aid in securing required matching funds for discretionary grant opportunities.

Potential Partners: Mercer County, local governments, PennDOT, Pennsylvania DCED, universities, chambers of commerce, businesses, Visit Mercer County, and philanthropic foundations

Strategy: *Promote resiliency and environmental stewardship through collaboration and coordination.*

Action: Employ a multi-municipal approach to address stormwater management, by establishing regional, watershed based, stormwater consortiums that coordinate planning, funding, and implementation of stormwater management and green infrastructure projects and programs. These consortiums can be used as models to address other, multi-municipal resiliency, environmental, recreational or transportation/development issues.

Potential Partners: Mercer County, local governments, Mercer County Conservation District, PennDOT, PA DEP, Fish and Boat Commission, DCNR, Pennsylvania Historical Museum Commission (PHMC)

Action: Address environmental and cultural resource impacts that may result from infrastructure improvements early in the planning and project development process on a collaborative multi-municipal or regional scale.

Potential Partners: Mercer County, local governments, Mercer County Conservation District, PennDOT, PA DEP, Fish and Boat Commission, DCNR, Pennsylvania Historical Museum Commission (PHMC)

Strategy: *Enhance incident management through increased coordination.*

Action: Establish a standing Incident Management Coordination Committee to discuss and formulate strategies to increase efficiencies and address deficiencies through coordination and shared services.

Potential Partners: First Responders, PennDOT, Local Governments, Mercer County

Action: Explore the formation of an I-79/I-80 Transportation Incident Management (TIM) Team.

Potential Partners: First Responders, PennDOT, Local Governments, Mercer County

Strategy: *Work collaboratively to determine the most suitable locations for potential technology and AI-driven businesses.*

Action: Inventory and market brownfield or grayfield sites that are suitable for technology and AI-driven businesses. Prioritize sites that have access to water and energy, and that minimize negative impacts to the environment, the transportation network, and communities.

Potential Partners: Mercer County, chamber of commerce, PA DEP, PennDOT, business community, utility providers

Strategy: *Continue to collaborate with municipalities to site EV charging stations based on the Mercer County priority community rankings for NEVI Program and where stations provide the greatest benefit to the County.*

Action: Prioritize future community charging locations within urban, mixed use and employment and commerce centers.

Potential Partners: Mercer County, local governments, PennDOT, PA DCED, developers, utility providers

Table 10. Federal Planning Factors and LRTP Goal Matrix

	Federal Planning Factors	The Transportation System is Safe, Reliable and Well Maintained	The Transportation Network will Support Economic Growth and Vitality	Quality of Life will be Enhanced Through Multimodal Connections	Municipalities and Agencies Work Together to Address Regional Issues
1.	Support the economic vitality of the metropolitan area 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 accessibility and mobility of people and freight.	✓	✓	✓	✓
5.	Protect and enhance the environment, promote energy conversation, improve the 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.	✓	✓	✓	✓

Federal Planning Factors		The Transportation System is Safe, Reliable and Well Maintained	The Transportation Network will Support Economic Growth and Vitality	Quality of Life will be Enhanced Through Multimodal Connections	Municipalities and Agencies Work Together to Address Regional Issues
7.	Promote efficient system management and operation.	✓	✓		✓
8.	Emphasize the preservation of the existing transportation system.	✓			✓
9.	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	✓	✓	✓	✓
10.	Enhance travel and tourism.	✓	✓	✓	✓

9. Connecting the Vision

9.1. Funding and Financial Plan

Introduction

LRTPs are required to develop a financial plan that demonstrates how the plan can be implemented with the funding that is reasonably expected to be available over the life of the plan. Revenues in the financial plan are matched to a set of multimodal transportation improvements that support the needs of maintaining highway network assets, improving safety and operations on roadways, operating and maintaining public transit facilities and rolling stock, and expanding the active transportation network. All of these modes of transportation work together to form an integrated network that supports the growth and prosperity of Mercer County's residents, businesses and communities.

Linkage to Statewide Planning and Programming

The LRTP, TIP, and TYP all work together to link long range planning to short term project programming. The LRTP is a 20+ year document, focusing on all modes of transportation, defining the expected needs and how each project serves the needs of the transportation system and the communities they serve. It also serves as an incubator for new project ideas. The TYP is a 12-year cycle document with a longer-term focus where the TIP serves as the first four years. The TIP is a four-year cycle document, updated every two years, focusing more on the allocation of funding to specific priority projects and project phases.

Financial Planning

As defined in 23 CFR 450.324(f)(11), the plan includes an estimate of the revenues reasonably expected to be available to support a long range, multimodal transportation program. For this plan (2027-2050), financial estimates are based on Pennsylvania's 2027 Transportation Program Financial Guidance, which was developed by a statewide work group comprised of staff from PennDOT, Transit Agencies, and MPO/RPOs, and used to establish funding levels for the 2027-2030 TIP. Financial Guidance is based on current funding authorizations and information available as of May 2025. It should be noted that the Bipartisan Infrastructure Law (BIL) is set to expire at the end of Federal Fiscal Year 2026 (September 30, 2026). Adjustments or updates may be required based on the next federal reauthorization.

The guidance identifies federal and defines state funding formulas that are used to allocate revenues to planning regions across the state. The formulas are considered to be needs-based and are responsive to program-specific performance criteria. Examples of the criteria used include population density; highway lane miles and bridge deck area;

safety data; air regional quality attainment status; vehicle miles traveled; heavy truck volumes; and the physical condition of roads, bridges, and transit infrastructure.

9.2. Highway and Bridge Program

State and Federal Formula Funding

As discussed previously, formula funding is distributed to the planning regions via the Pennsylvania Transportation Program Financial Guidance. This includes both federal and state formula funding across multiple categories, each with their own rules and regulations for use on transportation improvements. The funding categories include:

- **National Highway Performance Program (NHPP):** provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in PennDOT's Transportation Asset Management Plan (TAMP) for the NHS. Funds are distributed to planning regions and the Interstate Program.
- **Surface Transportation Block Grant Program (STBG):** program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
- **Bridge Formula Investment Program (BRIP):** program provides funding for the replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length. Funds are distributed to planning regions and the Interstate Program.
- **Bridge Off-System Program (BOF):** program provides funding for minor collector and local functional class bridges ("off system") over 20 feet in length. Funding for this category comes from legislated set-asides of the STBG program and the BRIP program.
- **Highway Safety Improvement Program (HSIP):** program provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal land. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. HSIP funds are administered by PennDOT Central Office.
- **Transportation Alternatives (TA Set-Aside):** program provides funds that encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation

management, and environmental mitigation related to stormwater and habitat connectivity.

- **Carbon Reduction Program (CRP):** program provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
- **State Highway Capital Funding (581):** program provides funds to improve and maintain state owned and maintained highways and is often used as the required match to federal formula funds.
- **State Bridge Funding (185/183):** program provides funds to rehabilitate or replace state-owned bridges over 8 feet in length and local-owned bridges over 20 feet in length. Funds are often used as the required match to federal formula funds.
- **State Maintenance Funding:** State Appropriations 582 (Maintenance) and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities. It is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as matching funds for Federally Funded Highway Restoration and Preservation projects and, in such cases, will represent additional funding for the Transportation Program. The decision to include any state Appropriations 582 and 409 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.

State and Federal Discretionary and Competitive Funding Programs

- **Interstate Management Program:** The Interstate Management Program will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the TAMP and Performance Based Planning and Programming. Approximately $150 million of available NHPP funds were set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional $50 million is provided for Interstates in each subsequent year until a total of $1 billion is realized in 2028.
- **Spike Program:** The Spike program is a statewide reserve that is comprised of federal NHPP, STBG and State 581 funding that is reserved to offset the impact of high-cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities. These funds are allocated to projects across the Commonwealth at the discretion of the Secretary of Transportation.
- **Transportation Infrastructure Investment Fund (TIIF):** $25 million per year in State 581 funding is held for improvements associated with economic development opportunities are reserved for the TIIF. Decisions on how to utilize this funding will be at the discretion of the Secretary of the Department of

Transportation in consultation with the Department of Community and Economic Development and Governor.

- **State Competitive Transportation Grant Programs:** These are competitive programs that solicit applications on a yearly basis. The programs fund projects ranging from traffic signal enhancements (Green Light Go (GLG) and Automated Red-Light Enforcement (ARLE)), and projects that advance local transportation priorities (Multimodal Transportation Fund (MTF)).
- **Federal Competitive Transportation Grant Programs:** The United States Department of Transportation (DOT) offer a variety of grant programs to support transportation infrastructure, safety, and innovation across the country. These grants are available to a range of recipients, including states, local governments, transit agencies, and metropolitan planning/rural planning organizations. Federal transportation grants address a range of project types and modes of transportation, including roads and bridges, public transit, rail, ports, airports, and active transportation. A strong emphasis is placed on safety, with programs targeting highway safety, rail crossing elimination, and transit security. The IIJA significantly increased federal funding for competitive transportation grants.

Fiscal Constraint

The Moving Mercer LRTP's fiscal constraint was developed using an assumption of funds available to Mercer County over the life of the plan. Cost estimates from the previous LRTP carryover projects were used and municipalities provided planning level cost estimates for all new candidate projects. All planning-level forecasts should be carefully reviewed before moving a project forward to account for new project area information and fluctuations in unit costs.

The programming assumes steady, or "flat" funding levels after 2026 according to the PennDOT's Financial Guidance. The proportion of funding assumed available to program for LRTP projects was determined through discussions with PennDOT District 1-0 and based on their future anticipated asset management and safety and operational needs. Note that availability of funds in the out years is subject to change due to many factors, including federal infrastructure funding and unforeseen needs. The percentages used to determine available funds are shown in **Table 11**.

The remaining funding not available for programming by the MPO in Stage II is accounted for in the 2027 TIP and TYP. Remaining funds in Stage III for use by PennDOT District 1-0 will be placed in corresponding TYP line items for Betterments (MPMS # 94772), State-Owned Roads, Bridges and Safety (MPMS #106423), and Local Bridges (MPMS #98261).

Table 11. Funds Available for Programming

	Stage II	Stage III	Total
NHPP (5%)	$ 537,600	$806,400	$1,344,000
STP (8%)	$2,110,400	$3,165,120	$5,275,520
BOF (70.3%)	$14,630,836	$21,942,036	$36,572,872
HSIP (90%)	$8,116,200	$12,171,600	$20,287,800
Total:	**$25,395,036**	**$38,085,156**	**$63,480,192**

Inflation in project costs is adjusted for the Year of Expenditure (YOE). Accounting for inflation over future years results in the decreased buying power of the dollars over the life of the plan since the funding remains consistent while construction costs increase with inflation. According to guidance from PennDOT's Center for Program Development and Management, inflation was assumed to be 3% per year, compounded to the mid-point of each funding term (2034, 2044), over the life of the plan.

Table 12. Moving Mercer Financial Guidance Highway Revenue

Program	Short-Term 2027-2030	Mid-Term 2031-2038	Long-Term 2039-2050	Total
Highway Program				
Federal NHPP	$5,519,000	$10,752,000	$16,128,000	$32,399,000
Federal STBG	$13,197,000	$26,380,000	$39,564,000	$79,141,000
Federal Bridge-BRIP	$9,918,000	$19,836,000	$29,748,000	$59,502,000
Federal Off System Bridge	$10,406,000	$20,812,000	$31,212,000	$62,430,000
Federal HSIP	$4,509,000	$9,018,000	$13,524,000	$27,051,000
Federal CRP	$1,886,000	$3,772,000	$5,664,000	$11,322,000
State Highway (581)	$20,671,000	$45,032,000	$67,524,000	$133,227,000
State Bridge (185/183)	$10,036,000	$19,740,000	$29,592,000	$59,368,000
Total	**$76,142,000**	**$155,342,000**	**232,956,000**	**$464,440,000**

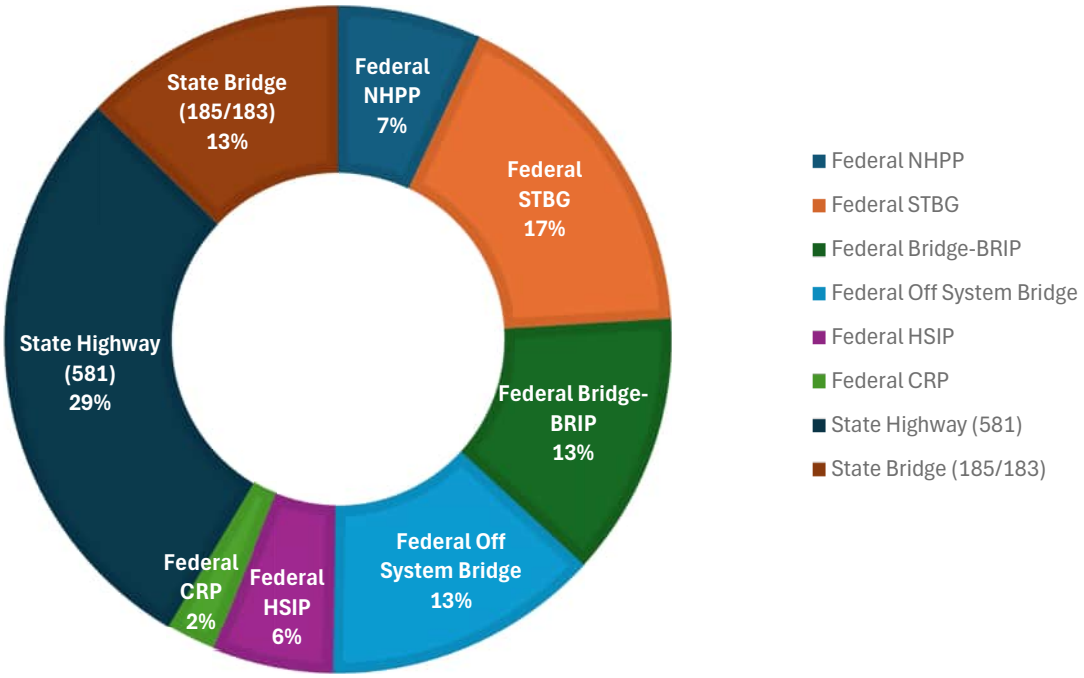


Figure 21. Formula Funds by Category

9.3. Discretionary Funding Programs

Federal Discretionary Programs

Advanced Transportation Technologies & Innovative Mobility provides competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

Better Utilizing Investments to Leverage Development (BUILD) provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

Bridge Investment Program (BIP) provides grants, on a competitive basis, to improve bridge conditions and the safety, efficiency, and reliability of the movement of people and freight over bridges. The program sets aside $20 million in BIP funding each fiscal year for Grants for Planning, Feasibility Analysis, and Revenue Forecasting.

Charging & Fueling Infrastructure (CFI) Grants (Corridor Charging) provides grants to strategically deploy publicly accessible electric vehicle charging infrastructure as well as hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors or in other publicly accessible locations.

Charging and Fueling Infrastructure Grants (Community Charging) At least 50 percent of CFI funding must be used for a community grant program where priority is given to projects that expand access to EV charging and alternative fueling infrastructure within rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces.

Highway Safety Improvement Program provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. PennDOT administers a competitive process for HSIP funds in addition to the formula funds that are distributed through Financial Guidance.

National Electric Vehicle Infrastructure Formula Program provides funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Funds are apportioned to states via formula and PennDOT administers funding. Planning regions submit priority locations to PennDOT for consideration.

National Infrastructure Project Assistance (MEGA) provides competitive grants on a competitive basis for investments in surface transportation infrastructure that will have a significant national or regional impact. MEGA Grants will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

Nationally Significant Freight & Highway Projects (INFRA) provides competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) - Discretionary provides competitive grants to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

Railroad Crossing Elimination Grants provides competitive grants for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants provides competitive grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.

State Discretionary Programs

PennDOT Multimodal Transportation Fund (MTF) provides funding for priority investments in any mode through PennDOT's MTF Statewide Competitive Funding Program. The MTF program provides grants to ensure that a safe and reliable system of transportation is available to the residents of this commonwealth. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and ports and rail freight entities to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization.

DCED Multimodal Transportation Fund (MTF) provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the commonwealth. Funds may be used for the development, rehabilitation and enhancement of transportation assets, to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development.

Transportation Alternatives Set Aside Program (TA Set-Aside) provide funding to construct pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, incorporate community improvements such as historic preservation and vegetation management, provide environmental mitigation related to stormwater and habitat connectivity, create trail projects that serve a transportation purpose, promote safety and mobility, and provide for vulnerable road user safety assessment program projects. PennDOT administers a competitive program every two years in conjunction with the Statewide TIP update to allocate TASA funds.

Green-Light-Go (GLG) competitive state grant program designed to improve the efficiency and operation of existing traffic signals. Eligible projects include the replacement of incandescent traffic signal bulbs with LED traffic signal modules and the upgrade from an earlier generation to a newer generation of LED traffic signal modules. Street lighting upgrades are only considered for luminaries on traffic signal structural supports.

Automated Red-Light Enforcement (ARLE) competitive grant program fund worthwhile, relatively low- cost projects that improve the safety and mobility of the traveling public. The kinds of eligible projects vary widely from improvements to traffic signals, to roadway improvements at signalized intersections, to school zones, guiderail, and roadside safety.

Railway-Highway Crossings Program provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

Public Transit

Mercer County is served by two modes of public transportation: Mercer County Community Transit (MCCT) and the Shenango Valley Shuttle Service. MCCT is an on-demand, door-to-door shuttle service that is available to all Mercer County residents.

Like the Highway/Bridge Program, financial estimates for public transportation are based on Pennsylvania's 2027 Transportation Program Financial Guidance. **Table 13** shows the anticipated amount of available operating funding over the next 23 years. Operating revenues are assumed to remain stable over the life of the plan, but are subject to state and federal funding authorizations.

Table 13. Public Transit Operating Revenues

Program	Short-Term 2027-2030	Mid-Term 2031-2038	Long-Term 2039-2050	Total
State Operating	$4,667,876	$9,335,752	$14,003,628	**$ 28,007,256**
Federal Operating	$2,886,000	$5,772,000	$8,658,000	**$ 17,316,000**
PwD	$612,000	$1,224,000	$1,836,000	**$ 3,672,000**
Senior Citizen-SRP	$2,800,000	$5,600,000	$8,400,000	**$ 16,800,000**
Local	$413,000	$1,113,000	$2,740,000	**$ 4,266,000**
Fares	$356,000	$712,000	$1,068,000	**$2,136,000**
Total	**$ 11,734,876**	**$ 23,756,752**	**$ 36,705,628**	**$ 72,197,256**

Public transit operations involves a variety of behind-the-scenes components that are essential in keep services safe and reliable. **Figure 22** depicts the various components that make up the operations of public transit service.

Figure 22. Public Transit Operations

As identified in the 2025 Shenango Valley Shuttle Service Transit Development Plan, several service enhancements and capital improvements have been proposed to improve transit coverage, efficiency, and rider amenities. The implementation of these changes will depend on future funding for both operations and their capital improvements such as buses/vehicles for new services and improvements to bus shelters and amenities.

The PennDOT Bureau of Public Transportation's Capital Planning Tool (CPT) estimates the state's capital investment priorities by tracking the age and condition of transit assets such as revenue vehicles, facility equipment, and other critical infrastructure. CPT stores crucial information about every asset type and maintains a complete history of the asset as it ages; changes in condition, usage, and value/depreciation.

Transit agencies utilize the tool to request capital projects when they would like to replace or expand their assets. These requests for funding are processed and administered through the PennDOT Bureau of Public Transit; therefore, there are no set allocations for capital funding for improvements, and the Moving Mercer LRTP does not contain a list of capital improvements for SVSS and MCCT.

9.4. Highway Project Development and Prioritization

Moving Mercer LRTP's project lists were collaboratively developed with a variety of partners, including PennDOT District 1-0, MCRCOG, and municipalities. All modes of surface transportation were considered in the long range planning process.

A project development workshop was held on April 21, 2026 at the MCRPC office. County, PennDOT, and municipal partners along with the MCRCOG attended. The project team discussed current planned and programmed projects from the TIP, TYP, and the current, 2045 LRTP. LRTP projects were discussed to determine which projects have progressed from the LRTP to the TIP, and which projects are still priorities that should be carried into the updated LRTP. Partners were encouraged to submit new candidate projects to be considered for the LRTP.

Concluding the workshop, a project prioritization matrix was developed. The project prioritization matrix is used to inform decision making regarding program funds to projects on the Moving Mercer LRTP. The selected categories and criteria reflect the input and feedback gathered during the Moving Mercer LRTP and Comprehensive Plan public and stakeholder engagement process. The categories and criteria also support the implementation of the LRTP Vision, Goals and Strategies, and help to address the Key Trends and Forces affecting Mercer County today and into the future.

The criteria are qualitative and designed to allow the SVATS MPO staff to easily utilize and update the criteria to apply in other planning efforts without the need to gather, maintain, and analyze large amounts of data, while reflecting the needs and priorities of the region.

To prioritize the identified project areas for implementation, a 100-point scoring system was developed using five criteria that align with the Moving Mercer LRTP vision statement and goals. The scoring system also considers the project's readiness and whether it was identified by the public as a priority.

Project Readiness - The criterion considers the readiness of the project, awarding points if the project has begun the project development process, and if it has been identified as a priority in a local or regional plan, such as a corridor study, municipal comprehensive plan or county comprehensive plan.

Public Input - The criterion considers concerns raised by individuals who mentioned a project corridor or need during community participation activities, such as the online survey or mapping exercise, stakeholder interviews, and/or public meetings during the TIP, LRTP, or other recent panning efforts.

Safety, Reliability, and Asset Management - The criterion considers the locations of serious injuries and fatalities, and the safety for vulnerable roadway users. Transportation system reliability operational improvements are considered, such as intersection improvements, traffic signal improvements, or the additional of turn lanes. Asset management, identified as a top priority in the public engagement process, is also considered in this criterion.

Improve Quality of Life and Multimodal Connections- This criterion considers how a project improves quality of life through multimodal improvements. Considerations include improving access to goods, services and public transportation, benefits to the environment and increased connectivity in the active transportation network.

Supports Economic Growth and Vitality- This criterion considers how a project advances economic growth and community vitality. Areas of consideration include improvements to downtowns and main streets, access to economic growth, tourism, and recreational areas, improvements to job centers and schools, and reliability and efficiency improvements to freight generators and freight routes.

The prioritization matrix uses a sliding scale. Points will be assigned to each project based on how well the project support each of the criteria. A project that directly supports the criteria receives the full number of possible points (i.e. 5 or 10). Direct support indicates the project's primary purpose can be directly correlated to the criteria from the purpose of the project and from an overall policy standpoint. Indirect support indicates that the project supports criteria from a policy standpoint but not the purpose of the criteria. Indirect support will receive half of the possible points (i.e. 2.5 or 5). If a project receives zero points, it indicates the purpose of the project does not support the criteria and the project does not advance any of the plan's policy areas.

Table 14. Project Prioritization Scoring

Criterion	Sub-Criteria	Possible Points	Maximum Points
Project Readiness	Project is identified in local or regional plan	**5**	**10**
	Project has begun a phase of the project development process (PE, RW, CN)	**5**	
Public Input	Project identified as a priority or need during Comprehensive Plan, TIP or LRTP engagement	**10**	**10**
Safety, Reliability and Asset Management	Fatality or serious Injury occurred at project location between 2020-2024	**10**	**30**
	Preserves or Improves existing transportation infrastructure	**10**	
	Project improves conditions for vulnerable roadway users	**5**	
	Project improves operational reliability of the transportation network	**5**	
Improve Quality of Life and Multimodal Connections	Project improves access to critical goods and services	**5**	**25**
	Project improves access to public transportation	**5**	
	Benefits for environmental resilience	**5**	
	Project increases sidewalk and trail connections (fills network gap)	**10**	
Supports Economic Growth and Vitality	Project includes streetscape or main street improvements	**5**	**25**
	Project boosts economic growth areas, including recreation and tourism	**10**	
	Project includes reliability & efficiency improvements to the freight network	**5**	
	Improves job/school connections	**5**	
Total Points		**100**	**100**

10. Projects and Performance

Proposed projects were assigned an investment category based on the primary purpose of the project. The planning and project development process considered additional aspects of the projects that included elements from the other investment categories and help to ensure that all contextual aspects of the surrounding community are evaluated. These categories are intended to assist in long-term reporting and tracking of the types of investments taking place in Mercer County. The Investment Category definitions are found in **Appendix II**.

It is important to note that when projects move on to become candidates for the TIP, they go through a pre-TIP planning process that further develop each project and considers additional aspects of the candidate projects that may engage elements from the other investment categories. As part of this process, TIP projects go through the PennDOT Connects collaboration process. The PennDOT Connects process is intended to gain a local perspective of the community vision and needs for specific aspects of a transportation project. This approach helps to ensure the community context as it relates to the respective transportation improvement is considered and evaluated upfront so the infrastructure improvement can contribute to the overall livability and vitality of the community rather than create potential barriers. Elements that are discussed and considered during PennDOT Connects meetings include, but are not limited to:

- Community Vision and Current/Future Needs
- Safety Issues and Concerns
- Bicycle and Pedestrian Accommodations
- Public Transportation/Multimodal Accommodations
- Freight and Economic Development Considerations
- Stormwater Management, Green Infrastructure, and Environmental Mitigation Opportunities
- Right-of-way and Utility Considerations
- Community Events (in or near the project area)

10.1. Fiscally Constrained Projects

The improvements contained in the fiscally constrained project lists are aimed at two primary investment types – Roadways, Traffic Operations and Safety, and Local Bridges. The focus on these project types are driven by local needs and the types of funding available for programming by the MPO beyond PennDOT asset management

operational and safety needs on state owned roads. These fund types and amounts are found in **Table 11**.

The locations of these projects, as well as the benefits to the transportation network and how they advance the LRTP Goals and Strategies, can be found in Mercer County Planning Subregion summary sheets below. These projects advance multiple plan goals and strategies as well as the ten federal planning factors. The fiscally constrained project lists are found in **Appendix III: Project Lists.**

Current conditions, including demographics, safety statistics, asset conditions, and the locations of projects to receive funding through the Moving Mercer LRTP in each of the five planning subregions in Mercer County are found on the following pages. These subregion summaries are intended to give perspective on how the transportation system is performing and how these areas compare to other areas of the county.

Roadways, Operations and Safety

Many of these projects were carried over from the 2045 LRTP. The projects work to improve safety, operations, and freight movement on many state roads beyond planned and programmed projects in the TIP and TYP. Many also include traffic signal upgrades and multimodal elements that improve safety and accessibility for pedestrians, bicyclists, and other vulnerable roadway users.

The funding source for these projects is a combination of NHPP, STBG and HSIP formula funding. Approximately $26.9 million in funding is expected to be available over the life of the Moving Mercer LRTP.

Local Bridge Projects

Local Bridge projects were gathered from Mercer County and were prioritized based on average annual daily traffic volumes and the length of the detour routes if the bridge would be closed to traffic. The funding source for these projects is the Federal Off System Bridge (BOF) category. Approximately $36.6 Million in funding is reasonably expected to be available over the life of the Moving Mercer LRTP.

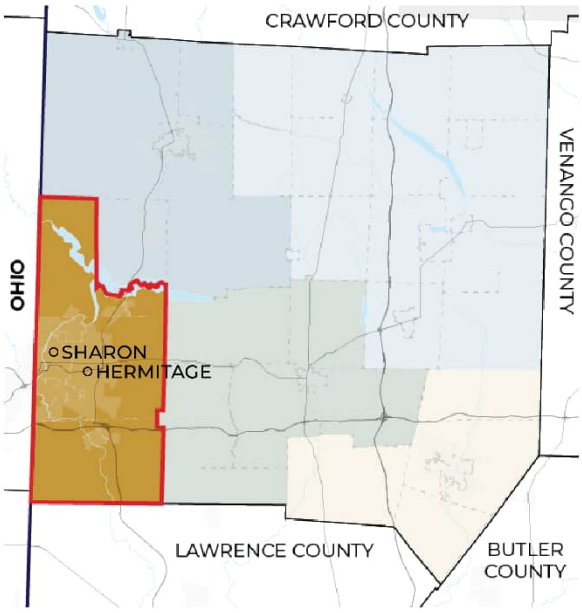
Line Items

Line items are used in Stage III (2039-2050) of the LRTP to account for PennDOT asset management, safety, and operational needs.

The Moving Mercer LRTP allocates over $15 million of its NHPP in Stage III (2039-2050) Highway/Bridge (MPMS # 106423) and Betterment (MPMS # 94772) line items for pavement asset management projects. STBG ($36.4M) and State Highway funding ($67.5M) are also included in these line items.

The Moving Mercer LRTP allocates all of its federal BRIP funding ($29.7M) and State Bridge (185/183) funding ($29.6M) in Stage III (2039-2050) in the Highway/Bridge line item (MPMS # 106423) for bridge improvement projects.

Southwest Region



Major Municipalities

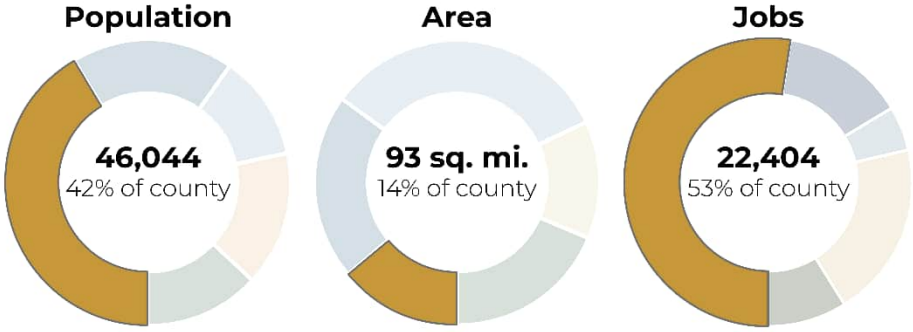
- Hermitage
- Sharon
- Farrell
- Sharpsvillle Borough
- Shenango Township
- South Pymatuning Township

Points of Interest

- Downtown Sharon
- Buhl Park
- Shenango River Lake
- Shopping Centers at US 62 and PA 18
- UPMC Horizon-Shenango Valley

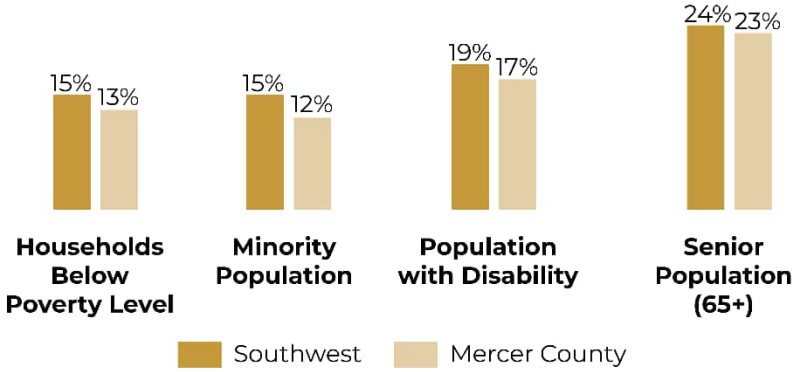
Major Roadways

- Interstate 80
- US 62
- SR 18 (Hermitage Rd)



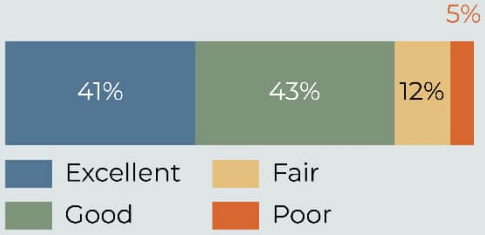
Source: 2020 Decennial Census

Source: OnTheMap



Source: 2024 ACS 5-Year Estimates Detailed Tables

Source: Pennsylvania Crash Information Tool (PCIT), 2021-2025

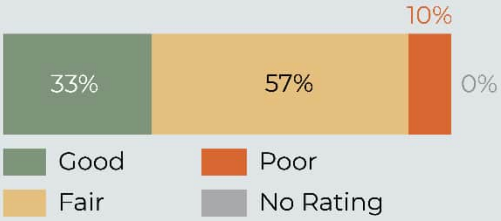


Roadway Conditions

185 miles of state roads

245 miles of local roads

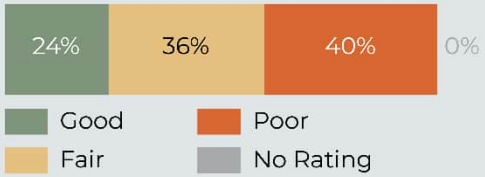
Source: PennDOT One Map



State Bridge Conditions

84 state bridges

Source: PennDOT OpenData

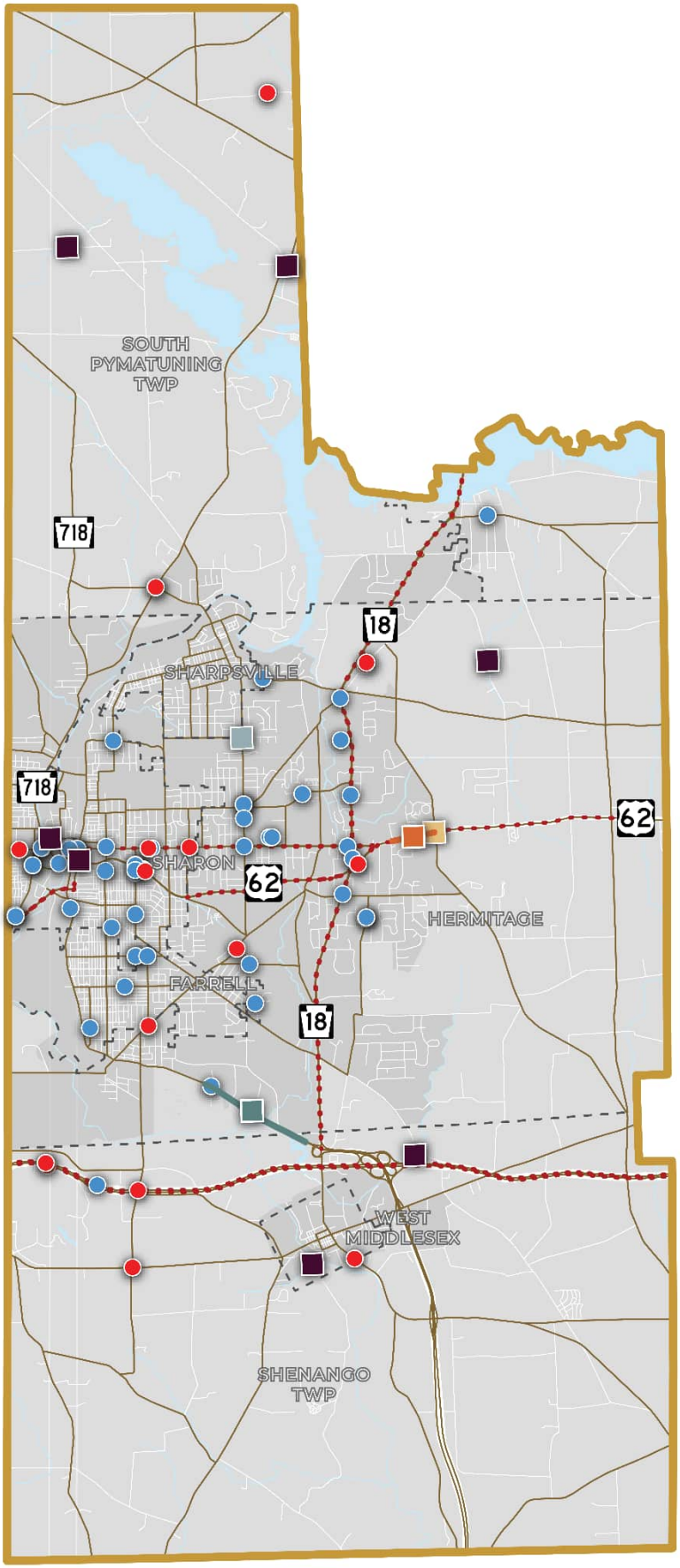


Local Bridge Conditions

25 local bridges

Source: PennDOT OpenData

Southwest Regional Map



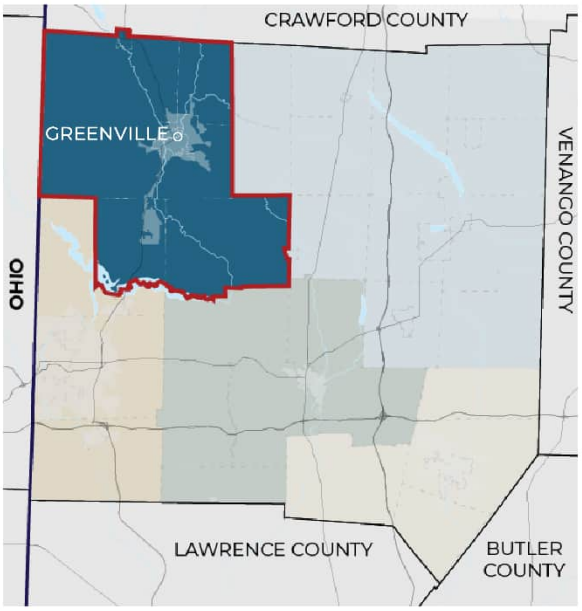
LEGEND

- Crash Fatalities, 2021-2025
- Vulnerable Road User Crashes, 2021-2025
- High Crash Corridor
- Municipalities

Fiscally Constrained Projects

- Local Bridge Projects
- Operations
- Operations/Bike & Pedestrian
- Safety
- Safety/Bicycle & Pedestrian

Northwest Region



Major Municipalities

- Greenville Borough
- Hempfield Township
- West Salem Township
- Pymatuning Township
- Delaware Township
- Greene Township

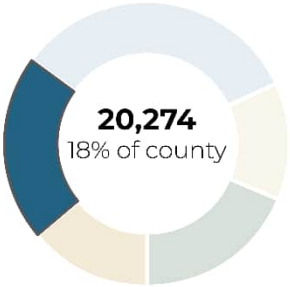
Points of Interest

- Downtown Greenville
- Thiel College
- UPMC Horizon Greenville Hospital

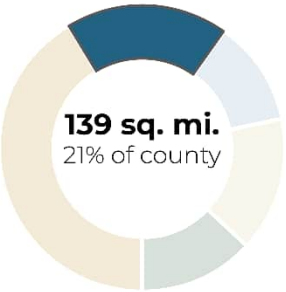
Major Roadways

- SR 18 (Hermitage Rd)
- SR 58

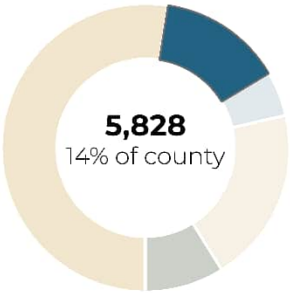
Population:



Area:

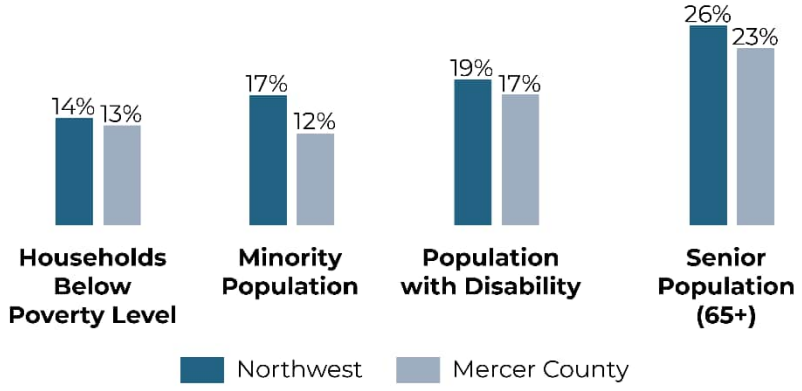


Jobs:



Source: 2020 Decennial Census

Source: OnTheMap



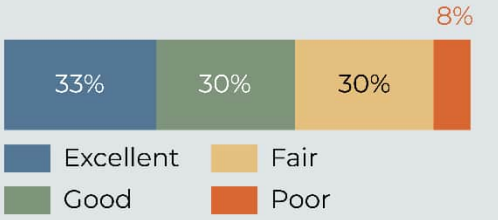
Source: 2024 ACS 5-Year Estimates Detailed Tables

11 fatalities

44 suspected serious injuries

0 pedestrian deaths

Source: Pennsylvania Crash Information Tool (PCIT), 2021-2025

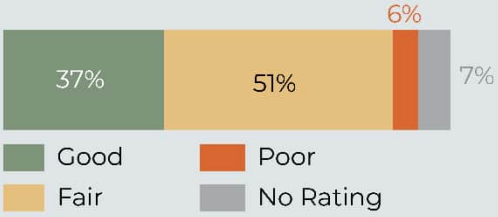


Roadway Conditions

189 miles of state roads

247 miles of local roads

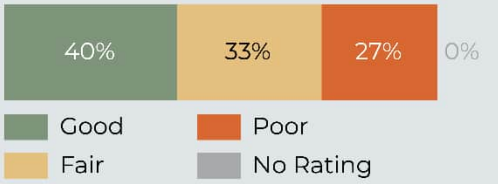
Source: PennDOT One Map



State Bridge Conditions

71 state bridges

Source: PennDOT OpenData

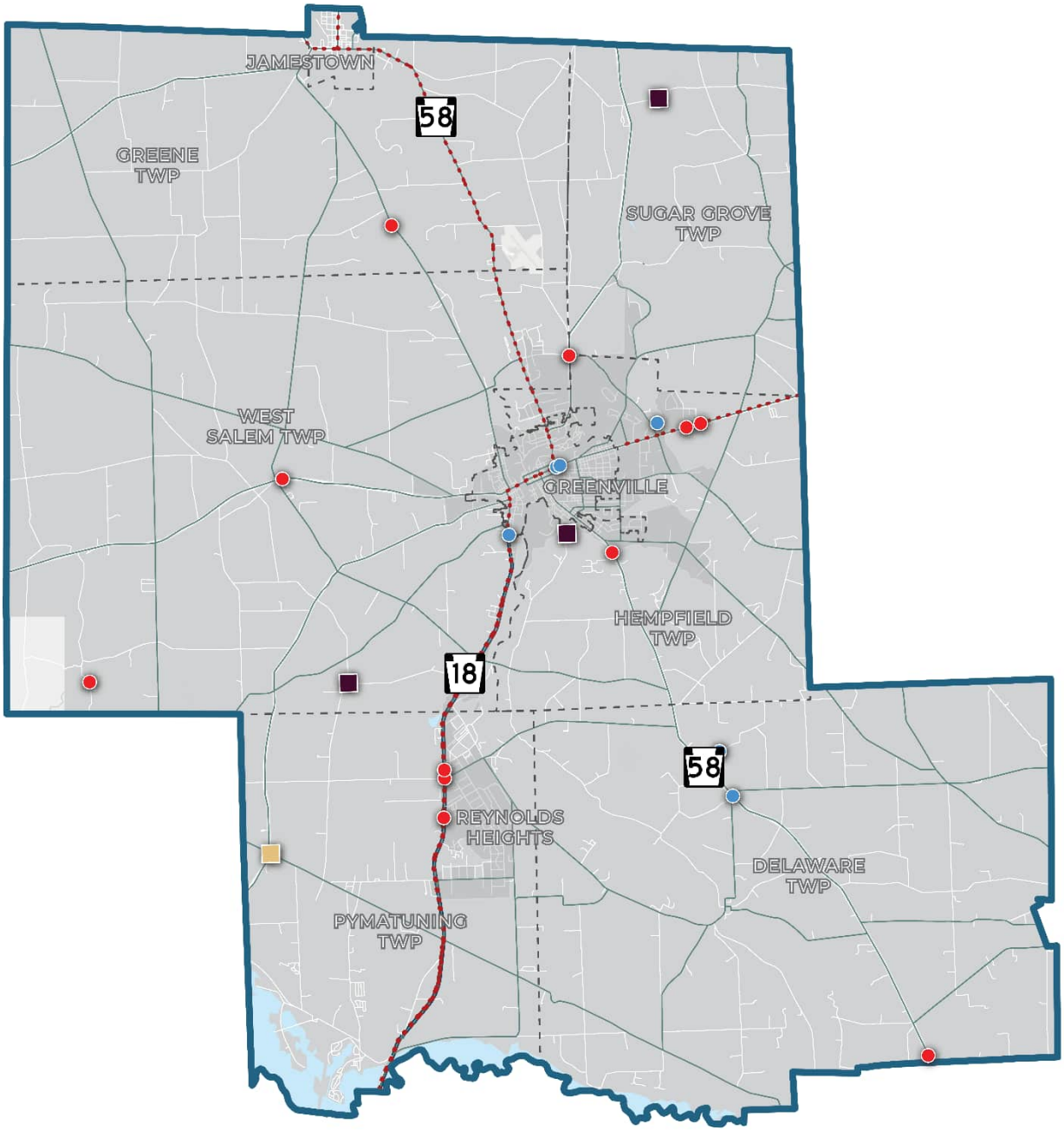


Local Bridge Conditions

30 local bridges

Source: PennDOT OpenData

Northwest Regional Map



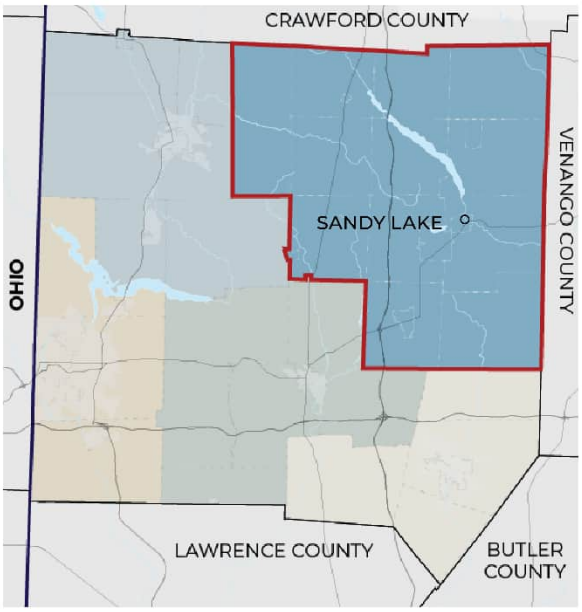
LEGEND

- Crash Fatalities, 2021-2025
- Vulnerable Road User Crashes, 2021-2025
- High Crash Corridor
- Municipalities

Fiscally Constrained Projects

- Local Bridge Projects
- Operations
- Operations/Bike & Pedestrian
- Safety
- Safety/Bicycle & Pedestrian

Northeast Region



Major Municipalities

- Perry Township
- Sandy Lake Township
- Jackson Center Borough

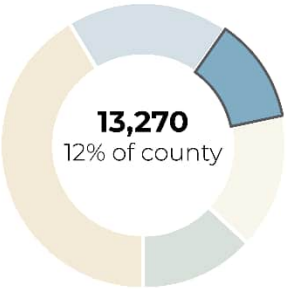
Points of Interest

- M.K. Goddard State Park
- Lake Latonka
- Sandy Lake
- State Game Lands No. 130
- Lake Wilhelm

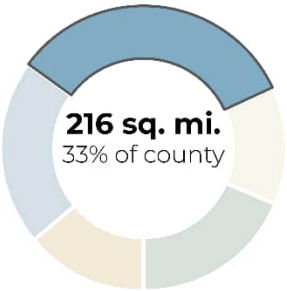
Major Roadways

- Interstate 79
- US 19 (Perry Hwy)
- US 62

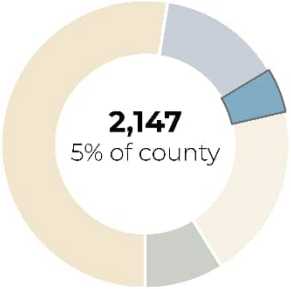
Population:



Area:

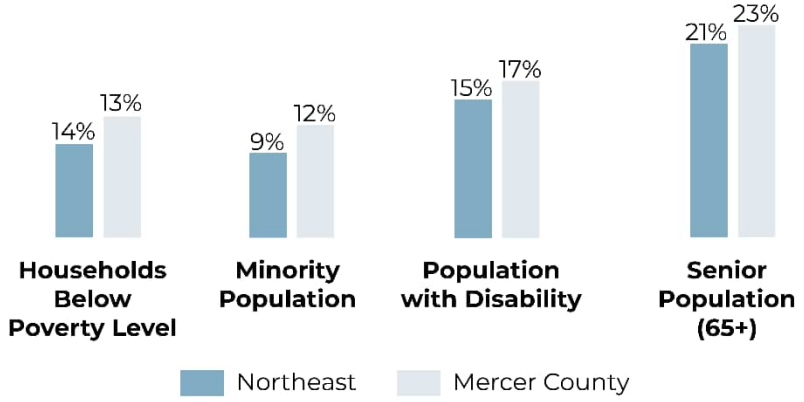


Jobs:



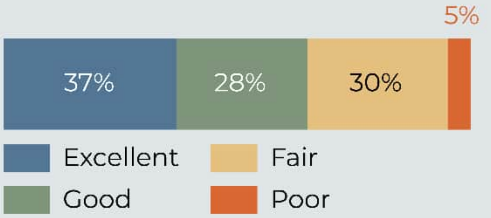
Source: 2020 Decennial Census

Source: OnTheMap



Source: 2024 ACS 5-Year Estimates Detailed Tables

Source: Pennsylvania Crash Information Tool (PCIT), 2021-2025

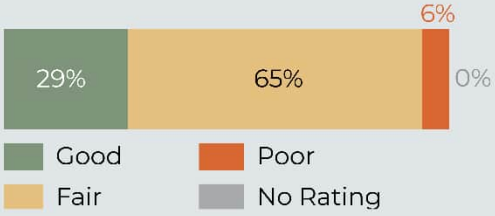


Roadway Conditions

182 miles of state roads

364 miles of local roads

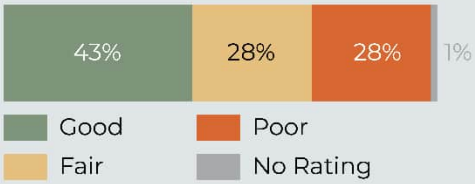
Source: PennDOT One Map



State Bridge Conditions

118 state bridges

Source: PennDOT OpenData

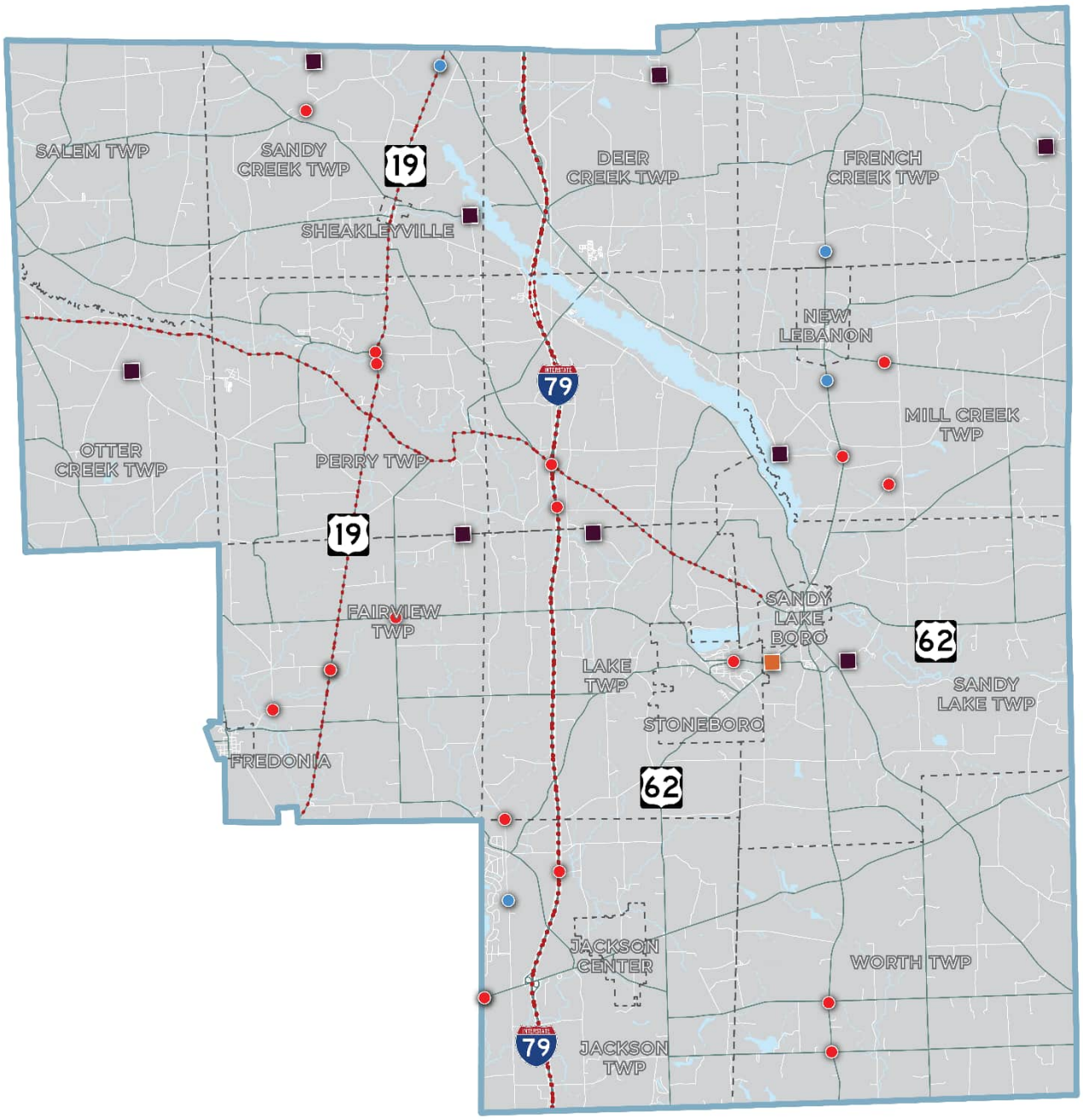


Local Bridge Conditions

69 local bridges

Source: PennDOT OpenData

Northeast Regional Map



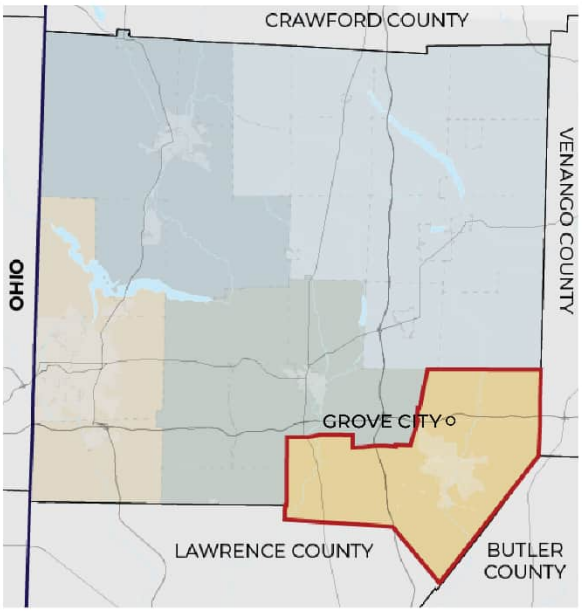
LEGEND

- Crash Fatalities, 2021-2025
- Vulnerable Road User Crashes, 2021-2025
- High Crash Corridor
- Municipalities

Fiscally Constrained Projects

- Local Bridge Projects
- Operations
- Operations/Bike & Pedestrian
- Safety
- Safety/Bicycle & Pedestrian

Southeast Region



Major Municipalities

- Grove City Borough
- Pine Township
- Springfield Township
- Liberty Township
- Wolf Creek Township

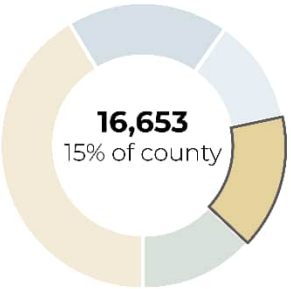
Points of Interest

- Grove City Premium Outlets
- Grove City Airport
- Grove City College
- Grove City Hospital

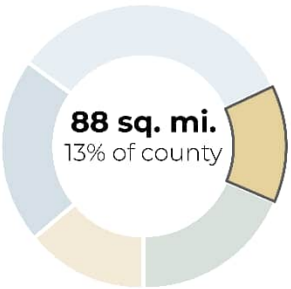
Major Roadways

- Interstate 79
- Interstate 80
- US 19 (Perry Hwy)
- SR 58

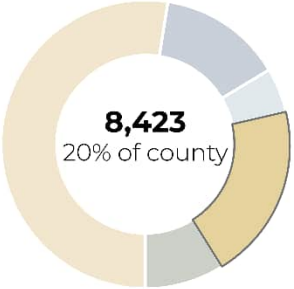
Population:



Area:

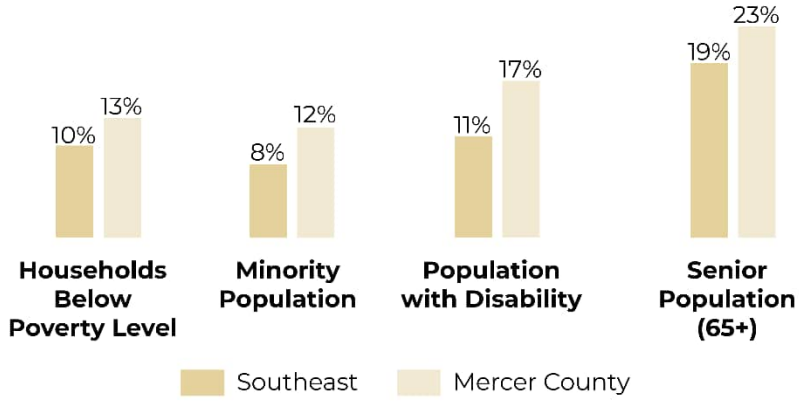


Jobs:



Source: 2020 Decennial Census

Source: OnTheMap



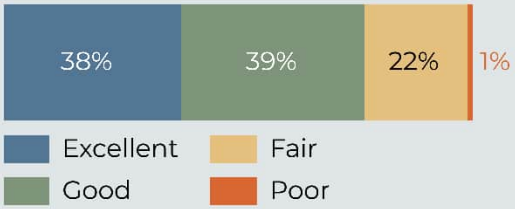
Source: 2024 ACS 5-Year Estimates Detailed Tables

12 fatalities

21 suspected serious injuries

2 pedestrian deaths

Source: Pennsylvania Crash Information Tool (PCIT), 2021-2025

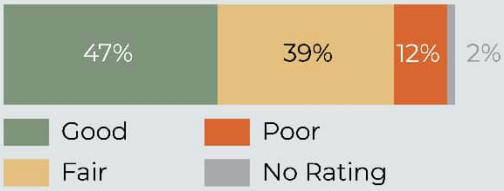


Roadway Conditions

90 miles of state roads

152 miles of local roads

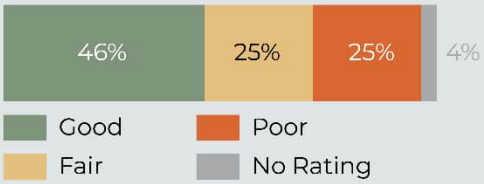
Source: PennDOT One Map



State Bridge Conditions

59 state bridges

Source: PennDOT OpenData

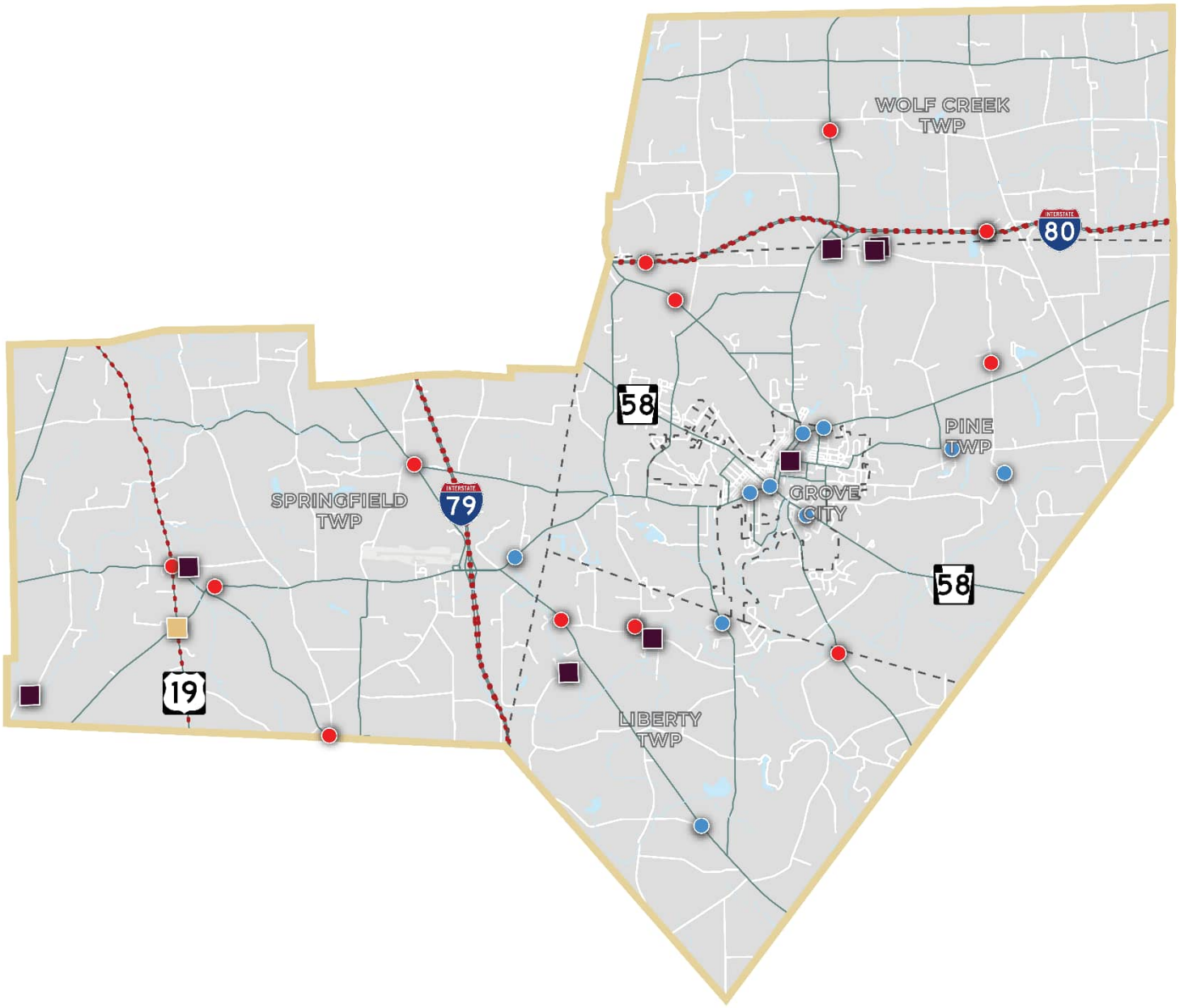


Local Bridge Conditions

28 local bridges

Source: PennDOT OpenData

Southeast Regional Map



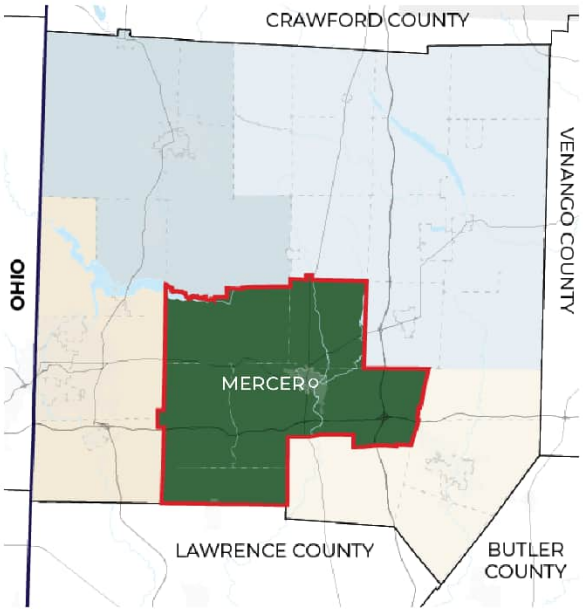
LEGEND

- Crash Fatalities, 2021-2025
- Vulnerable Road User Crashes, 2021-2025
- High Crash Corridor
- Municipalities

Fiscally Constrained Projects

- Local Bridge Projects
- Operations
- Operations/Bike & Pedestrian
- Safety
- Safety/Bicycle & Pedestrian

Center Region



Major Municipalities

- Mercer Borough
- Findley Township
- Lackawannock Township
- Coolspring Township
- Jefferson Township
- East Lackawannock Township
- Wilmington Township

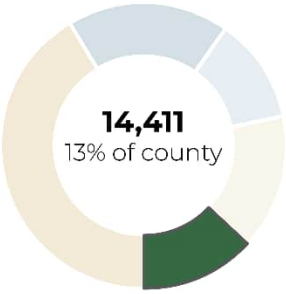
Points of Interest

- Downtown Mercer
- Shenango River Lake

Major Roadways

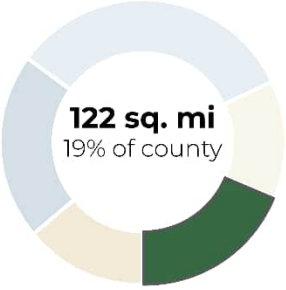
- Interstate 79
- Interstate 80
- US 62 (Market St/Franklin Rd)
- US 19 (Perry Hwy)
- SR 58

Population:

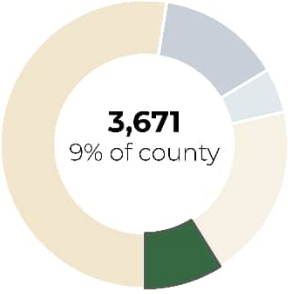


Source: 2020 Decennial Census

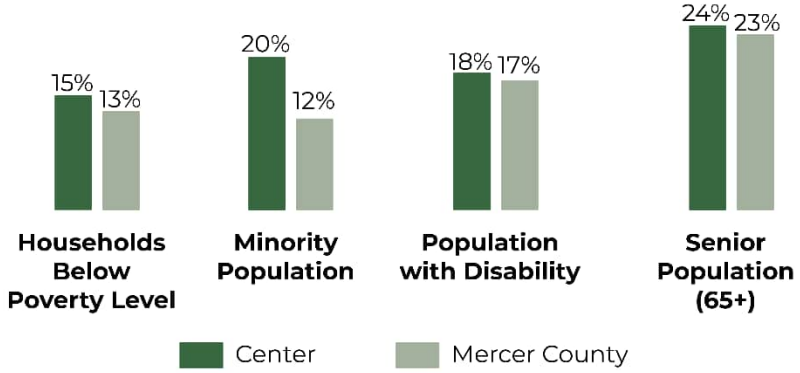
Area:



Jobs:



Source: OnTheMap



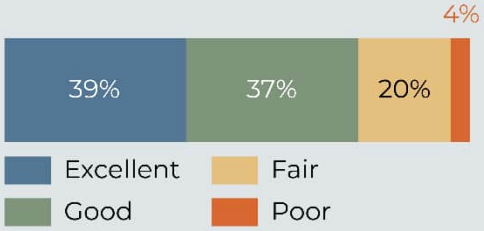
Source: 2024 ACS 5-Year Estimates Detailed Tables

11 fatalities

41 suspected serious injuries

0 pedestrian deaths

Source: Pennsylvania Crash Information Tool (PCIT), 2021-2025

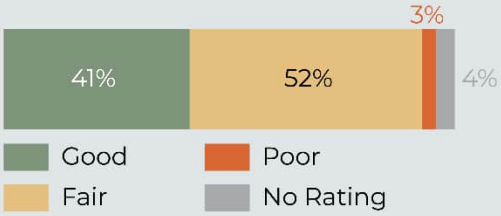


Roadway Conditions

154 miles of state roads

194 miles of local roads

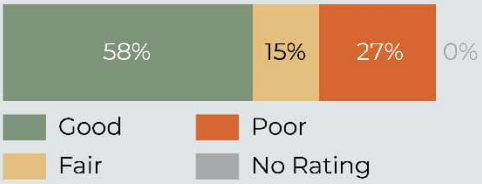
Source: PennDOT One Map



State Bridge Conditions

97 state bridges

Source: PennDOT OpenData

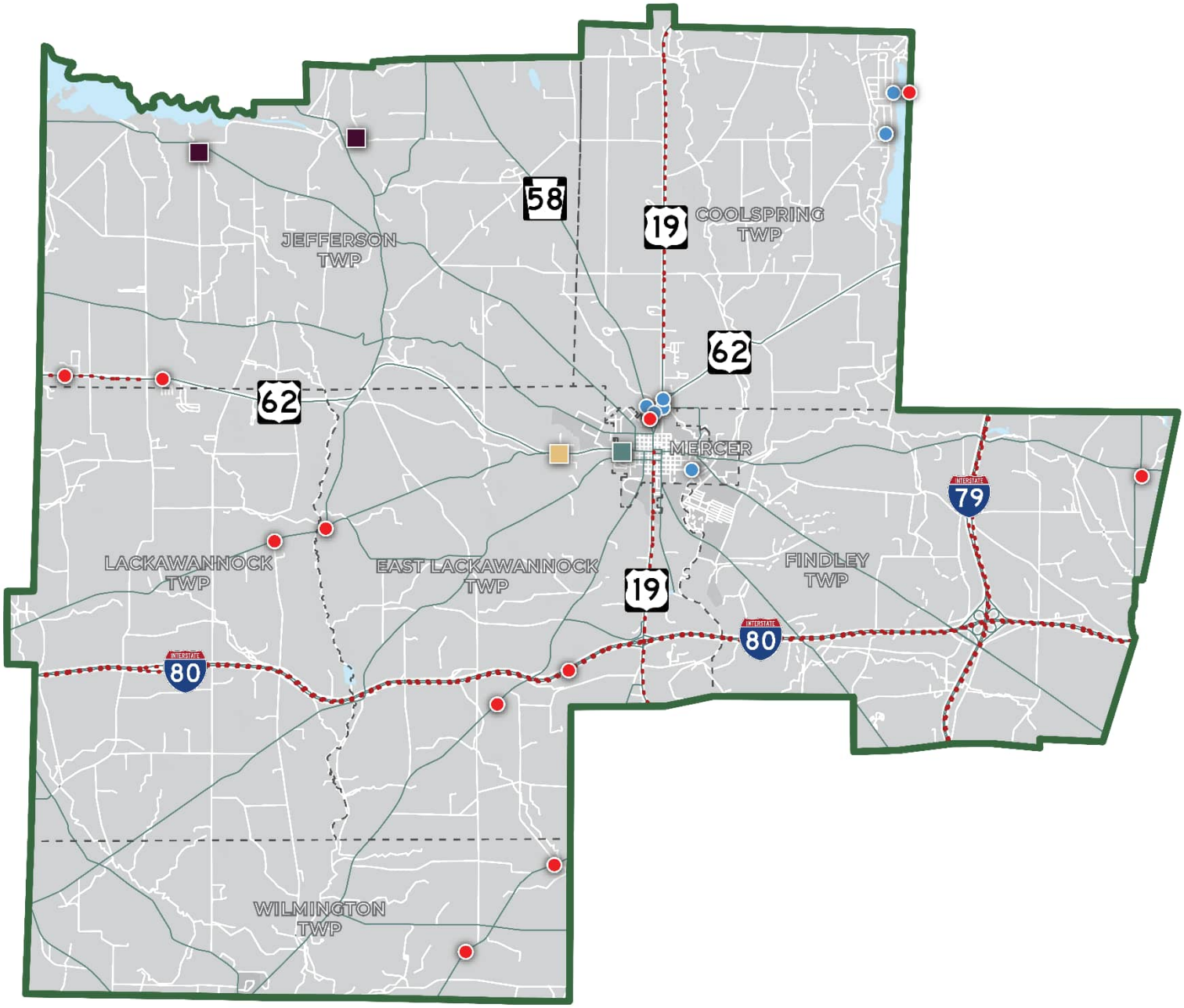


Local Bridge Conditions

26 local bridges

Source: PennDOT OpenData

Center Regional Map



LEGEND

- Crash Fatalities, 2021-2025
- Vulnerable Road User Crashes, 2021-2025
- High Crash Corridor
- Municipalities

Fiscally Constrained Projects

- Local Bridge Projects
- Operations
- Operations/Bike & Pedestrian
- Safety
- Safety/Bicycle & Pedestrian

10.2. Vision Plan Projects

The Vision Plan projects represent identified highway, bridge, safety, and active transportation needs and priorities where costs exceed the amount of funding expected to be available to Mercer County. If additional funding becomes available, these projects should be considered for implementation. Similarly, these projects could be candidates for discretionary funding through previously discussed state and federal programs. **Figure 23** depicts the location of the unfunded highway, bridge, and safety projects.

Interest in improving non-motorized mobility and accessibility has been increasing in Mercer County over the past 10 years. In 2016, there were 12 identified bicycle and pedestrian specific projects. Since then, the Greenville Pedestrian Circulation Study, the Southeast Mercer County Bicycle and Pedestrian Plan, the Hermitage Trails and Sidewalk Priorities Plan, the US 62 safety study, and the public and stakeholder outreach sessions have added to that desired list. These studies, plans, and outreach sessions provided projects that have been awarded funding for many state discretionary programs, including the multimodal trail along SR 208 in Springfield Township and the Alan Avenue Sidewalks in Greenville Borough. Improvements to the bicycle and pedestrian network, including trails, have also helped communities increase tourism and economic development. Due to the multi-municipal nature of these projects, it is critical that municipalities work together with Mercer County to plan and pursue funding collaboratively.

The detailed project descriptions for roadway, Interstate, and bicycle and pedestrian projects are listed in **Appendix III Part B: Vision Plan Projects**.

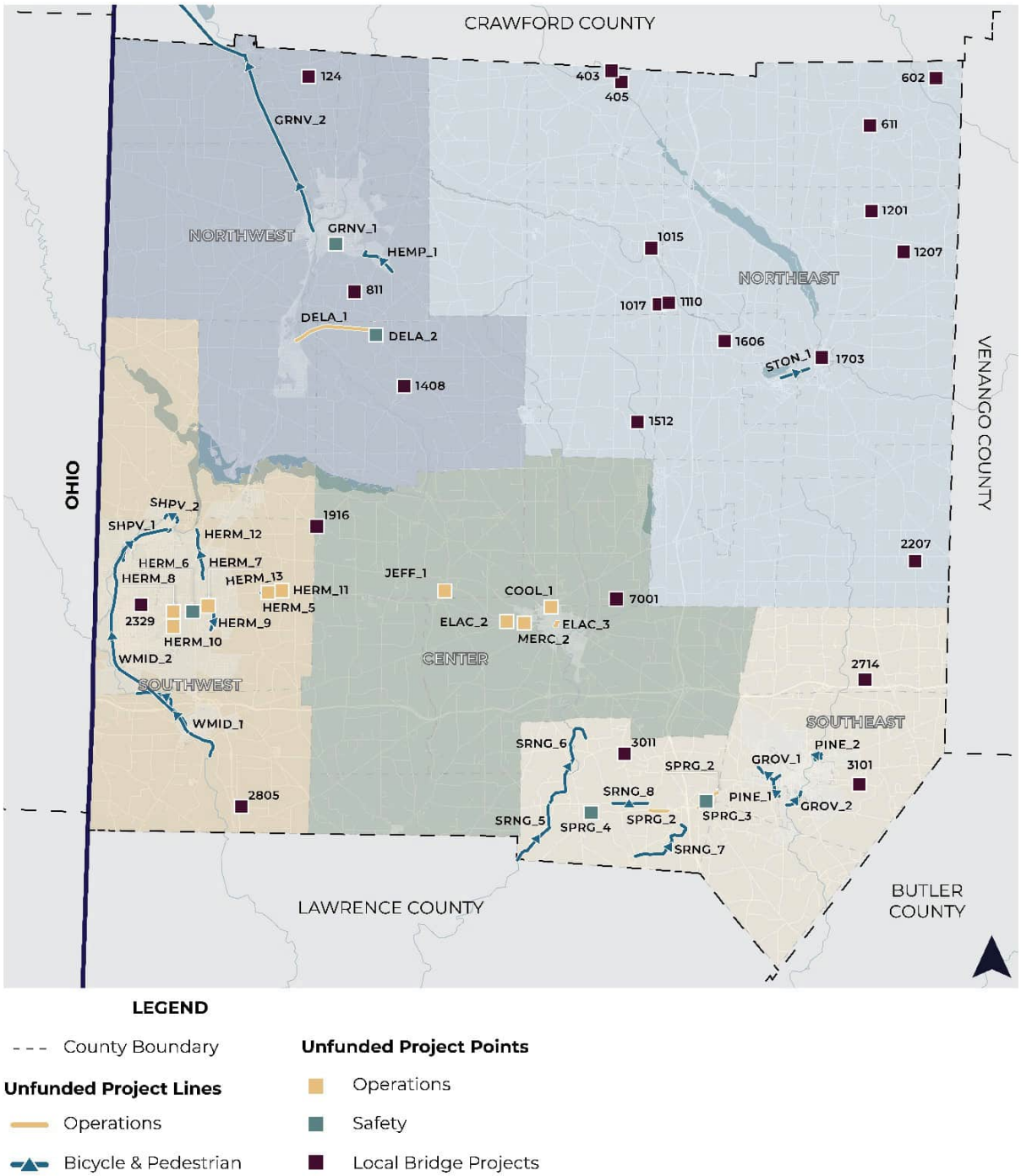


Figure 23. Vision Plan (Unfunded) Projects

Appendices

Appendix I: Public Engagement Summary Report

MOVING MERCER
LONG RANGE TRANSPORTATION PLAN

Help Shape Mercer's Future.

Your voice. Your vision. Your future.

SHARE YOUR INPUT!

TRAVEL BEHAVIOR

1. What types of transportation goals do you think are most important/needed to make Mercer County a livable, accessible, and economically healthy community? (Select all that apply)

- ☐ Enhancing mobility and accessibility through expansion of public transit and active transportation infrastructure
- ☐ Improving the safety of the transportation system
- ☐ Protecting natural and cultural resources from environmental impacts such as (noise, air, light pollution) (stormwater/flooding/landslides)
- ☐ Preservation of existing roads, bridges and rural character
- ☐ Increasing freight/traffic efficiency around existing and future economic generators
- ☐ Fostering multi-jurisdictional cooperation to implement transportation system improvements
- ☐ Promoting emerging technologies in transportation to improve efficiency

2. How frequently do you use the following modes of transportation?

	Daily	Weekly	Monthly	Never / Infrequently
Walking	○	○	○	○
Bicycling	○	○	○	○
Bus/Public Transit	○	○	○	○
Rideshare (Uber/Lyft)	○	○	○	○
Taxi	○	○	○	○
Carpool	○	○	○	○
Personal Vehicle	○	○	○	○
Other (Etc. E-bicycle, Scooters, Golf Carts, Skateboards)	○	○	○	○

SCAN ME!

Link: https://arcg.is/0KbGyO

Visit our storymap to learn more and share your transportation concerns and ideas.

COMPLETED SURVEY DUE BY OCTOBER 3, 2025

Please mail to or drop off at:

AECOM
Koppers Building
Attn: Andy Waple, AICP
436 Seventh Ave, 12th Floor
Pittsburgh, PA 15219 USA

3. How would you rate the current state of our regional transportation infrastructure?

	Excellent	Adequate	Needs Minor Improvement	Needs Major Improvement
Interstate Access	○	○	○	○
Pavement Conditions (State)	○	○	○	○
Pavement Conditions (Others)	○	○	○	○
Bridge Conditions	○	○	○	○
Parking	○	○	○	○
Roadway Safety	○	○	○	○
Public Transit Convenience	○	○	○	○
Sidewalks and Trails	○	○	○	○
Bicycle Amenities	○	○	○	○
Tourism and Wayfinding	○	○	○	○
Truck and Freight Access	○	○	○	○
Environmental Sustainability	○	○	○	○
Economic Vitality	○	○	○	○

4. How important are the following topics to you?

	Very Unimportant	Unimportant	Neutral	Important	Very Important
Interstate Access	○	○	○	○	○
Pavement Conditions (State)	○	○	○	○	○
Pavement Conditions (Others)	○	○	○	○	○
Bridge Conditions	○	○	○	○	○
Parking	○	○	○	○	○
Roadway Safety	○	○	○	○	○
Public Transit Convenience	○	○	○	○	○
Sidewalks and Trails	○	○	○	○	○
Bicycle Amenities	○	○	○	○	○
Tourism and Wayfinding	○	○	○	○	○
Truck and Freight Access	○	○	○	○	○
Environmental Sustainability	○	○	○	○	○
Economic Vitality	○	○	○	○	○

BACKGROUND

Zipcode: _____

Email: _____

Sex / Gender

☐ Male ☐ Female ☐ Non-binary ☐ Prefer not to Answer

Age

☐ 18-24 ☐ 25-34 ☐ 35-44 ☐ 45-54

☐ 55-64 ☐ 65+ ☐ Prefer not to Answer

Race / Ethnicity

☐ American Indian or Alaska Native

☐ Asian

☐ Black or African American

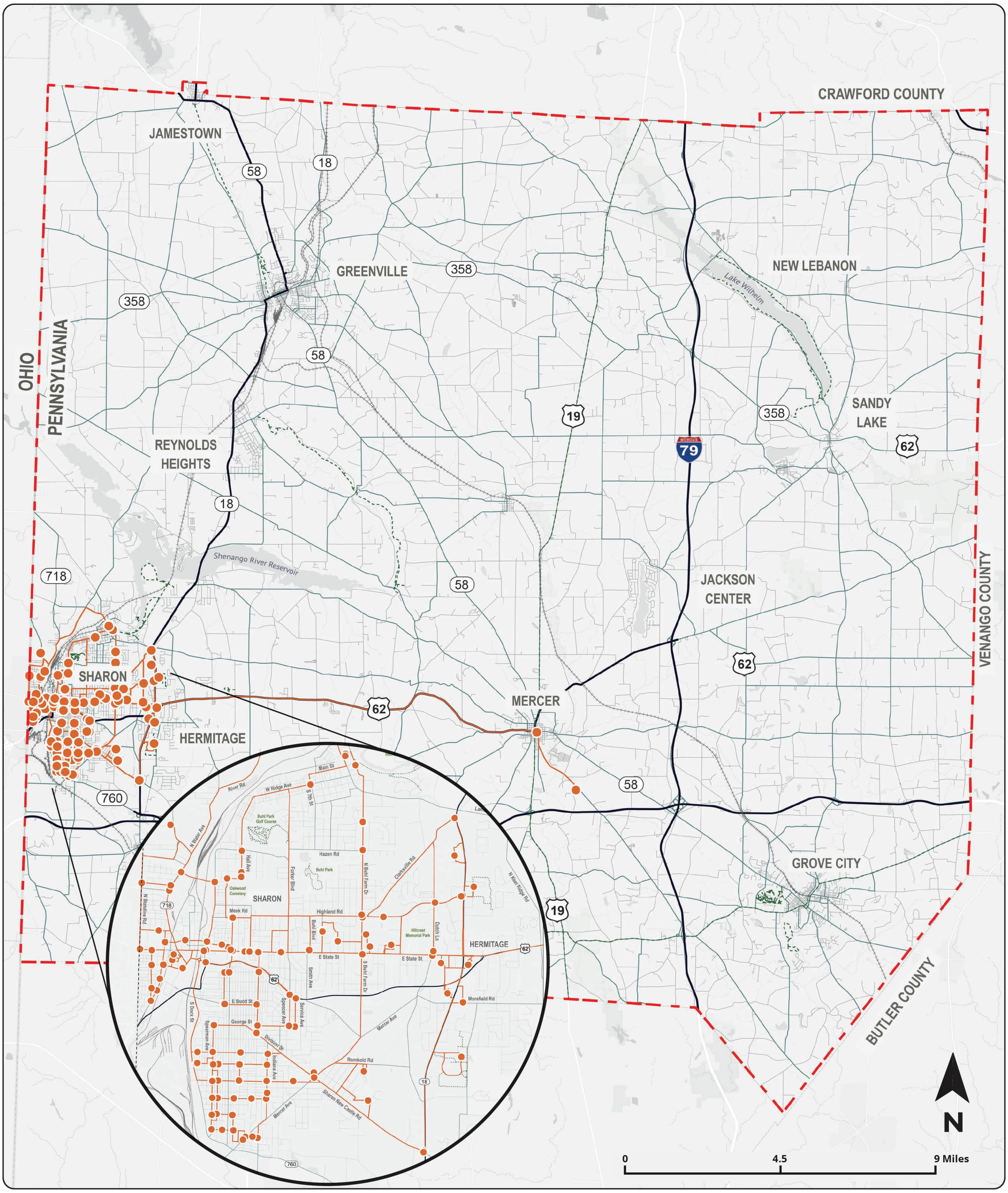
☐ Middle Eastern or North African

☐ Native Hawaiian or Pacific Islander

☐ White

☐ Other ☐ Prefer not to Answer

EXISTING TRANSPORTATION NETWORK



LEGEND

- Project Area
- County
- Trails
- Rails
- Interstate
- State Roadways
- Local Roadways

Mercer County Community Transit

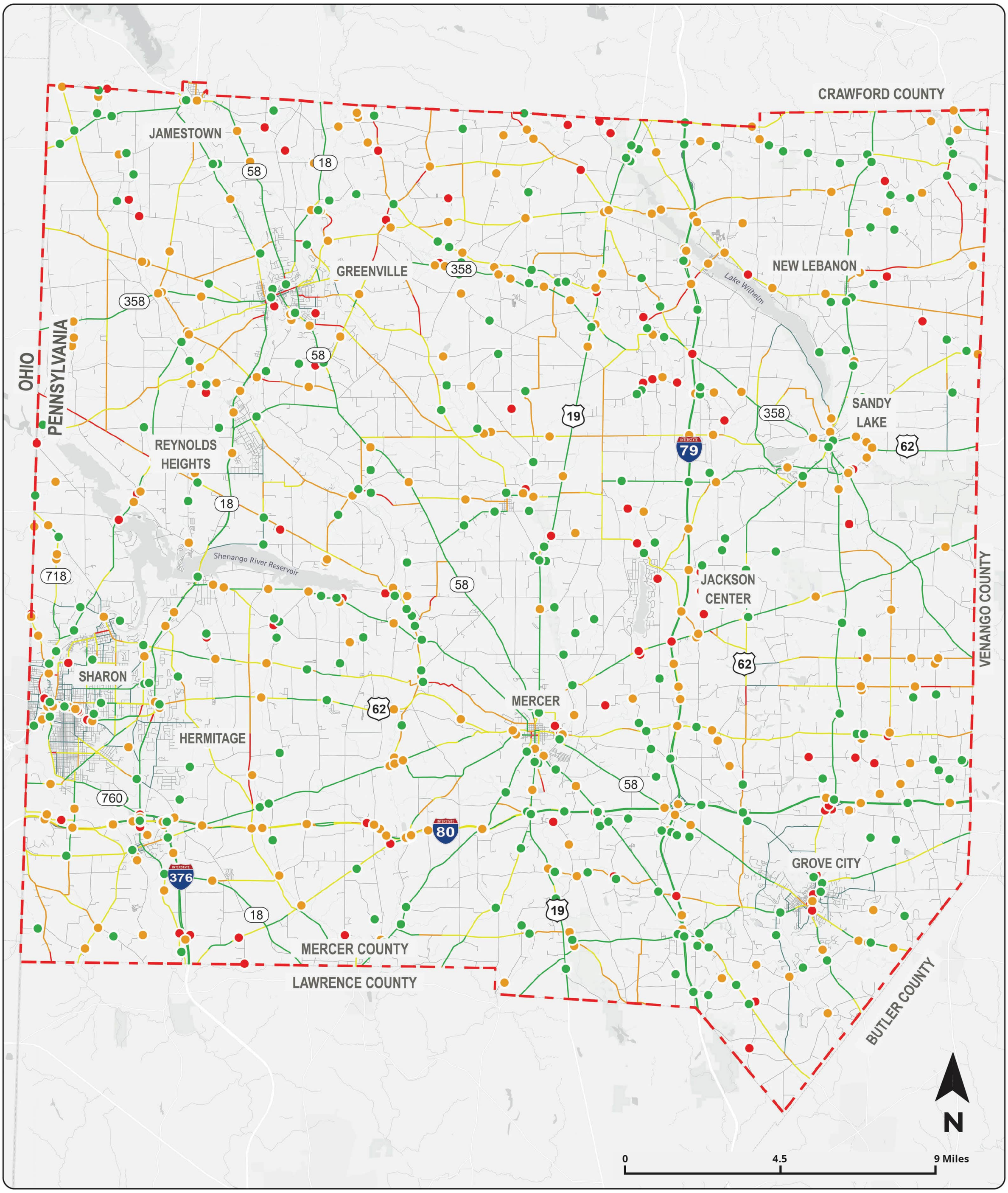
- Bus Stops
- Bus Routes

SCAN ME!

Link: https://arcg.is/0KbGyO

MOVING MERCER
LONG RANGE TRANSPORTATION PLAN

INFRASTRUCTURE ASSET CONDITIONS



LEGEND

- Project Area
- Roadways

International Roughness Index (IRI)-Pavement Ratings

- Excellent
- Good
- Fair
- Poor

Bridge Conditions

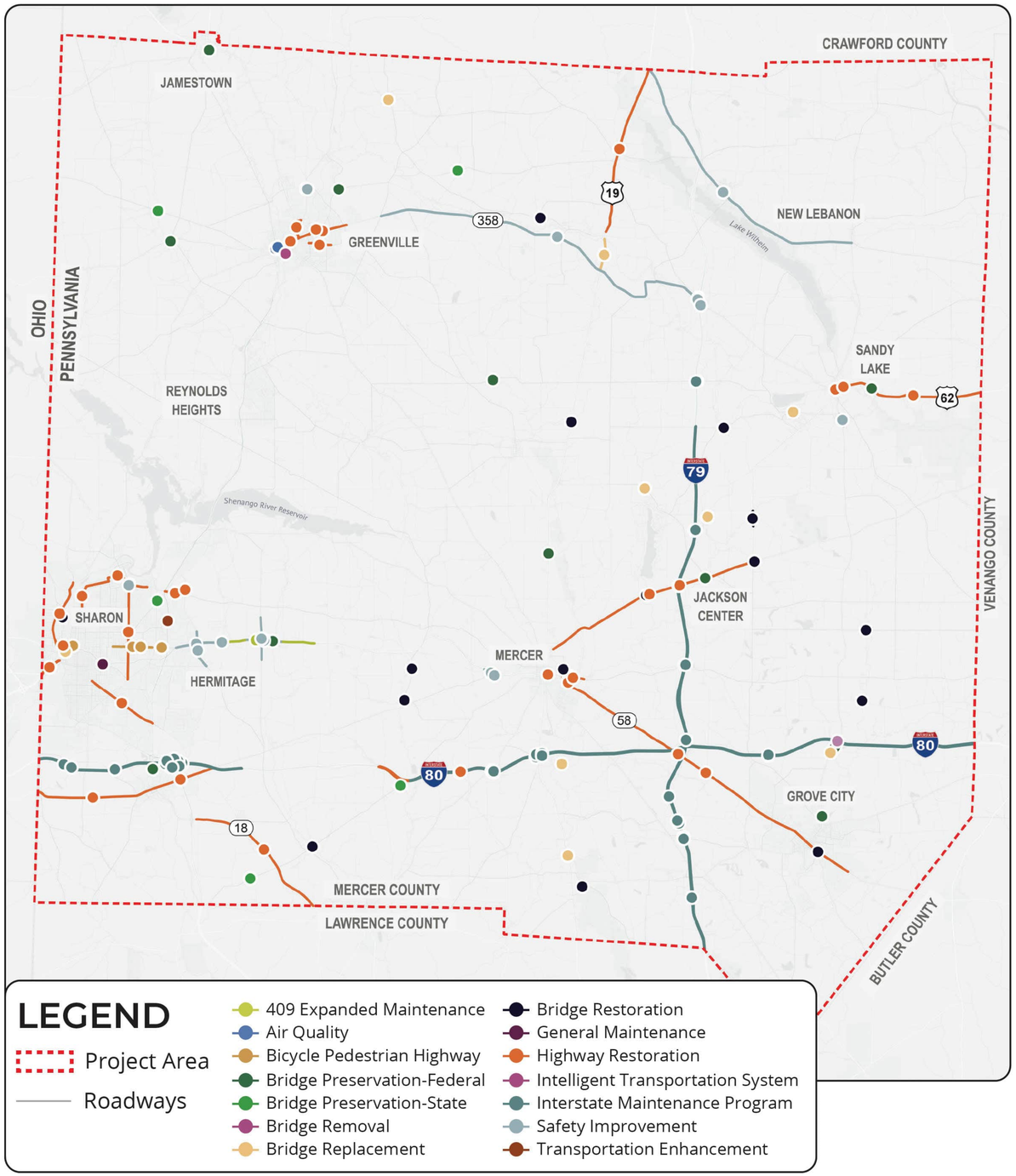
- Good
- Fair
- Poor

SCAN ME!

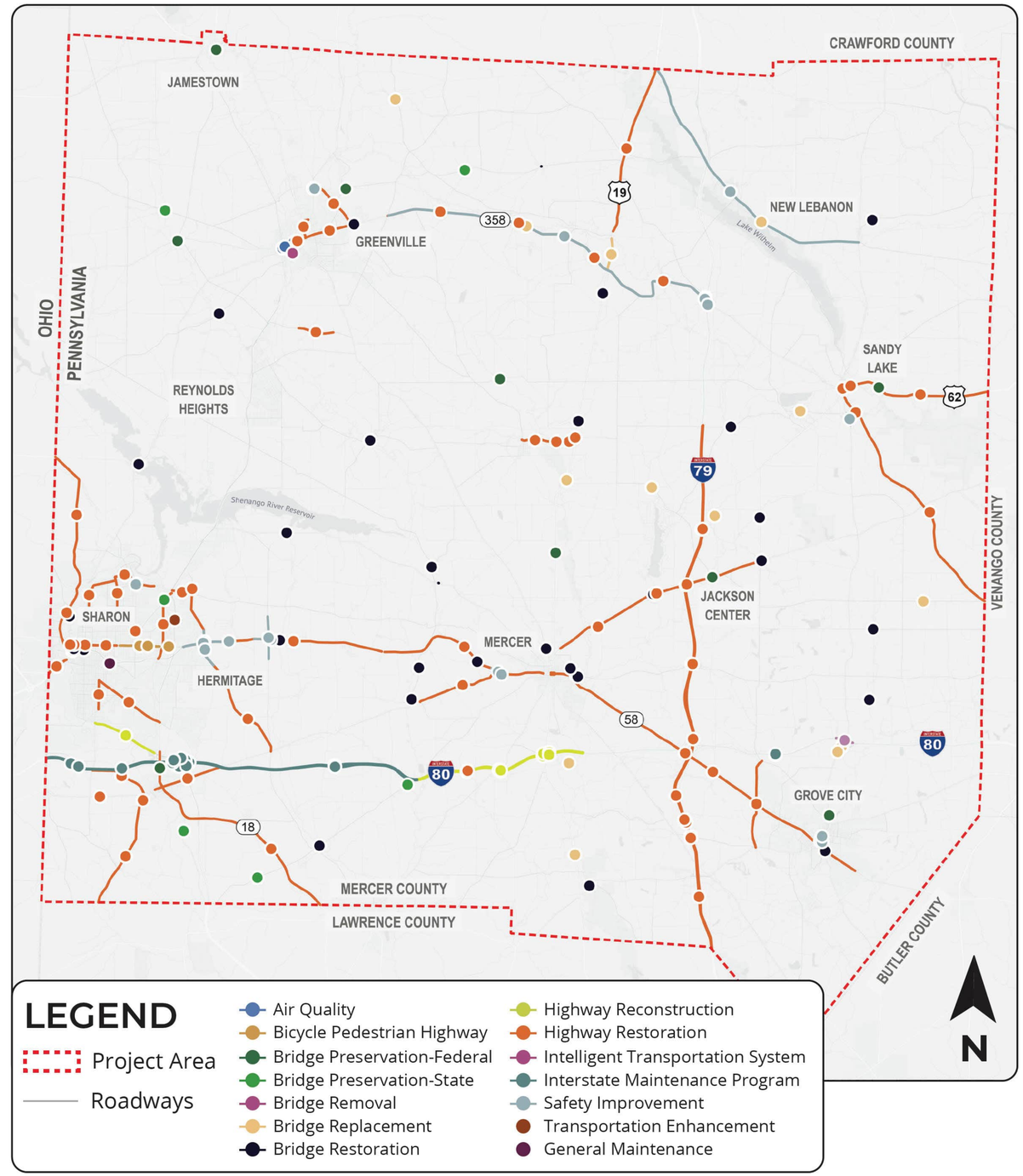
Link: https://arcg.is/0KbGyO

MOVING MERCER
LONG RANGE TRANSPORTATION PLAN

CURRENT (TIP) PROJECTS



12-YEAR PROGRAM (TYP) PROJECTS



SHARE YOUR ROADWAY CONCERNS & IDEAS

WHAT ARE YOUR BIGGEST TRANSPORTATION CONCERNS AND IDEAS IN YOUR COMMUNITY?
PLEASE GRAB A STICKY NOTE AND LEAVE YOUR RESPONSE BELOW?

MOVING *MERCER*

LONG RANGE TRANSPORTATION PLAN

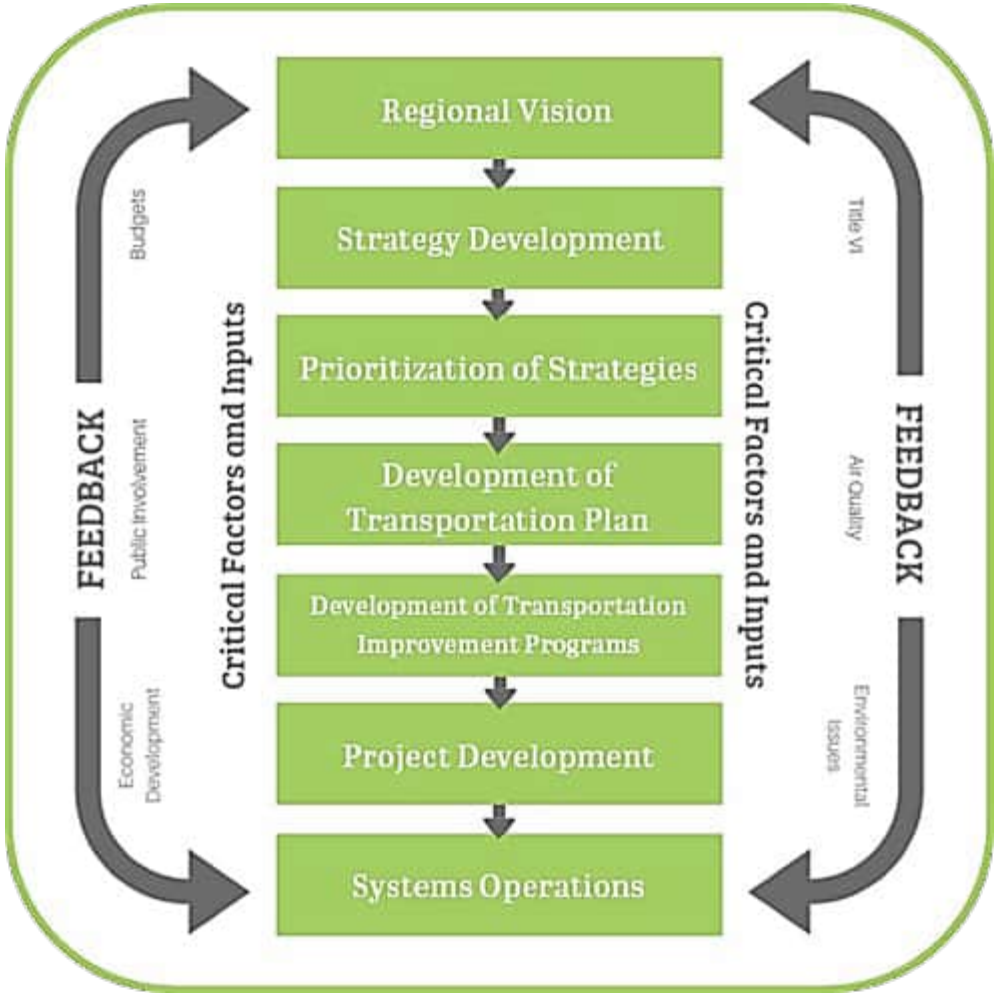
AECOM

Agenda

- Introductions
- What is a Long Range Transportation Plan?
- Planning Process
- Existing Conditions
- Public Engagement and Plan Timeline
- Public Engagement Progress
- How to Get Involved

What is a Long Range Transportation Plan?

- The LRTP is essentially a blueprint for how we'll ***improve travel in our region over the next 20 years.***
- It helps guide decisions about which transportation projects to prioritize, like ***fixing roads, improving safety, and making travel more accessible for everyone***.
- It is required for our region to receive federal funding, and it makes sure that ***resources are used wisely and fairly***.
- The plan is ***updated every five years*** to reflect new data, community input, and changing needs, so it stays relevant and responsive to the people it serves.



Planning Process

Discovery Phase

(July 2025 - December 2025)

- Public and Stakeholder Engagement
- Demographic and Socioeconomic Analysis
- Transportation System Needs
- Future Land Use

Solutions Phase

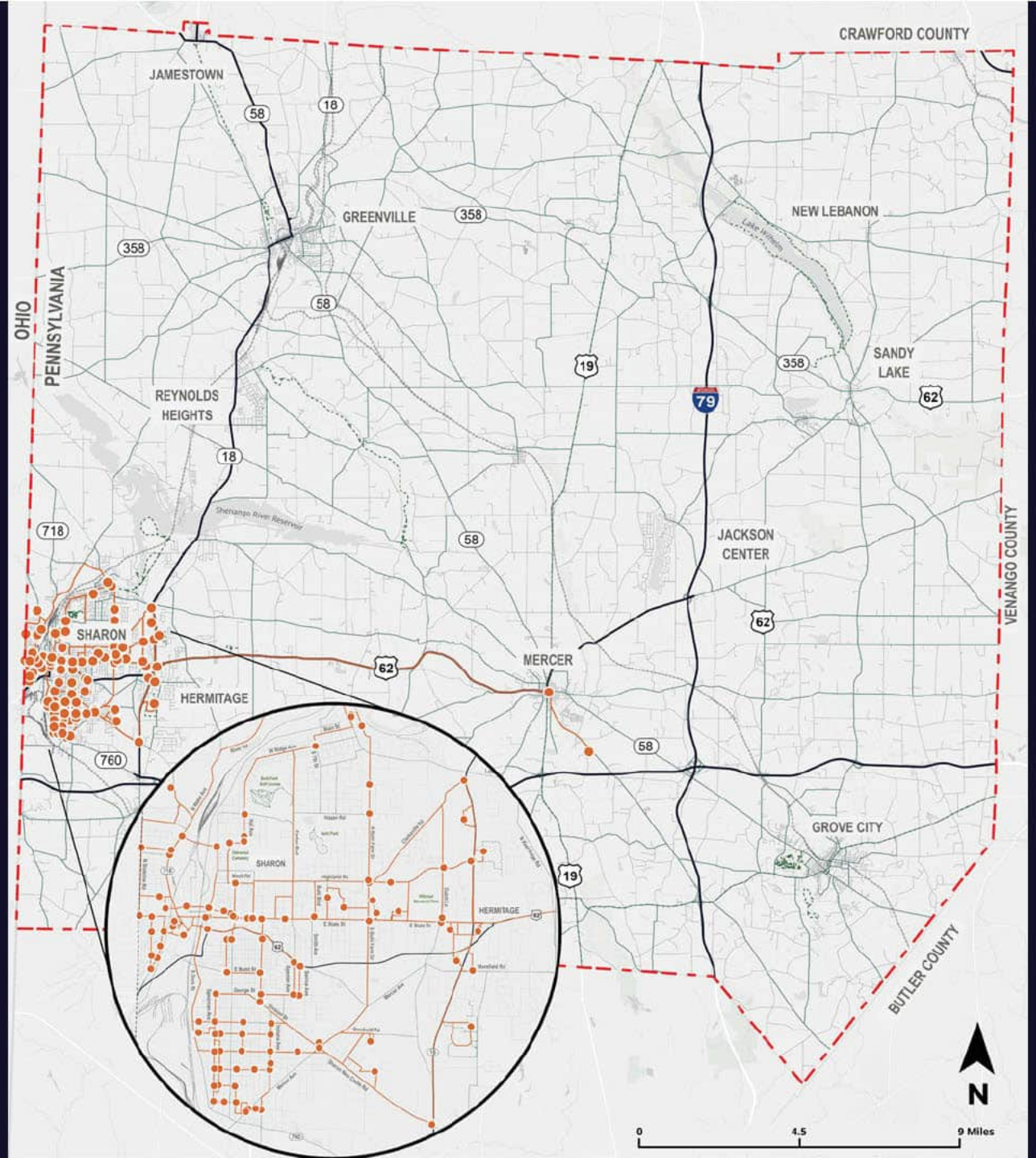
(January 2026 - May 2026)

- Goals and Strategies
- Continuing Projects
- Candidate(new) Projects
- Prioritize Projects
- Investment Plan
- Draft Project List

Confirmation Phase

(June 2026 – September 2026)

- Investment and Demographic Analysis
- Agency Coordination
- Public Comment Period on Draft Plan
- Plan Adoption (September 2026)



Existing Conditions:

Existing Transportation Network

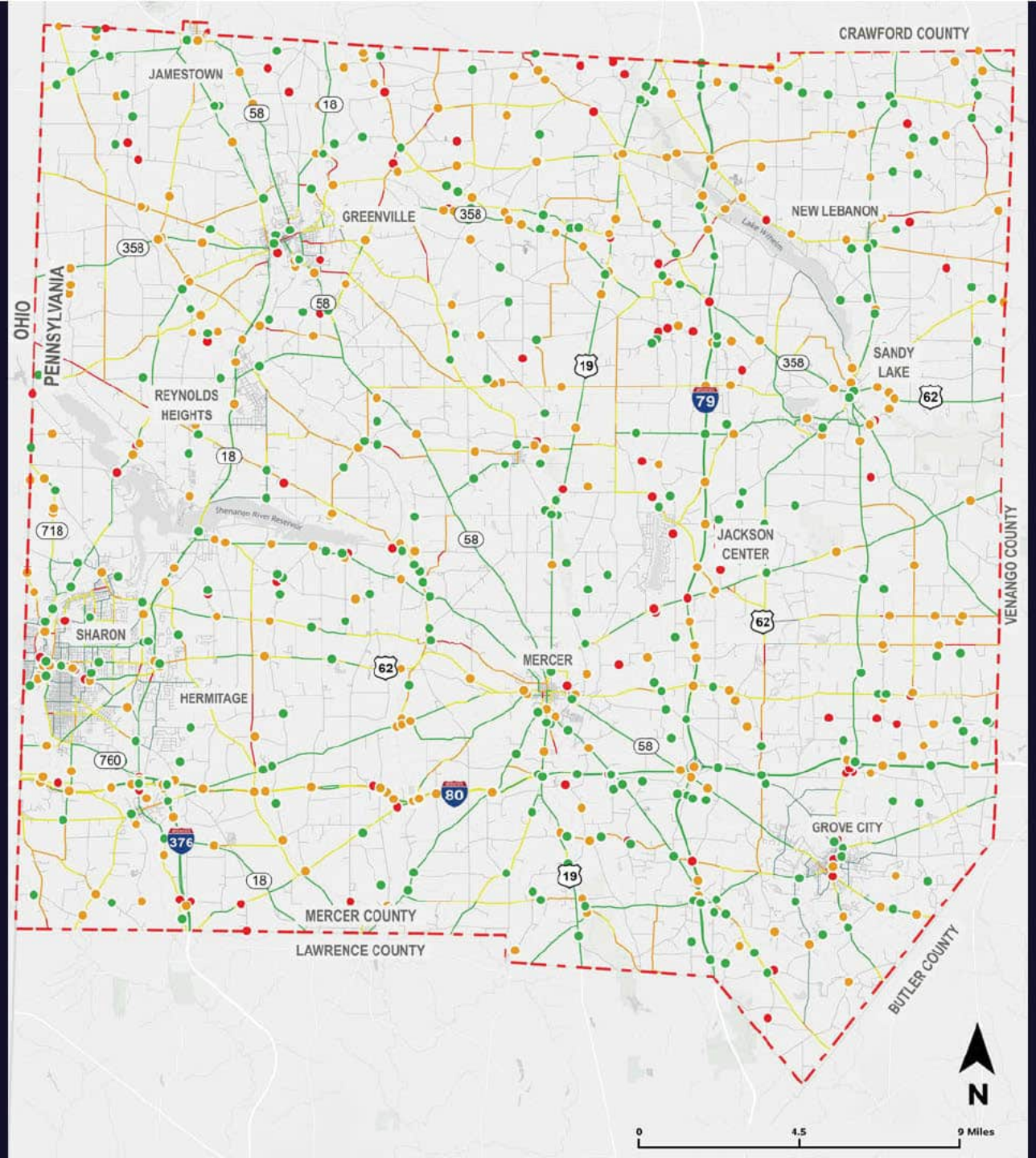
LEGEND

- Project Area
- County
- Trails
- Interstate
- State Roadways
- Local Roadways

Mercer County Community Transit

- Bus Stops
- Bus Routes
- Rails

AECOM



Existing Conditions:

Highway and Bridge Conditions

LEGEND

- Project Area
- Roadways

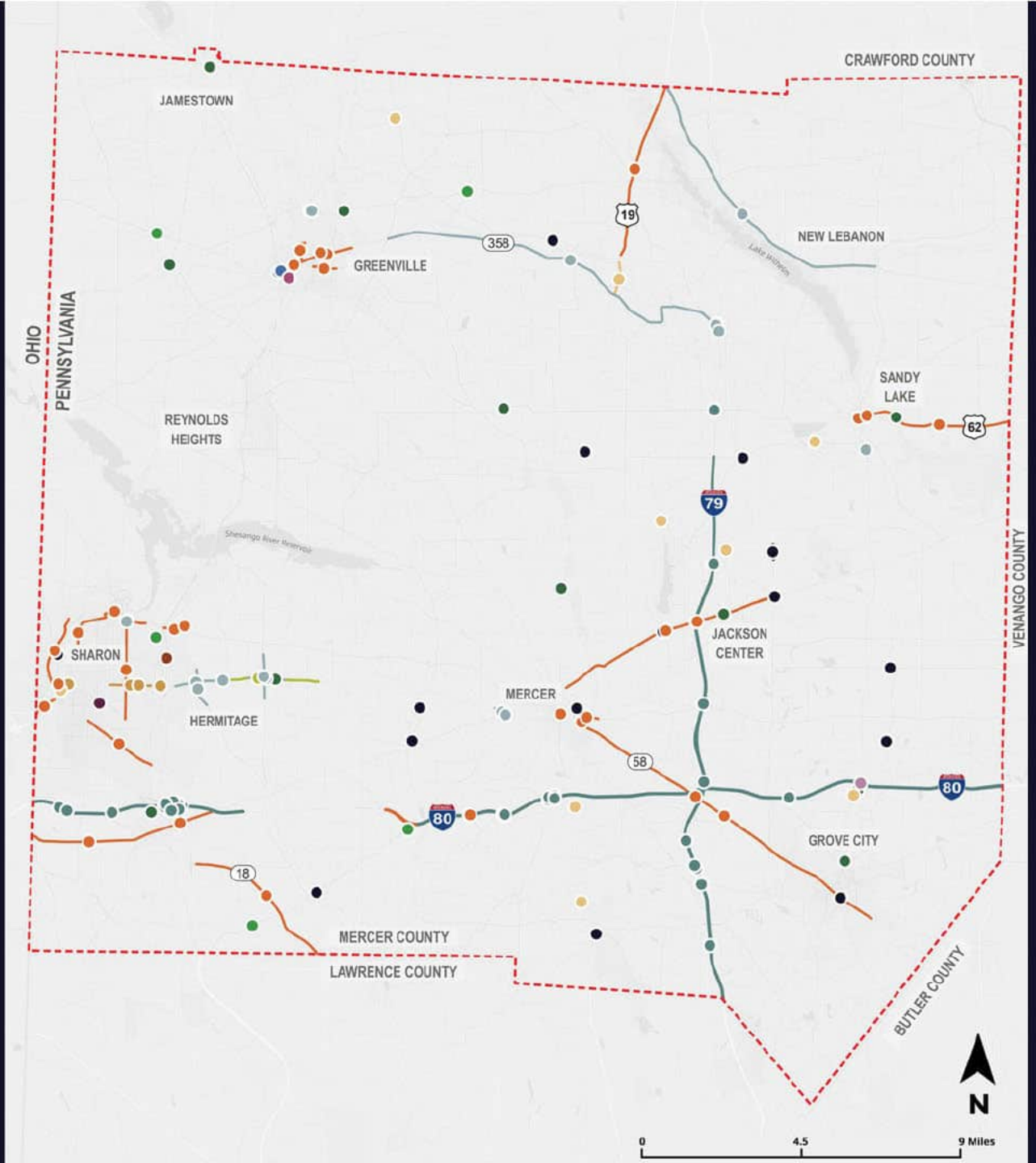
International Roughness Index (IRI)-Pavement Ratings

- Excellent
- Good
- Fair
- Poor

Bridge Conditions

- Good
- Fair
- Poor

AECOM



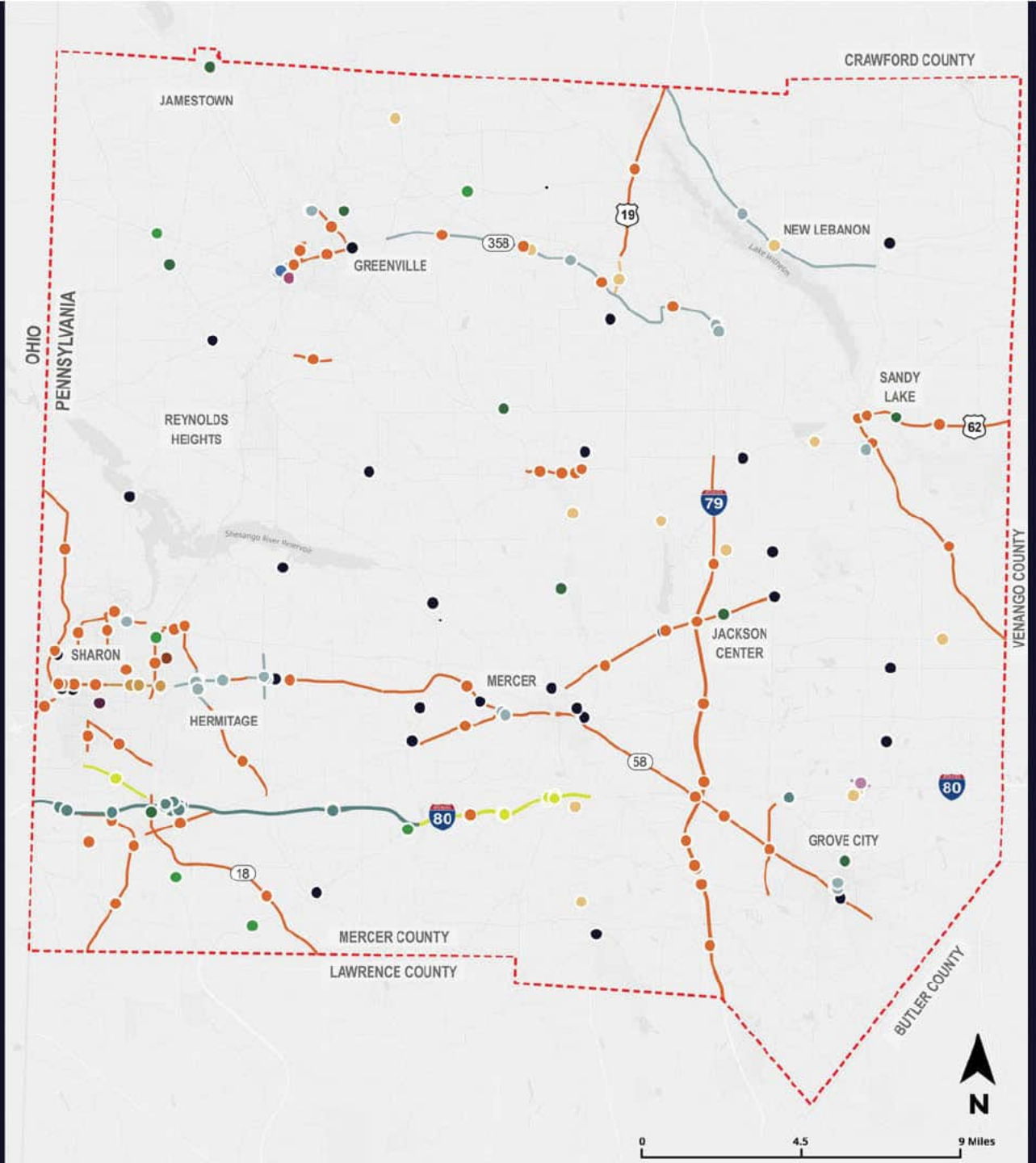
Existing Projects:

Transportation Improvement Program (2025-2028)

LEGEND

- Project Area
- State Roadways
- Local Roadways
- 409 Expanded Maintenance
- Air Quality
- Bicycle Pedestrian Highway
- Bridge Preservation-Federal
- Bridge Preservation-State
- Bridge Removal
- Bridge Replacement
- Bridge Restoration
- General Maintenance
- Highway Restoration
- Intelligent Transportation System
- Interstate Maintenance Program
- Safety Improvement
- Transportation Enhancement

AECOM



Existing and Planned Projects:

Twelve Year Program (2025-2036)

LEGEND

- Project Area
- State Roadways
- Local Roadways
- Air Quality
- Bicycle Pedestrian Highway
- Bridge Preservation-Federal
- Bridge Preservation-State
- Bridge Removal
- Bridge Replacement
- Bridge Restoration
- Highway Reconstruction
- Highway Restoration
- Intelligent Transportation System
- Interstate Maintenance Program
- Safety Improvement
- Transportation Enhancement
- General Maintenance

AECOM

Public Engagement & Project Schedule

August 2025
Data Collection
Gathering data to understand our roadways and transportation challenges

March 2026
Project Development
Compiling the plan and recommendations

September 2026
Adoption
Implementing the plan and its solutions

Continuous Community Input and Involvement

September 15 2025
Public Engagement #1
Engaging with the community and stakeholders to understand con-verns and ideas

August 2026
Public Engagement #2
Sharing findings, recommendations, and gathering feedback from the community stakeholders

Public Engagement Progress

Public Meetings

5

23

Survey Responses

Mapped Concerns

11

38

Comments

How do I to get involved

- **Website**
- **Survey**
- **Areas of Concern Mapping**

Mercer County is updating its Long Range Transportation Plan. Thank you for being part of the public engagement process to shape the future of the county. Your involvement is essential! Responses to this survey will drive the process of prioritizing transportation projects in the county, with the goal of building a transportation system for all users - whether driving, biking, walking, or using public transit.

What types of transportation goals do you think are most important/needed to make Mercer County a livable, accessible, and economically healthy community? (Select all that apply)*

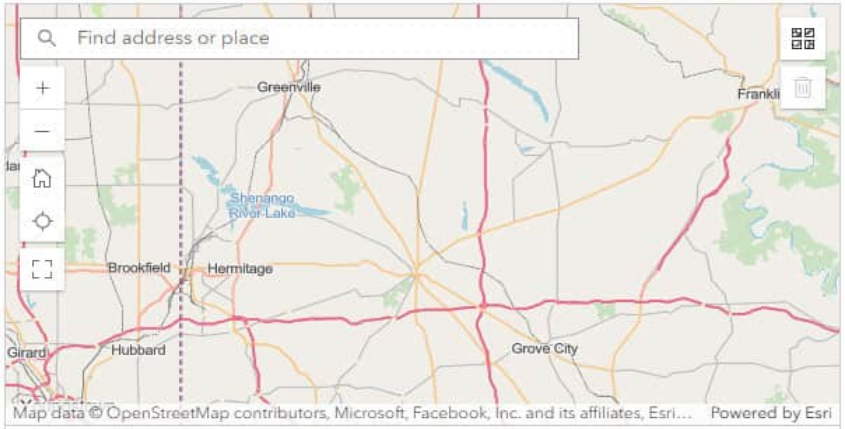
- [ ] Enhancing mobility and accessibility through expansion of public transit and active transportation infrastructure
- [ ] Improving the safety of the transportation system
- [ ] Protecting natural and cultural resources from environmental impacts such as (noise, air, light pollution) (stormwater/flooding/landslides)
- [ ] Preservation of existing roads, bridges and rural character
- [ ] Increasing freight/traffic efficiency around existing and future economic generators
- [ ] Fostering multi-jurisdictional cooperation to implement transportation system improvements

Please use the mapping function and associated question below to report a specific area of concern within Mercer County's transportation system. This could include, but is not limited to, traffic congestion, safety concerns, inadequate infrastructure, or flooding.

Mapping Areas of Concern

Use the map below to navigate to the area of concern you wish to report. Report an area of concern by tapping on the map or searching for a location. Once you have pinpointed an area of concern, please indicate which category your concern relates to.

Please indicate one area of concern*



No geometry captured yet.

Please select what your concern best relates to:*

-Please select-

Get involved and share your feedback!

We're updating the Long Range Transportation Plan (LRTP) to improve safety, mobility, and quality of life through 2050.

Led by SVATS MPO and MCRPC, this federally funded plan will guide future transportation investments and policies.

MOVING MERCER
LONG RANGE TRANSPORTATION PLAN

MERCER COUNTY, PA
LONG RANGE TRANSPORTATION PLAN

Stakeholder Interview Memo

MOVING *MERCER*
LONG RANGE TRANSPORTATION PLAN

NOVEMBER, 2025

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I. Key Themes

Infrastructure Maintenance & Safety

- Prioritize **repair over expansion** of roads and bridges.
- Address **drainage issues**, deteriorating surfaces, and outdated traffic signals.
- Improve **safety** on high-crash corridors like **I-80** and in **downtowns** impacted by truck traffic.

Multimodal & Active Transportation

- Expand **bike lanes**, **sidewalks**, and **pedestrian pathways**.
- Support **bike-share** and **scooter use**, especially in urban centers.
- Ensure **safe infrastructure** for non-motorized users.

Transit Access & Community Accessibility

- Fill **service gaps** in rural areas and for **seniors** and **low-income residents**.
- Address **driver shortages** and **funding limitations**.
- Promote tools like **"Find My Ride"** and improve **public awareness**.

Economic Development & Workforce Access

- Improve **transportation to employment hubs**.
- Support **housing diversity** to retain workforce.
- Create policy to **encourage density** around central points.
- Resolve **freight bottlenecks** and **truck routing conflicts**.

Underserved & Marginalized Communities

- Prioritize **rural and disadvantaged communities** in planning and investment.
- Engage communities through **education** and **outreach**.
- Address needs of **aging population** and those with mobility challenges.

Coordination & Communication

- Improve **municipal engagement** with SVATS MPO.
- Clarify **MPO roles and boundaries**.
- Build **capacity** in smaller municipalities.

Funding & Policy Challenges

- Increase **flexibility** in funding across modes.
- Support **Complete Streets** and **context-sensitive design**.
- Encourage **public-private partnerships**.

Environmental & Emerging Issues

- Address **stormwater**, **erosion**, and **climate resilience**.
- Plan for **Amish buggy** and **ATV traffic**.
- Explore **smart infrastructure**, **EV readiness**, and **fiber optic expansion**.

II. Municipal Representatives

Municipal Representatives Stakeholder Focus Group

- Date September 29, 2025

Participants

- Emily Aloiz – Transportation Planner, PennDOT District 1
- Jessica Gotch – Director of Recreation and Community Events, City of Hermitage
- Doniele Russell – MCRPC/SVATS

Facilitators

- Nic Fazio - AECOM
- Nicole Ozdemir – AECOM

Introduction

Nic Fazio (NF) reviews the Mercer County LRTP, existing conditions, public engagement timeline, progress on the LRTP to date, and deliverables. The MPO wants to ensure communication and transparency between economic development drivers and transportation planners. The objective of the conversation is to gain insight into the needs of municipal anchors in Mercer County and to use the information to inform the next iteration of the LRTP.

Key Transportation Needs

Donielle Russel (DR) mentioned that participants at the public meeting emphasized the importance of maintaining the existing transportation infrastructure rather than creating new infrastructure and expanding the roadway network. Participants highlighted the need for safety improvements, such as pedestrian pathways (improving the sidewalks), and noted the presence of cyclists and pedestrians without safe pathways for travel. Donielle noted that participants mentioned an increase in bicycle activity in communities like Sharon, Farrell, Grove City, Greenville and Sharpsville, which indicates a demand for multimodal connectivity.

Jessica Grotch (JG) agreed with this observation and emphasized the need for multimodal connectivity and non-motorized pathways. There are a lot of pedestrians and cyclists without designated safe pathways for travel.

NF mentioned that there were similar comments in the comprehensive plan that noted a discrepancy in the quality of safe travel pathways between suburban and rural environments in Mercer County.

Participants also expressed a need for truck traffic routing to support economic development in Hermitage. There was also a comment about the difference in transportation needs between suburban and rural communities in the county.

Existing Planning Documents

JG stated that she's not sure what's out there but will send a note to the Hermitage Planning Director to see if there are any additional plans to share.

DR suggested the Mercer County Hazard Mitigation Plan would be good to review to make sure the team is considering flooding resiliency and other environmental components.

Emily Aloiz (EA) mentioned the Regional Operations (TISMO) Plan has a lot of good stuff for the entire Western region of Pennsylvania. There also was a District 1 Bike Study completed in 2019 that would be good to review.

Recent and Planned Development

JG stated that the biggest change coming to Hermitage in the near future is the redevelopment of the Shenango Valley Mall, which is currently in Phase 1 and will include a Target, bank, and a couple of restaurants. Future phases may include housing, but that would require land acquisition. There are future housing development plans for the Linden Point Campus near Route 18, but unsure on the time frame of that.

DR echoed Jessica's point. Also unsure of the timeline, but there is active development along the Route 18 corridor near Joy Cone (manufacturing company) and Linden Point. Possibly development of housing on Route 62 corridor. JG was unsure of any solid plans for housing on Route 62, there were plans to build condos there at some point, but nothing official has been put out yet.

DR stated that the existing plan should accommodate for the developments that are currently happening. The new developments also underscore the need for additional connectivity for bikes and pedestrians, so they have access to the new mall development.

JG stated that there is also a planned armory site on Route 62, which would potentially need a traffic light if development plans proceed. It would likely not be a huge generator of new jobs or an increase in traffic.

DR shared that there are also plans for a distribution center near U.S. Route 19 and I-80 corridor. DR has also heard rumors about a large asphalt plant planned for the I-80

corridor. Unsure of the contractor, but the development is likely to happen on I-376, U.S. 19 or SR 208.

EA stated that she had not heard anything about the planned asphalt plant.

DR stated that bridges and safety projects that weren't completely funded will need to carry through to the next LRTP, such as the underpass on Route 62 in Cool Spring Township.

Coordination Between Mercer County Municipalities and SVATS MPO

JG did not feel that she could speak on this topic, and her colleague would likely be able to answer the question about the need for better coordination and communication between the municipalities and the MPO.

DR said that coordination could be improved and noted that there is typically only coordination for MPO meetings which occur 4 times per year. More consistent engagement and clearer communication regarding MPO boundaries and responsibilities would be helpful to ensure municipalities are involved at an earlier stage in the planning process. There is also confusion on the role of the MPO and its boundaries. There is a misconception that the MPO only services one part of the county, when in actuality, the MPO services the entire county. There is a need for better education and communication on what the MPO's role is. DR wished that there would be more participation and involvement from other communities for more accessible knowledge sharing.

Key Employment Destinations

The following locations were identified as employment and development hubs:

- Joy Cone (one of the largest employers in the area)
- Shenango Valley Mall – the redevelopment will likely bring jobs
- Armory site
- Sharon Hospital will likely bring employment back to the area
- Grove City AHN campus is also starting to bring other doctors in
- Hermitage-Farrell Industrial Park was identified as a great location and a potential site of employment, but participants on the call were not sure if it could be considered an employment and development hub at this time.
- Greenville's Trinity redevelopment area (EPA brownfields near Route 58 corridor and Route 18)

Underserved Communities and Transit Access

DR stated that both young and elderly participants will likely share that there are limited taxi and rideshare options available within county limits. The transit authority has plans

to reduce available routes due to budget. These factors will create challenges for underserved populations. This goes back to the question of “how are we getting underserved populations to the economic centers, and to be able to fill their basic needs”.

NF reiterated that other services are needed in order to attract and retain younger residents (college students, etc.)

Policy and Funding Priorities

DR stated that Complete Streets policies should be prioritized. There should also be a reliability safety component - how are people getting to essential services?

NF thanked participants and concluded the meeting.

Takeaways

- Focus on Maintenance of existing transportation infrastructure rather than creating or expanding the roadway network.
- Creation of multimodal connectivity and non-motorized pathways would help with accessibility issues.
- More consistent engagement and clearer communication throughout the MPO would keep stakeholders and community leaders more informed.
- Limited options for mobility of younger and elderly people in the community limits development potential.

Additional Participation

Over the course of the participation period, we collected additional responses from identified stakeholders. Due to complications with schedules, some participants could not participate in the designated time slots, so we provided two forms for participation. The first form was a word file that was included with the invitation. The second form was created via Microsoft forms and was provided with the thank you email after the in-person interviews were closed.

- Justin Pipp – Mayor, Jamestown Borough
- Kenneth P. Robertson – Borough Manager/Secretary, Sharpsville Borough
- Kerry Gwinn Peterson – Assistant City Manager, City of Sharon
- Cindy Black – Wilmington Township/ MCRPC
- Paulette Young – Mayor, Secretary/Treasurer, Otter Creek Township
- Doniele Russell – Executive Director, MCRPC

III. Social Service Representatives

Social Services Stakeholder Focus Group

- Date September 29, 2025

Participants

- Jill Boozer, Executive Director, Mercer County Regional Council of Governments
- Michael Nashtok, Assistant Director, Mercer County Regional Council of Governments
- Sandy Swogger, Director, Mercer County Area Agency on Aging
- Wilma Torres, CEO, Community Action Partnership of Mercer County
- Doniele Russell, Mercer County Regional Planning Commission / Shenango Valley Area Transportation Study (SVATS MPO)

Facilitators

- Nic Fazio - AECOM
- Nicole Ozdemir – AECOM

Introduction

Nic Fazio (NF) reviews the Mercer County LRTP, existing conditions, public engagement timeline, progress on the LRTP to date, and deliverables. The MPO wants to ensure communication and transparency between economic development drivers and transportation planners. The objective of the conversation is to gain insight into the needs of social service anchors in Mercer County and to use the information to inform the next iteration of the LRTP.

Major Transportation Needs

Sandy Swogger (SS) stated that transportation to medical appointments (and pharmacies), shopping, banks, and senior centers are the main priorities for the organization and communities she represents. Increasingly, residents must travel outside the county (often to Pittsburgh or Cleveland) to receive medical care, as local hospitals are not fully equipped to handle all treatment needs. She noted that rural-to-urban transportation is difficult, possibly due to bus driver shortages. Many seniors prefer door-to-door or individualized service rather than traditional bus routes, which may be a deterrent to riding the bus.

Wilma Torres (WT) highlighted employment transportation as a growing need and mentioned that Joy Cone and other employers are difficult to reach by public transit. Additional routing to major employers would be great for those looking for jobs. She

suggested exploring programs similar to those in Ohio that help individuals reinstate their driver's licenses after losing them. Many residents have vehicles but cannot afford the repairs or inspection fees for their vehicles.

Jill Boozer (JB) and Michael Nashtok (MN) stated that their organization is in the middle of a transit plan, and they are hearing a lot of the same complaints as described above. JB described ongoing challenges with after-hours transportation and limited route coverage, which comes down to funding. JB reported that service levels and ridership have not returned to pre-COVID levels. MN mentioned that the lower ridership numbers are due to bus driver shortages (limiting the number of trips available) and also because past transit riders have found alternative travel options. Many of the current demand for trips involve travel between destinations in rural parts of the county, which increases travel times and operating costs.

Transportation's Role in Daily Life

SS explained that there is a misconception about retirees and their availability to sit on a bus to travel from one place to another. People often don't like to wait for the bus. When seniors need to travel to medical appointments (and MCCT rides are not available or would have a longer wait time), they are sometimes using taxis, which can be very expensive. Longer medical trips can cause delays in returning home on time for pre-scheduled meal deliveries. Seniors relying on public transportation may also have limited physical mobility, and sidewalk connections are not always available in rural areas. She noted that social isolation is an increasing problem for seniors in Mercer County, and there has been an increase in suicide rates among older adults.

JB added that public transit "plays a vital role" in the community because many riders rely entirely on these services. For those without other options, a disruption in service can quickly lead to physical and social isolation.

Alternative Modes of Transportation

SS observed that sidewalk and bike lane construction has increased recently in the Shenango Valley, which may enhance accessibility over time.

WT mentioned a growing number of scooter users in downtown Sharon, although there are uneven road surfaces and some unsafe crossings. Some scooter users have even gotten stuck on the railroad tracks in downtown Sharon.

Participants agreed that while active transportation options are improving, safe infrastructure remains limited, and many older adults or low-income residents cannot rely on walking or biking due to distance or physical constraints.

Looking Ahead: The Next 20 Years

WT envisioned a future with stronger connections between rural communities and cities (e.g from Greenville into the city), because taxis can be expensive. Transportation into the city should be more accessible. WT also expressed an interest in better marketing

for available public transportation options, such as what routes exist, how much they cost, and how to schedule rides.

MN mentioned the cost involved in public transportation options in Mercer County. Many residents don't feel the costs associated because transportation programs are subsidized. MN also stated that a new bike-share program has recently opened at Buhl Park, and if it's successful it could hopefully lead to the expansion of bike-share programs in Mercer County.

Specific Transportation Improvements

SS and JB both said that funding increases are urgently needed to fill an 18-driver staffing gap within local transit services, to increase driver wages and make the role more enticing for potential employees. More drivers would lead to an increase in the number of public transportation routes available. Recruiting and retaining drivers has been a persistent problem.

WT asked whether the staffing shortage is primarily due to funding constraints or lack of qualified applicants. WT asked if it would be possible to offer a training or certification program that could help develop more eligible drivers.

MN explained that the driver qualification process involves extensive pre-approvals and background checks, which limits the applicant pool. Public agencies also struggle to compete with private sector wages for CDL-certified drivers. He added that community and political leaders need to better champion transit services. There seems to be a disconnect between what riders can afford to pay for transit service and what political leaders would like people to pay.

Misconceptions and Communication Gaps

MN said one persistent misconception is the actual cost of public transportation. Riders may assume services are free, not realizing that each trip is heavily subsidized. Educating riders and policymakers about real costs could help manage expectations and justify funding needs.

SS shared that Pennsylvania is rolling out a statewide "Find My Ride" program, which will eventually allow users to locate and schedule trips online. However, Mercer County has not yet been enrolled, and the platform is not currently advertised in the region. She noted that in Ohio, public awareness campaigns helped normalize transit usage. Advertising may help in Mercer County, but advertising to promote service may lead to higher demand than current staff can support.

MN added that "Find My Ride" is still in a slow rollout phase, and until the state's system allows trip scheduling in Mercer County, local agencies are limited in how much they can promote it. He also stated that while local providers would like to offer free rides, state funding regulations do not currently allow that flexibility. There is also not enough funding available to make rides completely free.

SS concluded that all providers are committed to keeping rides as affordable as possible within the limits of state funding.

Serving Underserved and Marginalized Communities

WT stressed that agencies and planners must “be present and proactive” in reaching historically underserved communities and meet people where they are. She also encouraged the MPO to evaluate what constitutes a reasonable walking distance to a public transit stop.

SS recommended that the LRTP continue to analyze demographic trends, noting Mercer County’s aging population and the need to prioritize services that support seniors and individuals with mobility challenges.

Takeaways

- Residents are unable to connect to services in the county, since local services have moved to larger communities and transit access has not reconfigured to that change.
- A shortage of bus drivers has led to some of the limitations of transit availability.
- How employees get to work is a growing need in the MPO since public transportation is limited.
- Communication gaps from the public and policymakers about cost could help manage expectations and funding needs.
- Isolation of our seniors and elderly populations due to a lack of mobility options has the potential to create mental health issues.
- There is a desire to age in place, which all services (Hospital, Pharmacy, Shopping, Senior Centers) are accessible without the use of a vehicle, but currently the transportation system and networks are not developed in that pattern.

Additional Participation

Over the course of the participation period, we collected additional responses from identified stakeholders. Due to complications with schedules, some participants could not participate in the designated time slots, so we provided two forms for participation. The first form was a word file that was included with the invitation. The second form was created via Microsoft forms and was provided with the thank you email after the in-person interviews were closed.

- Doniele Russell – Executive Director, MCRPC

IV. Economic/Institutional Representatives

Economic/Institutional Stakeholder Focus Group

- Date September 30, 2025

Participants

- John Inman, Vice President of Institutional Support, Grove City College
- Ann Coleman, Chair, Mercer County Board of Commissioners
- Carmen Aiello, President and CEO, Visit Mercer County PA
- Jake Rickert, Penn-Northwest Development Corporation
- Rod Wilt, Penn-Northwest Development Corporation
- Roberta Leonard, Thiel College
- Suzanne Kepple, Manager, Community Development Department, City of Sharon

Facilitators

- Nic Fazio - AECOM
- Nicole Ozdemir – AECOM

Introduction

Nic Fazio (NF) reviews the Mercer County LRTP, existing conditions, public engagement timeline, progress on the LRTP to date, and deliverables. The MPO wants to ensure communication and transparency between economic development drivers and transportation planners. The objective of the conversation is to gain insight into the needs of economic and institutional anchors in Mercer County and to use the information to inform the next iteration of the LRTP.

Economic Outlook for Mercer County

Jake Rickert (JR) shared a near-term (5–10 year) perspective. Rickert stated his organization's goal is to grow local businesses and strengthen the workforce pipeline. He identified a gap of 1,500–2,000 unfilled jobs in the county. His goal is to fill these roles with recent high school and trade-school graduates. Rickert also noted that housing supply is not keeping pace with demand (county-wide), especially for options beyond single-family homes. Another goal is to increase the number of residents in Mercer County. A lot of people who work in Mercer County live outside of Mercer County. Neighboring Ohio communities are investing heavily (upwards of 5,000 new jobs in development), and Rickert wants Mercer to be prepared for these investments.

As a follow-up to JR's response, NF asked if there has been any feedback on why people are choosing to live outside of Mercer County.

Ann Coleman (AC) noted that Ohio's taxes are lower than Pennsylvania's, so it is a more attractive place to live for a lot of people. AC also echoed Jake's sentiments about wanting to support Mercer County's local business infrastructure but also wanting to attract new businesses and residents. AC stated that Mercer County is partnering with the state to bring new business into Pennsylvania and reduce the competitive disadvantage.

JR noted that homeowner and renter vacancy rates are low.

Carmen Aiello (CA) described the housing shortage in Sharpsville, observing that "only one new house has been built in the past 20 years," leading to a seller's market and low inventory across the region. Homes that are of good quality are sold pretty quickly.

Suzanne Kepple (SK) added that the existing housing stock is high quality but lacks variety. There are not a lot of middle housing options.

John Inman (JI) observed housing development trends extending northward from Cranberry Township toward Grove City. He cited new development activity in Pine Township and also noted that people buying homes north of Grove City are typically looking for weekend or summer homes. The homes in JI's area are around $400,000 and above. JI emphasized the lack of diversity in housing types and noted that retirees seeking to downsize have very few options. JI also warned that higher education is approaching an "enrollment cliff" which could affect both colleges and the local labor force and will likely cause a slight decline in the college population in the Northeast region over the next ten years.

Roberta Leonard (RL) agreed with John's sentiments. She shared worries about decline in enrollment and where graduates will live and work after completing their degrees in Mercer County. The lack of diversity in housing types may be a deterrent for recent graduates to stay in the area.

SK mentioned that there may be opportunities for new housing developments in rural areas in Mercer County. JI stated that Pine Township, Wolf Creek and Liberty Township have the infrastructure to support some of the desired development in Mercer County.

Transportation Needs to Support Development

JR emphasized that filling job vacancies requires better transportation linkages to connect workers with employment centers. He pointed to Greenville as an example of how heavy truck traffic has deteriorated Greenville's downtown over time. He referred to the Crawford Area Transport Authority (CATA) as a useful model that utilizes carpooling,

bus, and multimodal options. JR stated that this model would likely be effective in the rural communities as well. Not a lot of people in rural areas take public transportation.

RL confirmed that truck traffic remains an issue in downtown Greenville and said access to healthcare is a growing need for the aging rural population. The issue has come up in several public meetings. Area hospitals do not have a system to handle transportation needs of their users. RL added that Thiel College operates a vehicle for student transport, but it is rarely used beyond international students and some freshman.

JI noted that Tina's Taxi is a new service (private company) and provides reliable service for Grove City College students, running 8–9 van trips per week to airports and other destinations.

SK suggested active transportation (biking, walking) needs additional safety measures. She noted that public awareness of available public transportation services remains somewhat low, and many residents may not realize what routes or programs exist. She said truck traffic downtown in Sharon continues to cause damage to traffic lights and signage and called for additional consideration for those recurring issues.

Freight Movement and Bottlenecks

SK identified Route 62 in Sharon as a truck routing conflict area, from Sharpsville Avenue where vehicles attempt to turn down State Street instead of staying on designated freight corridors.

JI reported similar problems in Grove City when I-79 or I-80 closures divert trucks through downtown. Truck traffic is not familiar with that route and can potentially cause safety issues for pedestrians. This issue happens infrequently.

CA added that the Shenango Valley faces the same issue with trucks trying to find their way back to Ohio off of I-79 and I-80.

SK emphasized safety issues, noting that there are a lot of traffic accidents on I-80 within a 5-10 mile area.

Major Industries and Employment Trends

JR outlined the county's current top industries:

- Healthcare and Social Assistance – UPMC, Allegheny Health Network, Sharon Regional Hospital, St. Paul's, and John the 23rd collectively supply about 8,000 jobs.
- Manufacturing – WabTec, Joy Cone, NLMK, and Titans are key employers.

- Education – Thiel College, Penn State–Shenango, and Grove City College and a number of secondary institutions.
- Professional Services.

He stated that the challenge remains finding and retaining workers locally – this challenge may grow larger over time.

SK agreed and stated that Sharon is updating zoning and land-use codes around Penn State's downtown campus to support redevelopment. The city is also engaging high school students early to raise awareness about local job opportunities.

RL added that tourism is a contributor to the local economy, with Mercer's lakes and outdoor recreation attracting approximately four million visitors from Canada each year. Tourism has an impact on the transportation plan – how do people get where they are going, and what are the available transportation options?

Areas of Anticipated Growth

AC predicted commercial and light industrial expansion in East Lackawannock/Mercer Borough area, particularly around the I-80/U.S. Route 19 corridor where there are plans for commercial and light industrial development. There is currently no public infrastructure in East Lackawannock, but there are plans for infrastructure extensions in that area.

RL mentioned redevelopment of Greenville's former Trinity property, which is undergoing brownfield remediation and could potentially become new workforce housing.

JI identified Grove City Premium Outlets as a likely focal point for future development, potentially stimulating growth along I-79 and Grove City along the Route 208 corridor.

Transportation System and Commuting Challenges

AC noted persistent funding constraints limiting transit service expansion, especially in northern Mercer County. Residents in northern Mercer County often complain about not having enough transit options. AC stated that they are always looking for ways to increase ridership and make it more convenient for people.

JR stated that the average commute time in the county is roughly 23 minutes and that some employers are coordinating prescheduled rides through Tina's Taxi for workers without vehicles. Tina's Taxi business has really exploded recently. JR highlighted the Crawford area system as an example of how to modify the transit system to meet community needs.

JI highlighted non-emergency medical transportation as an ongoing need for residents.

SK cited several barriers to mobility:

- Poor local road conditions and deferred maintenance
- Limited and inconsistent sidewalk infrastructure
- Limited active transportation routes

SK also noted that businesses don't have flexible shifts for people to work outside of normal business hours.

RL described Greenville as experiencing "the most construction [they've] ever seen," which is encouraging economically but creates temporary access issues at key entrances to the community. It is important to consider how work is planned and scheduled.

JR added that rural communities lack central meeting spaces and safe walking routes for fixed route transportation, which affects livability and access to services. It is difficult to have a fixed route or fixed plan to get people where they need to go in a timely fashion.

Policy Recommendations

JI noted the regional airport which is sometimes overlooked within the context of regional transportation. The regional airport has charter service, fuel service, sky-diving operation, and with more advertising it could be a major player for air need. The matches from the state and also the FAA are phenomenal.

Rod Wilt (RW) mentioned the heavy truck traffic in the downtown retail corridor and stated that there should be a policy instated to get weight or length restrictions on state roads that go through central business districts. It's not feasible for independent small business owners to have a chance of creating a walkable downtown if they are battling truck traffic. The situation has gotten worse and needs to be reconfigured to keep trucks out of downtown areas and crossing at certain funnel points.

Takeaways

- Opportunity exists placing newly graduated people into jobs that are unfilled in the county, but housing development has not kept up with the demand.
- Higher education is close to experiencing an "enrollment cliff," which could change the employment structure in the county, and reduce the young population demographics.

- Barriers to mobility have need to be resolved. (Poor Road Conditions, Limited and Inconsistent Sidewalk Infrastructure, and Limited and Active Transportation Routes).
- While most of the county is rural in terms of character and density, more density is needed to create central points to align fixed routes around for access. Exploration of cluster development, TOD, TND, and/or suburban retrofits could offer opportunities.
- Heavy truck traffic creates conflicts in the downtown environments and planning/policy should enforce restrictions.

Additional Participation

Over the course of the participation period, we collected additional responses from identified stakeholders. Due to complications with schedules, some participants could not participate in the designated time slots, so we provided two forms for participation. The first form was a word file that was included with the invitation. The second form was created via Microsoft forms and was provided with the thank you email after the in-person interviews were closed.

- Doniele Russell – Executive Director, MCRPC

V. Transportation Professional Representatives

Transportation Professionals Stakeholder Focus Group

- Date October 10, 2025

Participants

- Emily Aloiz, Transportation Planner, PennDOT District 1
- Ronnique Bishop, Federal Highway Community Planner, FHWA/SVATS
- Julia Cornell, Program Liasion, PennDOT Central Office
- Jeff Engle, Operations and Safety Engineer, FHWA
- Ronald Johnson, Design, PennDOT District 1
- Greg Maser, Roadway Project Manager, PennDOT District 1
- Zach Miles, Mercer County Maintenance Manager, PennDOT District 1
- Ben Vincent, Maintenance Services Engineer, PennDOT District 1
- Jasson Urey, Manager, Borough of Greenville
- Jill Boozer, Executive Director, Mercer County Regional Council of Governments
- Michael Nashtok, Assistant Director, Mercer County Regional Council of Governments

- Matt Wilson, EPA

Facilitators

- Nic Fazio - AECOM
- Nicole Ozdemir – AECOM

Introduction

Nic Fazio (NF) reviews the Mercer County LRTP, existing conditions, public engagement timeline, progress on the LRTP to date, and deliverables. The MPO wants to ensure communication and transparency between economic development drivers and transportation planners. The objective of the conversation is to gain insight into the needs of transportation/multimodal/environmental sectors in Mercer County and to use the information to inform the next iteration of the LRTP. This interview session was combined with multimodal and environmental representatives.

Countywide Bridge and Roadway Concerns

Ron Johnson (RJ) emphasized the challenge of meeting maintenance schedules for both paving and bridge preservation within a limited budget. He highlighted the importance of asset management and noted that “if we’re not doing the right thing at the right time, conditions can deteriorate rapidly and costs more money to get [assets] back to a good place.” Asset management is a huge concern for the county.

Infrastructure Performance: What Works and What Doesn’t

RJ reported that Mercer County’s interstate system performs very well, among the highest-rated in the state in both interstate and bridge conditions. However, local infrastructure such as traffic signals, drainage systems, and traffic loops are “antiquated” and often unreliable. Poor drainage contributes to safety issues and deteriorates road surfaces.

When NF asked about conflicts between traffic signals and Amish buggies, Zachary Miles (ZM) explained that the Amish population is not very visible in urban areas, so signal detection is not an issue. He noted that the Amish populations are more in the rural and farming areas of the county. He agreed with RJ about deteriorating drainage becoming a larger issue. There are also issues of growing vegetation causing rapid pavement deterioration and indicated a larger focus on repairs. In regard to the Amish population, ZM noted that the roadway conditions are worsened by buggy and horse traffic, particularly on rural asphalt roads.

NF also inquired about ATVs and golf carts on public roads. ZM responded that some local municipalities are now encouraging recreational vehicles on township roads.

Greg Maser (GM) noted that PennDOT has begun permitting ATV's on state roads (if requested by municipalities or local ATV groups) on low-ADT roadways. GM is unaware of any ATV approvals happening in Mercer, but permission has just been granted in Venango County. He added that Amish communities are expanding and requesting "Horse and Buggy" signage in areas farther out from traditional settlements. Not currently an issue for traffic signals but may become an issue as Amish communities continue to expand past traditional Amish settlements. GM also noted that there is no clear detour alternative when I-80 closes (during weather events in winter), creating major logistical challenges.

Ronnique Bishop (RB) suggested that stormwater management, vegetative management practices, and environmental mitigation programs could improve roadway safety and identified the TASA (Transportation Alternatives Set-Aside) program as a potential funding source for Mercer County. Mercer County would be competing with other areas of Pennsylvania for funding, but it could be something to consider.

Jeff Engle (JE) shared that PennDOT District 3 recently approved a policy for ATV access, aligning with a statewide economic push for ATV recreation parks. FHWA has no regulation to restrict ATV usage.

Safety and High-Crash Locations

GM stated that I-80 experiences numerous winter crashes and experienced several high-profile crashes last year. A previous crash study showed PennDOT District 1's crash rates were comparable to neighboring Ohio and PennDOT District 2. GM offered to share the crash study for inclusion in the LRTP's safety analysis.

ZM added that I-80 cleanup operations are challenging in winter, but there are accidents on I-80 year-round. ZM noted that two accidents happened last month. There are two to three specific problem areas on I-80 in District 1 that need friction improvements, updated signage, and better lighting.

JE cautioned that while lighting improves safety, it is often difficult to implement because local governments resist the maintenance costs. FHWA is in support of additional lighting.

Recommended Improvements and Enhancements

GM mentioned that there have been high-friction surface treatments (HFST) on key corridors, including segments of I-80. There is also an upcoming project that will add enhanced signage and lighting in high-risk areas. I-80 is being rebuilt, right now they are focusing on 0-5, 10-15 is next, and 5-10 will be last. These upgrades include variable speed limit signs and message boards, especially near I-80's first five miles, and a fiber optics expansion throughout the I-80 corridor tying into Ohio.

RJ added that work on the Route 62 corridor railroad tunnel (from I-79 heading into Mercer County) is in preliminary engineering, supported by local commissioners and US Representative Kelly's office, with HUD grant funding secured to initiate the project. If more federal dollars were available, alongside collaboration with local and state leaders, more infrastructure improvement projects could be initiated.

RB highlighted the FHWA's Filter Tool and Keyword search which is a resource for identifying and evaluating roadway safety improvements.

Emerging Technologies and Future Trends

RJ discussed upcoming fiber optic expansion, variable speed limit signs, and message boards as part of I-80 safety improvements.

Funding and Allocation Challenges

Emily Aloiz (EA) explained that Mercer County's funding structure limits flexibility. Most of the available funding is programmatically only for certain things. Some funding is for transit only, other funding for highway only and there isn't a lot of gray area where you can move the funds between modes.

RB added that Shenango Valley's reclassification (following population declines in the 2020 Census) resulted in the loss of its large Transportation Management Area (TMA) status which reduced access to certain funding programs. This is a challenge for the long-range plan update. This demographic shift will need to be reflected in the LRTP's roadway classifications, and prioritization framework.

Ideal Infrastructure Conditions for Mercer County

NF asked the group to envision what a safe, inclusive transportation system would look like in Mercer County.

RJ envisioned that the system would look similar to how it looks currently, and recommended that any solutions be land use–specific: "In urban areas, apply *Complete Streets* principles; in rural areas, use context-sensitive measures that fit the environment."

Environmental Concerns Within the County

RJ stated that there are a few PROTECT-grant projects in the works in the Mercer Borough area. The intention of the projects are to address erosion and scour around bridges.

Last Comments

Jill Boozer (JB) mentioned that COG is in the middle of a transit development plan, and suggested implementation with the Mercer County LRTP in progress.

Takeaways

- I-80 corridor safety is a concern, particularly for winter weather crashes.
- Drainage, lighting, and signage deficiencies contribute to roadway safety challenges.
- Funding constraints limit flexibility/creativity for multimodal investments and innovation.
- Growing presence of Amish and ATV users requires signage and context-sensitive design.

Additional Participation

Over the course of the participation period, we collected additional responses from identified stakeholders. Due to complications with schedules, some participants could not participate in the designated time slots, so we provided two forms for participation. The first form was a word file that was included with the invitation. The second form was created via Microsoft forms and was provided with the thank you email after the in-person interviews were closed.

- Brad Elder – Mercer County Bridge Engineer
- Jay Russell – Manager, Mercer County Conservation District
- Bill Spring – U.S. Army Corps of Engineers, Shenango Recreation Area

VI. Appendices

Muncipal Representatives

- Justin Pipp – Mayor, Jamestown Borough
- Kenneth P. Robertson – Borough Manager/Secretary, Sharpsville Borough
- Kerry Gwinn Peterson – Assistant City Manager, City of Sharon
- Cindy Black – Wilmington Township/ MCRPC
- Paulette Young – Mayor, Secretary/Treasurer, Otter Creek Township
- Doniele Russell – Executive Director, MCRPC

Social Service Representatives

- Doniele Russell – Executive Director, MCRPC

Economic/Institutional Representatives

- Doniele Russell – Executive Director, MCRPC

Transportation/Multimodal/Environmental Representatives

- Brad Elder – Mercer County Bridge Engineer
- Jay Russell – Manager, Mercer County Conservation District
- Bill Spring – U.S. Army Corps of Engineers, Shenango Recreation Area

Table 1: Public Engagement Stakeholder List

Stakeholder Name	Organization
Jay Russell	Mercer County Conservation District
Jason Kmick	Buhl Club
Holly Nogay	Mercer County Housing Authority
Carmen Aiello	Visit Mercer County
Steve Paxton	Ag Community
John Ligo	Ag Community
Sara McCauley	Realtors
Jim McLusky	MC Builders Association
Doug Thomas	Thomas Construction Inc.
David George	Joy Cone
Jim Landino	Sharon Business
Tom Roskos	Recreation
Carol Paul	Aqua PA
Brad Gosser	Reynolds Development Corp.
Kimberly Doss	City of Farrell
Roland Hall	Stey-Nevant Library
Jeremy Cox	City of Hermitage
Mark Petrillo	Howard Hanna
Amber Wiand	Mercer County Housing Authority
Erin Houston	Shenango Valley Urban League
Shawn Walsh	Mercer County Community Action Partnership
Wilma Torres	Mercer County Community Action Partnership
Adam Nowland	UPMC Horizon Community Health Foundation
Sandra Swogger	Mercer County Area on Aging
Laurie Staph	Keystone Blind Association
Rod Wilt	Penn-Northwest Development Corp
Dee Dee Zuckar	Mercer County Recorders

Angie Urban	Sharon Community Development Corporation
Mike Kotyk	Mercer County Trails Association
Jason Tomko	City of Sharon
Adam Trambley	CLSV Library Board of Trustees
Chris Wright	St Paul Retirement Center
Jason Urey	Greenville Borough Manager
Cristina Campbell	Lots to Love
Matt McConnell	Former County Commissioner
Becky Page	Mercer County Food Bank
Amy Hawkins	DON
Dick Hetrick	Men With Vision
Cristina Campbell	Lots to Love
Cindy Vogan	Whole Life Services, Inc.
Linda Beauregard	Abie Abraham VA Clinic
Valerie Flickinger	Mental Health and Intellectual Disabilities

Phase II Engagement Materials

Public Mtg

SVATS MPO LRTP ~~Steering Committee~~ Meeting 8/11/2026				
COMMUNITY REPRESENTED	**MEMBERS NAME**	**PRESENT**	**ONLINE**	**E-Mail**
HERMITAGE CITY	Jeremy Coxe	✓		[redacted]
SHARON CITY	Robert Fiscus			
	Jason Tomko			
GREENVILLE TOWN	Paul Hamill			
GROVE CITY BORO	Vance Oakes			
MERCER COUNTY	Ann Coleman	✓		
	Bill Finley		✓	
PennDOT CPDM	Brandon Leach			
	Julia Cornell			
PENNDOT D 1-0	Buddy Miler			
	Courtney Lyle			
	Sara Tassone	✓		
	Greg Maser			
FHWA	Ronnique Bishop			
MCRCOG	Jill Boozer	✓		
	Michael Nashtock	✓		
MCRPC	Doniele Russell	✓		
	Jacob Matta	✓		
	Brock Esenwein	✓		
Erie County	Emily Aloiz			
AECOM	Jim Hess			
	Nicole Ozdemir			
	~~Nic Fazio~~ Craig			
	Andy Waple	✓		

Long Range Plan - Public Meeting

DATE:	PLACE: MCRPC		TIME: 5:00pm	
COMMUNITY REPRESENTED	**MEMBER'S NAME**	**PRESENT**	**ONLINE**	**EMAIL (if new or changed)**
PennDOT CPDM	Brandon Leach			
Alternate	Julia Cornell			
	Susan Hyde			
PennDOT DISTRCT 1-0	Brian McNulty			
Alternate	Tom McClelland			
	Sara Tassone	✓		[redacted]
	Courtney Lyle			
	Zach Miles			
	Emily Aloiz			
	Mark Nicholson			
	Greg Maser			
	Buddy Miller			
	Chris May			
FHWA	Ronnique Bishop			
FTA	Timothy Lidiak			

Public Sign in:
Name and Company
Please Print Clearly

1 Ann Coleman

2

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13

Appendix II: Investment Categories

Roadway Improvements

Preservation

Repairs and rehabilitation intended to extend the life of an existing roadway. This includes projects that necessitate significant capital expenditures such that the project would be included on the TIP. It could include resurfacing, drainage, and other types of activities, but does not include everyday pothole patching or crack sealing types of operations that are typically funded with maintenance funds outside the TIP. Betterments are included in this category.

Reconstruction

Reconstruction of existing roadways where the road is being rebuilt. It includes activities and associated projects which are directly related to a reconstruction project. Roadway Reconstruction would also include activities such as tunnel or retaining wall (re)construction that are related to maintaining operations on an existing roadway. It also includes projects that involve a combination of reconstruction and capacity expansion (adding through lanes).

Projects in the roadway category are broken down into three different levels that correspond to federal performance measures and local level for tracking purposes:

- NHS Non-Interstate
- State-Owned Non-NHS
- Local-Owned Non-NHS

Bridge Improvements

Rehabilitation and Preservation

Repairs and rehabilitation intended to extend the life of an existing bridge. This includes activities such as expansion dam replacement, substructure repairs, deck restorations and overlays, beam repairs, painting, fatigue and fracture retrofits, and scour countermeasures. It does not include total reconstruction or replacement of a bridge, nor does it include maintenance operations that are typically funded with maintenance funds outside the TIP.

Reconstruction / Replacement

Total reconstruction or replacement of an existing bridge. This includes bridges on new alignment provided that the old bridge is being taken out of service for automobile traffic. It would also include deck replacements on existing bridges.

Bridge Removal

Bridge has been determined to be redundant and is being removed from the transportation system after its useful lifespan is over.

Projects in this category are broken down into three different levels that correspond to federal performance measures and local level for tracking purposes:

- NHS
- State-Owned Non-NHS
- Local

Traffic Operations & Safety

Operations

Projects that improve traffic flow, reduce congestion, and improve the operational characteristics of the existing transportation system. This includes traffic signal systems, Intelligent Transportation Systems (ITS) for roads and transit, truck climbing lanes, and intersection improvements such as the addition of turning lanes. It does not include capacity expansion / roadway widening projects.

Safety

While virtually every transportation project improves safety by bringing the transportation network up to current design standards, these are stand-alone projects to address specific safety issues. This includes projects to address problems at intersections, corridors, at-grade highway-rail crossings, vulnerable roadway user safety, and other projects that address areas with high accident rates, fatalities or serious injuries or crash clusters. Pedestrian & Bicycle and Enhancements

Bicycle and Pedestrian

Bicycle lanes, sidewalks, and shared use pathways that improve accessibility and mobility for bicycles and pedestrians. This includes rail-trails and other pathways that provide non-motorized links in the transportation network. It does not include trails and pathways that serve a purely recreational purpose because federal transportation funds are not permitted to be spent on these types of projects.

Other Transportation Enhancements

Scenic beautification, wayfinding signage, welcome centers, and/or streetscapes that are not primarily pedestrian and bicycle projects.

Studies

Studies are recommended when groups of comments focus on a particular area, but there is insufficient information or the ideas need further exploration to develop a specific project or program of projects to address the expressed needs of the public and stakeholders.

Public Transit

Operations

Operation of the public transit system, including personnel salaries and benefits, materials and supplies, routine minor maintenance expenses, and the capital cost of contracting. Also included are the operating expenses associated with transit services resulting from a new capacity project.

Capital

Maintenance and modernization of capital assets such as preservation and rehabilitation of fixed facilities (i.e. buildings, maintenance facilities, CNG fueling stations); preservation, replacement and rehabilitation of existing vehicles (i.e. buses, vans, support vehicles); and modernization/upgrades of existing facilities, services and vehicles.

Appendix III: Project Lists

Part A: Fiscally Constrained Projects

Table 1: Fiscally Constrained Local Bridges

Project ID	Name	Municipality	Description	Amount (YOE)
Stage II (2031-2038)				
2716	Daugherty Road	Pine Twp.	Rehabilitation – Deck Replacement	$2,537,230
3103	Lincoln Avenue	Grove City	Rehabilitation	$5,060,931
3121	Daugherty Road	Pine Twp.	Replacement	$1,367,946
3208	Amsterdam Road	Liberty Twp.	Rehabilitation – Deck Replacement	$1,811,604
1709	Triple Link Road	Sandy Lake Twp.	Rehabilitation	$1,165,920
2813	Longview Road	Shenango Twp.	Rehabilitation	$526,389
2313	Silver Street	Sharon	Rehabilitation	$1,844,811
MPMS 98261	Local Bridge Line Item			$316,008
Stage II Total:				**$14,630,836**
Stage III (2039-2050)				
2310	Robertson Road	Hermitage	Rehabilitation	$983,183
0207	K-O Road	Sugar Grove Twp.	Rehabilitation	$3,672,568
0817	Hamburg Road	Hempfield Twp.	Rehabilitation	$943,856
0402	Bishop Road	Sandy Creek Twp.	Rehabilitation	$2,209,894
3206	Black Run Road	Liberty Twp.	Rehabilitation	$3,342,823
2319	Walnut Street	Sharon	Rehabilitation	$2,388,379
3120	Daughterty Road	Pine Twp.	Rehabilitation	$353,946
0722	Maysville Road	Salem Twp.	Rehabilitation	$408,399
0907	Linn-Tyro Road	Otter Creek Twp.	Rehabilitation	$254,115
0501	Grange Road	Deer Creek Twp.	Rehabilitation	$217,813
0411	Carrol Road	Sandy Creek Twp.	Rehabilitation	$415,962

Table 1: Fiscally Constrained Local Bridges

Project ID	Name	Municipality	Description	Amount (YOE)
3016	Falls Road	Springfield Twp.	Rehabilitation	$686,716
1907	Golf Road	Jefferson Twp.	Rehabilitation	$438,651
1305	Mortimer Road	S. Pymatuning Twp.	Rehabilitation	$441,676
1807	Whiting Road	S. Pymatuning Twp.	Rehabilitation	$435,626
3018	Creek Road	Springfield Twp.	Rehabilitation	$364,534
1918	Daley Road	Jefferson Twp.	Rehabilitation	$626,212
1617	Shell Road	Lake Twp.	Rehabilitation	$293,442
1212	Lake Road	Millcreek Twp.	Rehabilitation	$391,761
1019	Small Road	Perry Twp.	Rehabilitation	$391,761
2815	Campground Road	Shenango Twp.	Rehabilitation	$207,225
0606	Deer Creek Road	French Creek Twp.	Rehabilitation	$163,360
MPMS 98261	Local Bridge Line Item			$2,310,134
Stage III Total:				**$21,942,036**
Total:				**$36,572,872**

Table 2: Fiscally Constrained Roadway, Safety and Operational Projects

Project ID	Name	Municipality	Description	Amount (YOE)
Stage II (2031-2038)				
SLT_1	SR 0845 at SR 1004 Intersection Improvements	Stoneboro Borough	Improvement of traffic signal and geometry at intersection along with pedestrian amenities for school students to cross safely between points west to the east (Franklin at Walnut, Stoneboro Borough)	$639,534
HERM_2	US 62 and Keel Ridge Road (SR 3011) Intersection Improvements	Hermitage	Safety improvements to Intersection of SR 62 (State St.) and SR 3011 (Keel Ridge Rd.) in the City of Hermitage, Mercer County.	$734,850
HERM_1	Hazen Road (SR 3016) at Buhl Farm Drive (SR 3025) Intersection Improvements	Hermitage/ Sharpsville	Improvements to Hazen Road and Buhl Farm Drive intersection for congestion, including pedestrian elements connecting the sidewalks on the east side of Hazen Road in Hermitage to new sidewalks along the west side of Hazen Road in Sharpsville	$2,626,915

Table 2: Fiscally Constrained Roadway, Safety and Operational Projects

Project ID	Name	Municipality	Description	Amount (YOE)
ELAC_1	US 62 at Bestwick Road Turn Lanes and Realignment	East Lackawannock Township	Realignment of the Bestwick Road intersection and widening along US 62 to accommodate the addition of a dedicated left-turn lane on US 62 South (westbound); coupled with review and potential modification of the existing 45-55 mph speed limit boundary to shift the transition point to the west of the intersection	$3,197,672
PYMA_1	Rutledge Road (SR 3022) and Saranac Dr. (SR 0846) Intersection Realignment	Pymatuning Township	Intersection realignment to eliminate offset and improve sight distance and safety	$1,844,811
HERM_3	East State Street improvements	Hermitage	VRU safety and operational improvements to East State Street from Snyder Rd, east to Keel Ridge Road.	$1,598,836
Stage II Total:				**$10,642,618**
Stage III (2039-2050)				

Table 2: Fiscally Constrained Roadway, Safety and Operational Projects

Project ID	Name	Municipality	Description	Amount (YOE)
SPRG_1	SR 19 and SR 208 Improvements.	Springfield Township	Improvements to intersections and traffic calming. Widen shoulders to accommodate pedestrians from residences to church/Dollar General. Install left turn lane northbound to Leesburg-Volant Rd. Install roundabout at SR 19/ Leesburg/Leesburg Grove City Road.	$3,781,474
HERM_5	US 62 at Robertson Road Turn Lanes	Hermitage	Widening of US 62 at Robertson Road to install dedicated turn lanes	$2,377,346
HERM_4	Hermitage Industrial Corridor Improvements	Hermitage	Continuation of previous roadway improvements on Broadway Avenue. Phase 4 would include additional turn lanes, intersection, improvements, and possible signalization through the Hermitage industrial corridor from Industrial Road through Kirila Boulevard to the Interstate ramps	$6,050,359
MERC_1	US 62 at Maple Street Traffic Signal with Turn Lanes	Mercer Borough	Add a traffic signal and widen US 62 to add left-turn lanes in each direction at the Maple Street (SR 0258) intersection	$3,592,401
Stage III Total:				**$16,222,525**
Total:				**$26,865,143**

Part B: Vision Plan (Unfunded) Projects

The following roadway project table (Table 1) contains priority projects that do not fit within the amount of funding reasonably expected to be available through 2050.

Table 1: Unfunded Roadway, Safety and Operational Projects

Project ID	Name	Municipality	Description	Estimated Cost
HERM_14	Wheatland Neighborhood Residential Street Improvements	Wheatland Borough	Improvements to residential streets that include traffic calming, filling in sidewalk gaps, sidewalk repair and ADA accessibility	
HERM_7	Route 18/Shenango Valley Freeway traffic signal upgrades	City of Hermitage	Upgrade traffic signal equipment and timing/coordination	
HERM_8	Shenango Valley Freeway/ South Buhl Farm Dr. Signal Improvements	City of Hermitage	Upgrade traffic signal equipment and timing/coordination	
HERM_5	US 62 at Robertson Road Turn Lanes	City of Hermitage	Widening of US 62 at Robertson Road to install dedicated turn lanes	
SPRG_4	SR 0208 Two-Way Left Turn Lane from Old Ash to Oakley Kelly Road & from SR 0258 to Pine Township Line	Springfield Township	Widening for a continuous two-way left turn lane along SR 0208 as development occurs. Fill in missing sidewalk connections	
HERM_9	Christy Road Bike/Ped Traffic Calming	City of Hermitage	Install traffic calming measures and bicycle/pedestrian infrastructure along Christy Rd.	
COOL_1	SR 0058 (Seg 530/1489 TO Seg 530/2202) Turn Lanes	Coolspring Township	Construct center left-turn lane on SR 58/Greenville Rd with an exclusive left turn onto Coolspring Road	
MERC_2	Mercer Truck Route Improvements on SR 2008 & SR 2011	Mercer Borough	Truck route improvements such as intersection geometry for ease of diverting trucks eastbound around downtown Mercer through SR 0258 at SR 2008 (Butler Street and South Pitt Street) and Pitt Street/SR 0258 at Market Street/SR 0058	
HERM_6	Mercer Avenue (SR 0418) at Maple Dr./ Morefield Road Intersection	City of Hermitage	Install roundabout at existing intersection to improve safety and operations	
DELA_2	SR 0058 (Seg 0310/0622 to Seg 0310/1402) Kidds Mill Curve Correction	Delaware Township	Project to include roadway realignment to address curvature and sight distance issues	

Table 1: Unfunded Roadway, Safety and Operational Projects

Project ID	Name	Municipality	Description	Estimated Cost
ELAC_3	US 62 Center Turning Lane between Autumn Road and Landis Drive	East Lackawannock Township	Widening of US 62 to install a two-way left-turn lane (TWLTL)	
HERM_11	Intersection improvements 62/ Darby Rd	City of Hermitage	Intersection improvements	
SPRG_4	SR 19/Leesburg Station Road/SR 2002 Intersection Improvements	Springfield Township	Improvements to intersection including delineation, turn lanes, signage and high friction surface treatments (between SR 208 and SR 2002 Intersection)	
GRNV_1	SR 0058 (S Mercer St) at SR 4011 (Columbia Ave) and T470 (Hamburg Rd) Access Management Improvements	Greenville Borough	Install pavement markings and delineators, Intersection Control Beacon, and curbing to control access at intersection	
HERM_10	Intersection improvements - Mercer Avenue/Pine Hollow Boulevard/S. Buhl Farm Dr.	City of Hermitage	Intersection improvements, possible roundabout, traffic signal upgrades	
US62_D3*	US 62 at Valley Road Turn Lanes and Realignment of Valley Road	Jefferson Township	Widen US 62 from west of the Valley Road intersection to approximately Kyle Road (T580) to install turn lanes and wider shoulder to enhance access and sight-distance through the horizontal curve section and realign Valley Road	
JEFF_1	US 62 Eastbound Climbing Lane to west of Bestwick Road	East Lackawannock Township	Widen US 62 to install an additional climbing lane	
SPRG_3	SR 0208 and Pine Road Realignment	Springfield Township	Realignment of the intersection of SR 208 at Pine Road to provide more favorable sight distance	

Table 1: Unfunded Roadway, Safety and Operational Projects

Project ID	Name	Municipality	Description	Estimated Cost
DELA_1	Kidds Mill Road (SR 4012) Truck Climbing Lane	Pymatuning Township	Truck climbing lane on Kidds Mill Road to connect the east-west corridor that leads to the Greenville Reynolds Industrial Park from points east along SR 0058	
Total:				**$**

Table 2 contains standalone pedestrian, bicycle or trail projects. These projects are more suited for state or federal discretionary funding such as PennDOT or DCED Multimodal, Federal TASA, or DCNR C2P programs. These discretionary programs solicit and award funding for projects on a statewide competitive process with a set schedule and do not come into Mercer County as formula funds. They are shown in the LRTP to establish their priority and so the County and its municipalities may use the LRTP during the respective application processes to show how the project meet the vision, goals, and strategies to improve quality of life and enhance the mobility and accessibility for Mercer County residents.

Table 2: Bicycle, Pedestrian and Trail Projects (Unfunded)

Project ID	Name	Municipality	Description	Estimated Cost
HERM_15	Route 18 Pedestrian Improvements	City of Hermitage	Installation of pedestrian facilities, including filling sidewalk gaps, crosswalks, ADA accessibility and pedestrian signals north and south of East State Street intersection.	$2,000,000
WMID_1	West Middlesex Borough Sidewalks	West Middlesex Borough	Conduct study to identify and prioritize missing connections and areas for improvement. Fill in sidewalk gaps and improve existing sidewalks and crosswalks to current ADA standards.	$100,000
STON_1	Sandy Lake to Stoneboro Trail	Stoneboro and Sandy Lake Boroughs	Construct trail connecting Stoneboro and Sandy Lake Parks	$360.000
HERM_12	Pine Hollow Run Trail	City of Hermitage	Construct trail connecting to the Trout Island Trail along Pine Hollow Run in Hermitage	$1,400,000
SHPV_1	Sharpsville to Sharon Hike/Bike Trail	City of Sharon and Sharpsville Borough	Trail connecting Sharpsville at Trout Island Trail down to Sharon at Thornton Avenue using abandoned rail bed or on street means	$815,000
GRNV_2	Shenango Trail	Greene Township	Shenango trail construction within the Mercer County portion of the	$700,000

Table 2: Bicycle, Pedestrian and Trail Projects (Unfunded)

Project ID	Name	Municipality	Description	Estimated Cost
			trail from Greenville to Jamestown, Stone Arch to Depot Street section	
HERM_13	US 62 Multiuse Trail	City of Hermitage	Multi-use trail installation from Robertson Road to Darby Road connecting to Whispering Pines Park Trail	$500,000
SPRG_5	Volant Connector Trail	Springfield Township	The Volant connector trail utilizes the existing abandoned railroad corridor to traverse the Neshannock Creek valley. This southern connection to Volant allows local and visiting trail users to extend their trips to include the many historic and antique shops in Volant, as recommended in the destination analysis.	$2,700,000
GROV_1	Memorial Park Trail	Grove City Borough	This alignment provides a connection into and through Memorial Park. The southern gateway from SR-208 features a boardwalk before entering the park property. Once in the park, the east fork connects to the high school campus and multiuse path, while the west fork follows adjacent to the existing park drive.	$400,000
SHPV_2	Erie Tow Path and Canal Park Trail Extension	Pymatuning Township	Trail extension connecting the existing ~700-foot length tow path that extends from the parking lot of the Sharpsville Area Recreation Park to the historic Erie Extension Canal Lock #10 around the Shenango River north of Sharpsville along borough-owned land, making a connection to the existing Trout Island Trail which extends approximately 2.5 miles north from the trailhead along the Shenango River	$462,000
WMID_2	West Middlesex River Trail	Shenango Township	River trail from West Middlesex along abandoned rail corridor	$2,000,000
WMID_3	West Middlesex Trail by Water Treatment Plant	West Middlesex Borough	River trail from West Middlesex starting near the water treatment plant on the east side of the river	$227,000
SRNG_6	Springfield Falls Trail	Springfield Township	This alignment primarily utilizes existing abandoned railroad right-of-way to connect Springfield Falls to Old Mercer Road. The trail crosses Perry Hwy. at two locations, one connects to the Volant route heading south, and then again as it	$4,600,000

Table 2: Bicycle, Pedestrian and Trail Projects (Unfunded)

Project ID	Name	Municipality	Description	Estimated Cost
			heads north to connect to the Woodland Rd. multiuse path	
PINE_1	Memorial Park Southern Gateway Trail	Grove City Borough	An off-road trail connecting from the southern gateway into Memorial Park across SR-208. The alignment continues as a multiuse along Lake Dr. before cutting east into the Hunter Farms property and the existing network of paved trails that connect and loop around the property.	$400,000
GROV_2	Greenwood Drive Trail to Memorial Park	Grove City Borough	Additional connectivity into Hunter Farms is provided from a multiuse alignment along the west side of Greenwood Dr. This route would connect to the residential neighborhoods at Clark St. and then continue north through the Borough property until reaching the junction with the proposed widened sidewalk.	$400,000
SRNG_7	Watts Lake Trail	Springfield Township	As an alternative to the Veterans Rd. multiuse path alignment, this off-road trail would avoid the significant grade and right-of-way challenges of that route by traversing the edges of farm fields and some forested areas before joining back to the Veteran Rd. path at the southern edge of the Outlets.	$2,400,000
SRNG_8	Old Ash Road Connector Trail	Springfield Township	This portion of the loop connects the Falls Rd. multiuse path to the Spring Rd. connection, as well as terminating at Old Ash Rd. A planned paved trail by Springfield Twp. will connect directly to this route on its eastern tip, just north of the Springfield Falls community building.	$1,200,000
HEMP_1	Greenville Elementary Trail	Greenville Borough	New multi-use trail from Greenville Elementary School to Hempfield Park	$2,600,000
PINE_2	Vic Hughes Little League Loop Trail	Pine Township	This internal trail circles around the fields of the Vic Hughes Little League Complex, creating an internal loop that allows increased recreational opportunities for those attending or participating in events on the property. This portion is recommended for local funding, as it is a shorter, internal park trail loop.	$400,000

Table 2: Bicycle, Pedestrian and Trail Projects (Unfunded)

Project ID	Name	Municipality	Description	Estimated Cost
Total:				**$21,864,000**

Table 3 contains unfunded Interstate Highway System projects. The Interstate System is maintained by PennDOT and funded through its own standalone TIP. MPOs traditionally do not fund interstate improvement projects; however, if PennDOT were to pursue discretionary funding from a federal program for an interstate project, it is useful that the project be listed on a regional long range transportation plan to show local support for the project.

Table 3: Unfunded Interstate Projects

MPMS	Section/Title	Description
81476	80/A23	I-80: MM 6 – MM 10 – Reconstruction
51021	80/A22	I-80: MM 11 – MM 15 – Reconstruction
116476	79/01M	I-79: MM 126 – MM 136 – Preservation
120142	376/B20	SR 376 Bridges over I-80
109795	80/01M	I-80: MM 21.5 – MM 27 – Preservation
120145	79/B11	I-79 Bridges over I-80
120143	376/B21	SR 376 Bridges over Hewitt Rd. (T-369)
112329	376/A06	I-376: MM 1 - MM 4.3 - Restoration
81480	80/02M	I-80: MM 15 - MM 21.5 - Preservation
109787	79/A17	I-79: MM 117 - MM 126 - Reconstruction

Appendix IV: Plan Performance

Transportation Performance Management is a strategic approach to transportation investment that uses system data to inform investment and policy decisions in meeting national performance goals.

The "Moving Ahead for Progress in the 21st Century Act" (MAP-21) and the "Fixing America's Surface Transportation Act" (FAST) established Performance-Based Planning & Programming requirements as part of statewide and metropolitan transportation planning processes. The US Department of Transportation has developed transportation performance management regulations for highway and public transportation programs.

State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and operators of public transportation are required to jointly agree upon written provisions to collect and share data, cooperatively develop and update performance targets, and report on performance and ongoing progress toward attaining the targets.

Federal transportation planning regulations require the statewide and metropolitan transportation planning process to use a performance-based approach to decision-making in support of the national goals. States, MPOs, and operators of public transportation are required to establish targets in key performance areas that document expectations for future performance. States, MPOs, and transit operators must coordinate the target-setting process in their respective areas.

MPO targets must be reflected in Long-Range Transportation Plans and states must reflect the targets in their Statewide Long-Range Transportation Plans. States and MPOs must describe the anticipated effect of their respective Transportation Improvement Programs (TIP/STIP) toward achieving the targets. Targets have been set for Pennsylvania and for Mercer County in accordance with the federal requirements in the target areas of Safety, System Condition, System Performance and Reliability, and Transit Safety and Transit Asset Management.

23 CFR 490 outlines the national performance goal areas for the Federal-aid program. The regulations require the U.S. Department of Transportation (US DOT) to establish specific performance measures for the system that address these national goal areas:

Table 1. National Performance Goal Areas

Performance Area	Goals
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The SVATS MPO follows a Performance Based Planning and Programming (PBPP) approach, with a focus on collaboration between the SVATS MPO, PennDOT District 1-0, the PennDOT Center for Program Development and Management (CPDM), FHWA, FTA, and local transit partners in Mercer County. The collaborative development of documents and processes such as the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), the Congestion Management Process (CMP), District 1-0's Regional Operation Plan (ROP), and various other transportation planning studies covering Mercer County all consider a PBPP approach.

The aforementioned planning partners are increasingly utilizing various data resources to guide the development of these plans and processes as well as the resulting decision-making that informs the programming of projects. Resources include, but are not limited to, Pennsylvania's Transportation Asset Management Plan (TAMP) including bridge and pavement management systems, the Transit Asset Management (TAM) plan,

PennDOT crash databases, and traffic count data (both through traditional traffic counts and larger snapshots collecting real-time data through on-board travel data collection).

Through this process, the SVATS MPO continues its commitment to an increasingly performance-based cooperative, continuing, and comprehensive (3C) planning process.

Evaluating Performance on the Moving Mercer 2050 LRTP

The following sections provide an overview of the federal performance measures, established targets, and how the SVATS MPO's 2050 LRTP will support target achievement. Through these performance measures, PennDOT will continue to track statewide and regional performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools, including transportation data and project-level prioritization methods, will be continually developed and enhanced to meet the needs of PennDOT as well as the SVATS MPO. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

To meet the requirements of federal law and rulemaking regarding PBPP, PennDOT, the SVATS MPO, and the Mercer County Regional Council of Governments (MCRCOG), which oversees the county's transit services - the Shenango Valley Shuttle Service (SVSS) and Mercer County Community Transit (MCCT)—approved performance measures and performance targets for several topic areas:

- PM-1: Safety
- PM-2: NHS Pavement and Bridge Conditions
- PM-3: System Performance
- Transit Asset Management
- Transit Safety

PennDOT, the SVATS MPO, and the MCRCOG are required to jointly agree on written provisions for how information will be cooperatively developed and shared related to the selection of performance targets and the collection and reporting of data to track progress in meeting critical outcomes. Two steps were taken to meet this requirement: (1.) In November 2018, the SVATS MPO entered into an agreement to cooperatively develop and share public transportation performance data with MCRCOG on behalf of the Mercer County transit agencies, SVSS and MCCT. (2.) In May 2019, the SVATS MPO approved written data collection and sharing provisions with PennDOT for the

safety, pavement, bridge and transportation system performance topic areas (PM1, PM2, and PM3). The agreement was updated and adopted in October 2025.

The following sections describe each of these performance measures and how the MPO and this LRTP are contributing toward meeting them.

Safety Performance Measures (PM1)

The Federal Highway Administration (FHWA) established the National Performance Management Measures for the Highway Safety Improvement Program (Safety PM/HSIP) through rules published in the Federal Register (81 FR 13881 and 81 FR 13722) on March 15, 2016, effective April 14, 2016. These rules define five safety performance measures, commonly referred to as PM1, and are codified at 23 CFR 490 Subpart B and 23 CFR 924. Safety performance targets are set on an annual basis and are designed to reduce fatalities and serious injuries on all public roads.

PennDOT develops the methodology for establishing statewide safety targets and provides MPOs, including the SVATS MPO, with baseline and regional (Mercer County) data. The targets reflect a 2% annual reduction in fatalities and maintenance of serious injury levels, consistent with the Strategic Highway Safety Plan (SHSP), crash data analysis, and the national initiative Toward Zero Deaths. The SVATS MPO received the most recent targets in fall 2025 and agreed at its December 2025 Coordinating Committee meeting to support statewide targets for the 2027–2030 TIP period, which is the first period of the 2050 Moving Mercer LRTP.

To evaluate progress, a state is considered to have met or made significant progress toward PM1 targets if at least four of the five performance measures improve relative to baseline values. Pennsylvania did not meet the 2022 targets, triggering federal requirements for an HSIP implementation plan. This plan identifies gaps, outlines strategies and action steps, documents best practices, and includes a financial and performance review of all HSIP-funded projects.

The SVATS MPO contributes regionally toward achieving these statewide safety goals by programming TIP projects that address high-crash locations, improve roadway infrastructure, enhance vulnerable roadway user safety, and support other HSIP initiatives. PennDOT continues to provide feedback on statewide and regional progress, helping SVATS, municipalities, and PennDOT District 1-0 assess the effectiveness of past investments and guide future planning and programming priorities.

Table 2: PM-1 Safety Performance Measures and Targets

Moving Mercer Goal: The Transportation System is Safe, Reliable and Well Maintained. **Strategy:** Improve safety and security for motorized and non-motorized modes								
Safety Performance Measure	Statewide Baseline (2020-2024)	Statewide Actual (2024)	Statewide Target (2022-2026)	Trend	SVATS MPO Baseline (2020-2024)	SVATS Actual (2024)	SVATS MPO Target (2022-2026)	Trend
Number of fatalities	1,174.8	1,127	1,140.4	✔	14.0	15	15.0	→
Rate of fatalities per 100 million VMT	1.216	1.19	1.176	✔	1.245	1.41	1.376	→
Number of serious injuries	4,746.2	4,713	4,722.0	✔	50.4	53	50.4	→
Rate of serious injuries per 100 million VMT	4.914	4.96	4.870	→	4.482	4.98	4.623	→
Number of non-motorized fatalities and serious injuries	864.6	942	944.0	→	5.4	6	5	→

✔ Performance is good, targets are achieved

→ Performance has room for improvement

Safety remains the primary consideration in project selection at the SVATS MPO. All projects programmed in the 2027–2030 TIP—whether or not they receive Highway Safety Improvement Program (HSIP) funding—are evaluated for safety impacts as part of the MPO's performance-based planning and programming (PBPP) process. This review includes:

- Analysis of crash data and trends using PennDOT's Network Screening Tool,
- Consideration of crash frequency and type,
- Cost-benefit analysis of anticipated safety improvements, and
- Alignment with PennDOT and federal safety performance measures (PM1).

The MPO works closely with PennDOT District 1-0 traffic safety staff to ensure that project prioritization reflects PM1 targets and maximizes the safety benefits of limited

funding. MPO staff advocate for a strategic, targeted approach – prioritizing projects that address the most critical safety needs rather than simply programming projects because they qualify for HSIP.

Candidate projects are reviewed early in the planning process to identify potential safety benefits. Projects submitted for HSIP funding in the future would go through the HSIP Project Application Site, which provides a standardized workflow for eligibility, review, and approval involving the PennDOT Engineering District, Bureau of Operations and Office of Safety, and CPDM staff. This ensures consistency between TIP programming and federally-required performance measures.

The MPO also leverages the state-funded safety line item (MPMS #90401), programmed at $250,000 annually, to supplement safety-focused improvements that may or may not qualify for HSIP. This funding allows the MPO to address high-priority safety needs across Mercer County while continuing to support PM1 targets.

Overall, the SVATS MPO's performance-based project selection process demonstrates that all TIP projects contribute to improving safety outcomes, meeting federal PBPP requirements, and supporting Pennsylvania's Toward Zero Deaths initiative, even in the absence of dedicated HSIP funding.

The Moving Mercer LRTP project prioritization methodology evaluates candidate projects against the locations of fatalities and serious injuries from 2020-2024 and assigns points to the project if it falls in a location where either a fatality or serious injury has occurred during the five-year period.

HSIP Funded TIP Projects:

- US 62 and SR 3037 Intersection Improvement (MPMS # 117671)
- SR 62 and Budd Street (MPMS # 97912)
- SR 19 - Springfield Township Safety Improvements (MPMS # 123877)

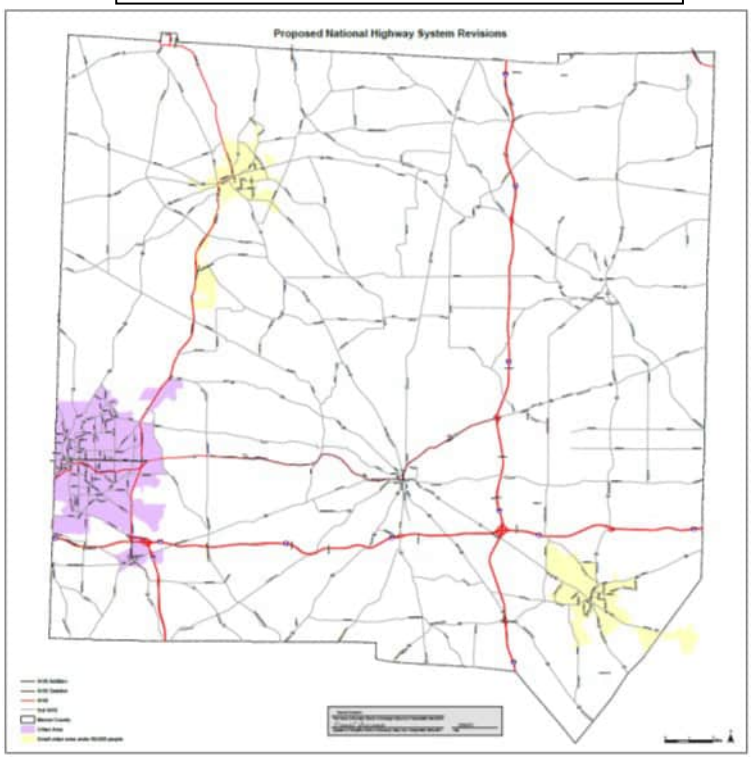
Recent discussions have focused on setting a significant portion of the remaining line-item funding as well as any future HSIP Set-Aside that we may receive toward a host of qualifying improvements along the US 62 corridor between Hermitage and Mercer, as well as the US 19 Corridor Study through Springfield Township that was completed in 2022. Safety-based corridor studies were recently completed along both of these corridors and several discussions with PennDOT District 1-0 have transpired over the past two-plus years regarding our collective top priorities. Several projects on these corridors are included in the fiscally constrained LRTP.

As noted above, HSIP cannot possibly fund all safety issues that exist across the county. Although PennDOT District 1 has been working toward eliminating or improving many of the most dangerous locations over the years, there still are areas of concern. Therefore, the MPO will continue to advocate for consideration of safety in overall project selection and the prioritization of safety improvements beyond what HSIP will allow.

Pavement/Bridge Performance Measures (PM2)

The PM2 measures apply to both pavement and bridge condition. Both, however, are only applicable to the National Highway System (NHS). As shown in Figure IV-1, Mercer County's NHS Routes (red lines on the map) include Interstates 79, 80 and 376; portions of US Routes 62/Business Route 62 and all of US Route 322; and portions of State Routes 18 and 58.

Figure IV-1 Mercer County NHS Routes



Mercer County's NHS Network was reviewed to better-reflect the current functions of the network. US 62's NHS mileage increased significantly while Business Route 62 (State Street) and a small portion of SR 18 (south of I-80) were removed from the NHS because they duplicated nearby parallel NHS routes and therefore were considered functionally redundant.

Pavement

Federal regulations require that no more than 5 percent of Pennsylvania's NHS Interstate lane miles are in poor pavement condition. If that requirement is not met, restrictions are placed on how PennDOT can allocate federal NHPP and Surface Transportation Program (STP) funds. PennDOT's targets for NHS Interstate roadways reflect the federal regulation: no more than 5 percent of Pennsylvania's NHS Interstate pavements shall be rated in poor condition. Although FHWA has not established a minimum condition for NHS non-Interstate roadways, PennDOT has established performance targets for the non-Interstate NHS roadways. Pavement performance measures require reporting on the following distress components:

- International Roughness Index (IRI) - Quantifies how rough the pavement is by measuring the longitudinal profile of a traveled wheel track and generating a standardized roughness value in inches per mile
- Cracking - Measures the percentage of pavement surface that is cracked

- Rutting - Measures the depth of ruts (surface depression) in bituminous pavement in inches
- Faulting - Quantifies the difference in elevation across transverse concrete pavement joints in inches

These distress measurements translate to a composite score of Good, Fair, or Poor. The tables below show the percentage of lane miles in both poor and good condition (baseline), as well as PennDOT's Statewide Pavement Performance Targets. **Table 2** shows the targets that were formally supported by the SVATS MPO in December of 2025.

Table 2: PM-2 Statewide Pavement Performance Measures and Targets

Goal: The Transportation System is Safe, Reliable and Well Maintained.
Strategy: Prioritize Transportation System Preservation.

NHS Interstate Routes					
Performance Measure	2021 Baseline	2023 2-Year Target	2024 Actual	2025 4-Year Target	Trend
% In Good Condition	68.8%	69%	75.2%	65%	✔
% In Poor Condition	0.4%	2.0%	0.09%	2.0%	✔

NHS Non-Interstate Routes					
Performance Measure	2021 Baseline	2023 2-Year Target	2024 Actual	2025 4-Year Target	Trend
% In Good Condition	37.2%	31.0%	34.62%	29.0%	✔
% In Poor Condition	1.5%	6.0%	1.42%	6.5%	✔

✔ Performance is good, targets are achieved

Performance has room for improvement

Federal regulations require that no more than 5 percent of Interstate NHS lane miles be in poor condition. While no minimum federal threshold is established for Non-Interstate NHS pavements, PennDOT has established statewide targets for both Interstate and Non-Interstate NHS facilities. Pavement condition is evaluated using a combination of distress measures, including International Roughness Index (IRI), cracking, rutting, and faulting, which are combined into an overall rating of good, fair, or poor.

Baseline conditions and performance targets reflect anticipated system deterioration offset by planned improvements, including projects programmed in the TIP as well as ongoing maintenance activities. SVATS MPO formally supported PennDOT's statewide pavement performance targets, and the 2027–2030 TIP includes investments focused on pavement preservation and rehabilitation along NHS routes.

These investments are expected to contribute to achieving PM2 targets by reducing the percentage of NHS pavement in poor condition and preserving pavement in good condition, particularly on Non-Interstate NHS routes where condition trends require continued attention.

Pavement Asset Management Projects:

- SR62: SR 19 to I-79 (MPMS # 117575)
- US 62: Ohio line to East Bud Street (MPMS # 97912)
- Reconstruction of I-80 from MM 11 to MM 15 (MPMS # 51021)
- Reconstruction of I-80 from MM 6 to MM 10 (MPMS # 81476)
- Restoration of I-79 from MM 118 to MM 119 (MPMS # 116475)
- Reconstruction of I-79: MM 110 – MM 118 and MM 120 – MM 126 (MPMS # 109793)

The Moving Mercer LRTP allocates over $15 million of its NHPP in Stage III (2039-2050) Highway/Bridge (MPMS # 106423) and Betterment (MPMS # 94772) line items for pavement asset management projects.

Bridges

Bridge performance measures apply to all NHS bridges, including Interstate and Non-Interstate facilities, and are evaluated based on deck area. Bridge condition ratings are derived from National Bridge Inventory (NBI) data, which assess deck, superstructure, substructure, and culvert components on a scale from 0 to 9. Structures are classified as good (7–9), fair (5–6), or poor (0–4), with the overall condition determined by the lowest-rated component.

Federal regulations require that no more than 10 percent of NHS bridge deck area be classified as poor. PennDOT establishes statewide targets for both good and poor condition bridge deck area, which SVATS MPO has formally supported.

Table 3: PM-2 Statewide Bridge Performance Measures and Targets

Goal: The Transportation System is Safe, Reliable and Well Maintained. **Strategy:** Prioritize Transportation System Preservation.					
National Highway System Bridge Targets					
Performance Measure	**2021 Baseline**	**2023 2-Year Target**	**2024 Actual**	**2025 4-Year Target**	**Trend**
% In Good Condition	27.5%	28%	19.51%	28%	✓
% In Poor Condition	4.4%	7.5%	3.66%	7.5%	✓

The 2027–2030 TIP includes continued investment in NHS bridge preservation, rehabilitation, and replacement. These investments reflect a proactive asset management strategy focused on addressing structural deficiencies before assets decline into poor condition.

The Moving Mercer LRTP allocates all of its federal BRIP funding ($29.7M) in Stage III (2039-2050) in the Highway/Bridge line item (MPMS # 106423) for bridge improvement projects, some of which will fall on NHS-Non-Interstate routes.

Bridge Asset Management Projects:

- US 62: Ohio line to East Bud Street (MPMS # 97912)
- T-beam Bridge Rehabilitation on New Castle Road Bridge (MPMS # 84913)
- Reconstruction of I-80 from MM 11 to MM 15 (MPMS #51021)
- Reconstruction of I-80 from MM 6 to MM 10 (MPMS # 81476)
- Restoration of I-79 from MM 118 to MM 119 (MPMS # 11675)
- Reconstruction of I-79: MM 110 – MM 118 and MM 120 – MM 126 (MPMS # 109793)
- US 62 Bridge over Spring Creek (MPMS # 88486)

Performance-Based Investment Strategy

The SVATS MPO's 2027–2030 TIP and LRTP emphasize a preservation-first approach, with a significant share of funding directed toward maintaining and improving existing

NHS pavement and bridge assets. This strategy is intended to slow system deterioration, extend asset life, and maximize the effectiveness of available funding.

Collectively, the investments programmed in the TIP and line items in the LRTP are anticipated to support progress toward PennDOT's PM2 performance targets by maintaining infrastructure in a state of good repair and minimizing the share of assets in poor condition. SVATS MPO will continue to coordinate with PennDOT to monitor system performance and incorporate performance outcomes into future planning and programming decisions.

System Performance Measures—(PM3)

As with the PM2 measures, the system performance measures apply only to roadways on the NHS. PennDOT identified and evaluated data and tools used to produce the baseline PM 3 performance measures. The University of Maryland CATT Lab's Regional Integrated Transportation Information System (RITIS) software platform is used to generate all the travel time-based measures. Because there is limited historic information and there is a need for additional research understanding the variances and factors influencing each of the travel time performance measures, PennDOT established conservative travel time performance targets, or benchmarks. PennDOT has been tracking the measures since 2018. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2019 in a report which was due to FHWA in 2020. Therefore, a revision to Mercer County's targets was adopted by the SVATS MPO in early 2021. Specific PM3 performance measures for the SVATS MPO to meet 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
- Truck Travel Time Reliability Index – Interstate System Only

PennDOT's most recent targets, which were formally supported by the SVATS MPO in March 2023, are illustrated in **Table 4. Table 5** illustrates the PM3 Reliability Targets for the 2026-2029 Performance Period (to be submitted to FHWA October 1, 2026).

Table 4: 2022-2025 PennDOT Travel Time Reliability Targets

Travel Time Reliability Targets				
Performance Measure	2025 Baseline (Statewide)	2025 Baseline (SVATS)	2025 4-Year Target	Trend
Interstate Reliability	90.3%	100%	89.5%	✔
Non-Interstate NHS Reliability	90.0%	97.1%	88.0%	✔
Truck Reliability Index	1.38	1.38	1.40	✔

✔ Performance is good, targets are achieved

Performance has room for improvement

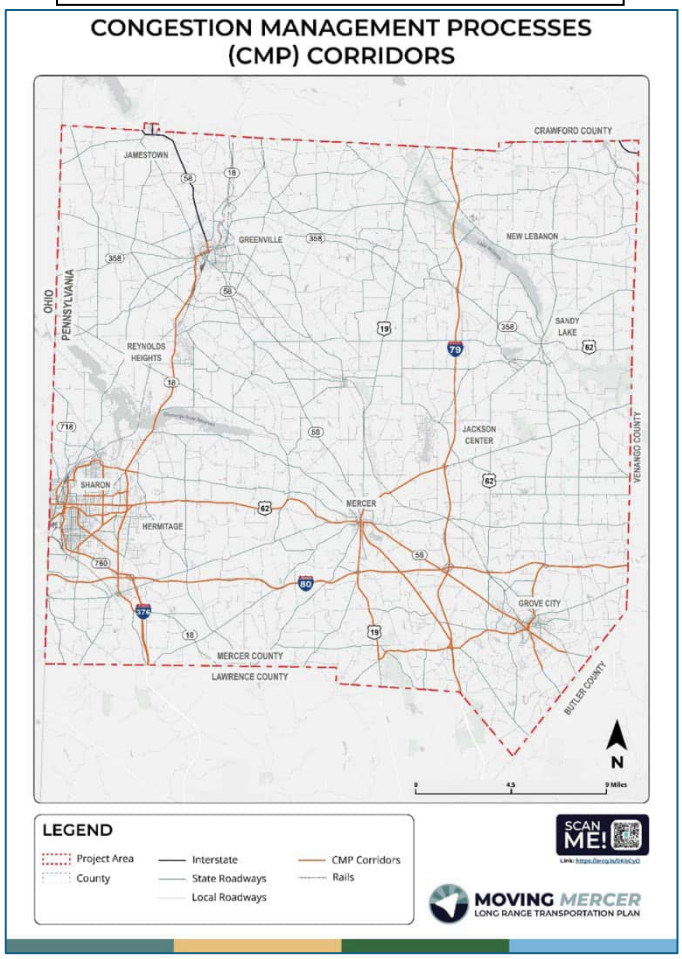
Table 5: 2026-2029 PennDOT Travel Time Reliability Targets

Travel Time Reliability Targets				
Performance Measure	2025 Baseline (Statewide)	2025 Baseline (SVATS)	2027 2-Year Target	2029 4-Year Target
Interstate Reliability	90.3%	100%	87.5%	87.5%
Non-Interstate NHS Reliability	90.0%	97.1%	87.5%	87.5%
Truck Reliability Index	1.38	1.38	1.45	1.45

The 2026-2029 targets were developed by evaluating recent performance trends since 2022, reflecting travel conditions after the most significant pandemic-related disruptions. Recent data indicate that reliability performance has generally trended downward from the unusually favorable conditions observed during and immediately following the pandemic, as traffic volumes and congestion levels continue to return toward pre-2020 conditions. The proposed targets therefore represent a conservative and achievable approach that is consistent with recent trends and provides an appropriate buffer against future fluctuations in system performance. This approach reduces the risk of failing to achieve established targets during the performance period due to continued freight growth, recurring congestion, major construction activity, and other operational factors that can affect travel time reliability.

Mercer County and the SVATS MPO are no longer part of a Transportation Management Area (TMA) due to loss of designation as an urbanized area. Therefore, the SVATS MPO is no longer required to monitor congestion through their Congestion Management Process (CMP). The most recent update occurred during the 2023-2026 TIP process. As shown in Figure IV-2 CMP Corridors, nearly all of the NHS routes in Mercer County including all Interstate Routes and all other NHS routes except for US 322 were CMP corridors in Mercer County.

Figure IV-2 Mercer County NHS Routes



Significant detail of each of these (and other) corridors' delay and overall reliability can be found within the Mercer County CMP's *2022 Countywide Summary Report*. This report can be found on the MCRPC's CMP website at https://mcrpc.com/transportation/congestion-management/.

PM-3 System Reliability Projects:

- Reconstruction of I-80 from MM 11 to MM 15 (MPMS # 51021)
- Restoration of I-79 from MM 118 to MM 119 (MPMS #116475)
- Reconstruction of I-80 from MM 6 to MM 10 (MPMS # 81476)
- Reconstruction of I-79 from MM 110 to MM 118 and MM 120 to MM 126 (MPMS #109793)

Public Transit Asset Management Performance Measures – (TAM)

In July 2016, FTA issued a final rule requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally-funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories based on size and mode.

Tier I

- Operates Rail Fixed Guideway (Section 5337)
- Operates over 100 vehicles across all fixed route modes
- Operates over 100 vehicles in one non-fixed route mode

Tier II

- Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible)
- Operates up to and including 100 vehicles across all fixed route modes
- Operates up to and including 100 vehicles in one non-fixed route mode

The Mercer County Regional Council of Governments (MCRCOG) oversees Mercer County's transit agencies—The Shenango Valley Shuttle Service (SVSS) and Mercer County Community Transit (MCCT)—and these qualify into the Tier II category. The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding (Tier II), and allows other Tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and nearly all remaining Tier II systems in Pennsylvania (including MCRCOG) elected to participate in the PennDOT Group Plan.

The TAM process requires agencies to annually set performance measure targets and report performance against those targets. Required measures are:

- Rolling Stock – Percentage past the Useful Life Benchmark (ULB) (age only)
- Equipment – Percentage of service vehicles past the ULB (age only)
- Facilities – Percentage of passenger/parking and admin/maintenance facilities that are below a 3 on the Transit Economic Recovery Model (TERM) Scale
- Infrastructure – Percentage with performance restrictions (fixed-guideway only)

Performance targets, and how those targets translate into project prioritization, are the focus of TAM plans. The Pennsylvania Group Plan is available on PennDOT's website

at https://www.penndot.gov/Doing-Business/Transit/InformationandReports/. The group plan is updated annually with new targets as well as the current performance of the group.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Transit agencies update CPT data annually to provide a current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with the MPOs/RPOs, along with investment information on priority capital projects anticipated for the following year. Current performance targets are listed in **Table 6** on the following page.

Consistent with available resources and in coordination with the PennDOT BPT, transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This will ensure that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

Table 6: Transits Asset Management Performance Measures and Targets

Performance Measure	Asset Class	FY 2024-2025 Target	FY 2025 Performance	2025-2026 Target
Rolling Stock (Revenue Vehicles)				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO - Automobile	21%	5.9%	6%
	BU - Bus	28%	30.0%	30%
	CU - Cutaway	59%	59%	59%
	MV - Minivan	78%	68%	68%
	BR - Over-the-road Bus	37%	48%	48%
	Sports Utility Vehicle	71%	83%	83%
	Trolleybus	100%	100%	100%
	VN - Van	59%	54%	54%

Equipment (Non-Revenue Vehicles)				
Age - % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	46%	43%	43%
	Trucks and other Rubber Tire Vehicles	17%	16%	16%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM scale	Passenger/Parking Facilities	6%	4%	4%
	Administrative/Maintenance Facilities	6%	6%	6%

On the 2027-2030 TIP, several projects from the Public Transit portion of the TIP work toward meeting the performance targets listed above. In total, the four-year funding for asset management-related expenses totals just under $7 million.

Transit Asset Management Projects:

- Section 5307 funds to maintain transit assets (MPMS # 83653)
- Purchase of shop and garage equipment deemed necessary to the efficient operation of the maintenance system (MPMS # 83656)
- Upgrade of the office equipment and computers at the SVSS facilities (MPMS # 83658)
- Interior and exterior office and garage improvements: painting, paving, landscaping, doors, cement pad (MPMS #95413)
- Purchasing of fixed route buses (MPMS # 102638)
- Project to replace service vehicle for SVSS (MPMS # 118142)

Public Transit Safety Performance Measures – (Transit Safety)

In addition to Transit Asset Management (TAM) requirements, the Federal Transit Administration issued a final rule on Public Transportation Agency Safety Plans (PTASP), which became effective on July 19, 2019 (49 CFR Part 673). The PTASP rule is intended to enhance public transportation safety by establishing a comprehensive framework for transit agencies to manage safety risk within their organizations.

The rule requires recipients and subrecipients of FTA funding to develop and implement Public Transportation Agency Safety Plans that incorporate the principles of Safety Management Systems (SMS).

As part of the plan development process, performance targets must be established for the following areas:

- Fatalities,
- Injuries,
- Safety Events
- System Reliability

Mercer County's Transit Agencies (SVSS and MCCT), as with all public transit agencies in the Commonwealth, have written an Agency Safety Plan (ASP) compliant with Part 673 as of July 20, 2021. The ASM must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices. **Table 7** depicts the current SVSS/MCCT Transit Safety performance targets.

Table 7: SVSS/MCCT Transit Safety Performance Targets

Service Type	Fatalities		Injuries		Safety Events		System Reliability
	Total Events	Rate	Total Events	Rate	Total Events	Rate	Miles Between Major Mechanical Failures
Fixed-Route (SVSS)	0	0 per 100,000	1	1 per 100,000	1	1 per 100,000	9,800
Paratransit (MCCT)	0	0 per 100,000	1	1 per 100,000	1	1 per 100,000	60,000

The 2027–2030 TIP includes several projects (as identified in the Transit Asset Management (TAM) section) that support the replacement and maintenance of revenue vehicles and associated equipment. These investments are intended to improve the overall condition and reliability of the transit fleet and support the achievement of established TAM performance targets related to asset condition and state of good repair.

Transit Safety and Security Projects:

- ADA complimentary Para-Transit trips (MPMS # 77148)
- Upgrade and continued maintenance of safety/security equipment for the SVSS system. Project to replace service vehicle for SVSS (MPMS # 95412)

In addition, the TIP and LRTP include investments in maintenance and support equipment, which are expected to enhance the efficiency and effectiveness of system operations and contribute to maintaining reliable service.

Transit safety performance is influenced by a variety of operational and external factors. The local transit providers, Shenango Valley Shuttle Service (SVSS) and Mercer County Community Transit (MCCT), in coordination with the Mercer County Regional Council of Governments (MCRCOG), implement safety programs, operator training, and maintenance practices consistent with their Public Transportation Agency Safety Plans. These efforts are intended to support the achievement of adopted transit safety performance targets and promote the continued safe operation of the system.

Appendix V: Community Demographic Analysis

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Introduction

The Shenango Valley Area Transportation Study (SVATS) MPO values all people, backgrounds, and creating meaningful opportunities for residents to participate in decisions that affect their communities, regardless of race, color, national origin, or income. The MPO aims to identify and address disproportionately high and adverse human health or environmental effects of transportation programs, policies, and activities on minority populations and low-income populations.

Federal transportation agencies, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), are responsible for ensuring that transportation planning and project development comply with federal nondiscrimination and equity requirements. This responsibility extends to state departments of transportation and regional planning organizations, such as SVATS, involved in the planning and programming of federal transportation funds. These requirements emphasize the following principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Disproportionately high and adverse effects refer to the totality of significant individual or cumulative human health or environmental impacts, including related social and economic effects. These impacts may include, but are not limited to, bodily impairment, illness or death; air, noise, and water pollution; soil contamination; disruption of natural or human-made resources; loss of aesthetic values; disruption of community cohesion or economic vitality; reduced access to facilities and services; vibration; adverse employment impacts; displacement of residents, businesses, farms, or nonprofit organizations; increased traffic congestion; or the isolation or separation of populations within a community.

A disproportionately high and adverse effect may occur when:

1. The impact is predominantly borne by a minority population or a low-income population; or

2. The impact on a minority or low-income population is more severe or greater in magnitude than the impact experienced by non-minority or higher-income populations.

The SVATS MPO is responsible for planning and programming federal transportation funds within Mercer County. As part of this responsibility, SVATS evaluates whether transportation investments could result in disproportionately high and adverse impacts on minority or low-income populations and ensures that affected communities have opportunities to participate in the transportation planning process. The following analysis describes the methods used to evaluate these considerations.

Core Elements—An Approach for Pennsylvania Planning Partners

In April 2019, the FHWA PA Division, FTA Region III, PennDOT Central Office, PennDOT Engineering District 8-0, and six MPOs within District 8-0 Pennsylvania, jointly developed the South-Central Pennsylvania Environmental Justice Unified Process and Methodology Guide. This was developed to help these agencies collaboratively analyze potential impacts to various populations in a straightforward manner. This guidance was then shared with the remaining MPOs and Regional Planning Organizations (RPOs) for consideration of their future programs including their respective Transportation Improvement Programs (TIP) and the Long-Range Transportation Plans (LRTP).

The Guide outlines several strategies for accomplishing the core elements of an analysis acceptable to FHWA and FTA. The Guide identifies specific core activities that MPOs in Pennsylvania should complete in a Community Demographic Analysis (CDA). Although the guide encourages some level of standardization and best-practices, it also allows for tailored approaches between different MPOs and RPOs. To this point, the guide provides an incremental approach to follow, with consideration given to variances in regional staff

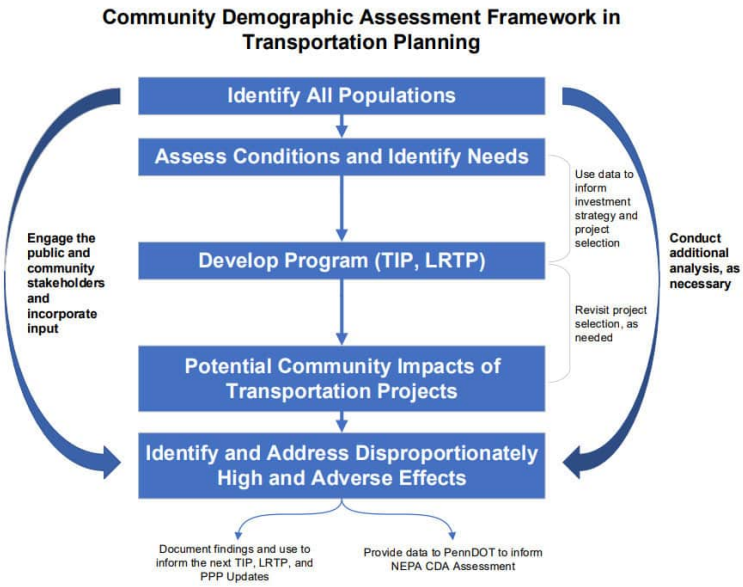

Figure 1. South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide

expertise and regional needs. The guide provides a number of strategies and tools to support the core elements.

These Core Elements, which also correspond to the organizational structure of this document, are the:

1. Identification of all populations
2. Assessment of conditions and identification of needs
3. Evaluation of potential burdens and benefits
4. Identification and addressing of disproportionate and adverse impacts, which will inform future planning efforts

SVATS MPO's Approach to the Core Elements Methodology

Beginning with the 2021 SVATS LRTP, a much more robust process using the Core Elements approach was used to analyze new capital projects. Moreover, the MPO refined how it considers the methodology in its project selection criteria.

Like many MPOs across the Commonwealth, the vast majority of TIP projects are carryover asset-management projects (e.g. preserving pavement or improving bridges) and selection of these projects tends to be based on condition over other factors. However, for the new projects in the TIP and the LRTP, the CDA is an important consideration. Even on asset management projects, the CDA analysis allows us to ensure that new projects and the preservation of our overall system does not unfairly harm or underinvest in communities of lower income or higher minority rates.

The next four sections of this analysis demonstrates the SVATS MPO's current approach to meeting the Core Elements Methodology. Despite the aforementioned challenges and limitations, the analysis on the following pages includes several steps taken to continually improve the MPO's process.

Core Element #1—Identification of Sensitive Populations

In this analysis, two population groups are considered as sensitive—racial minority and low-income members of the population. Table 1 contains definitions used for the purposes of the analysis:

Table 1. Population Definitions

Population	Definition
Minority	Person who is: 1) Black/African American; 2) Hispanic or Latino; 3) Asian American; 4) American Indian/Native American and Alaskan Native; 5) Native Hawaiian and Pacific Islander
Below Poverty Level	Person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines
White alone	Person who is White only
Above Poverty Level	Person whose median household income is above the U.S. Department of Health and Human Services poverty guidelines

Data

Within this analysis, multiple data sources were use and each has its advantages and limitations:

- U.S. Census Data 2020—Census data that was available only for certain communities within Mercer County and was not available at a Block Group or Census Tract level of geography. Moreover, as has been the case since 2010, the decennial census does not provide any data on income. Census data is highly accurate, as the entire population is attempted to be counted.
- American Community Survey (ACS) 5-Year Estimates, 2019-2023 —ACS data contains a much larger margin of error than census data but is available for many different metrics and is updated on a much more frequent basis. Statistics from the ACS are taken from samplings of the population each year and are grouped into a five-year rolling average. Due to the smaller sample sizes, these are considered rough estimates. Income data is collected purely through the ACS.

To ensure that minority and low-income data are collected with the same methodology and during the same timeframe, 2019-2023 ACS data is used as the primary data source for this analysis. 2010 and 2020 Census data is used as an additional way of analyzing the minority population in comparison with the ACS data. Some of the higher-level ACS demographic data relating to this analysis is shown below on the table below.

Table 2. Mercer County Race and Ethnicity Data

Mercer County Race & Ethnicity (2019-2023 ACS)	Count	Percent
Total Population	109,852	-
Not Hispanic or Latino	108,101	98.41%
White alone	97,305	88.58%
Black or African American alone	6,015	5.48%
American Indian and Alaska Native alone	76	0.07%
Asian alone	673	0.61%
Native Hawaiian and Other Pacific Islander alone	20	0.02%
Some other race alone	358	0.33%
Two or more races	3,654	3.33%
Hispanic or Latino	1,751	1.59%
Hispanic or Latino, White alone	432	0.4%
Minority	**12,547**	**11.4%**

The prevalence of minority and low-income populations was analyzed at a U.S. Census Tract Block Group level of geography. Typically, Census Tracts (CTs) correspond to some degree with municipal borders. A more populous municipality might have several CTs within its jurisdictional boundaries, while very rural municipalities may share one CT. Most CTs contain several Block Groups (BGs). The borders of BGs often correspond to more significant geographical borders that separate neighborhoods. Examples include waterways, railroad tracks, and more significant roadways (such as arterials or collector roads). All of these can also correspond to CTs. Within BGs, there can be numerous blocks. A “block” is simply an area surrounded completely by roads. In an urban area, city blocks are commonplace, while blocks may be much larger in suburban or rural areas with fewer roads and/or no-outlet streets. Getting down to this level of geography can provide many inconsistencies, and data is not always available at this level. Therefore, CT BGs were the most practical and detailed level of data available for this analysis.

Minority Population

According to the 2019-2023 American Community Survey 5-Year Estimates, Mercer County’s minority rate is 11.4% of the entire population. This rate was 8.97% during the 2010 Census and 11.13% during the prior (2018-2022) 5-year rolling average. There is

2010 Census and 11.13% during the prior (2018-2022) 5-year rolling average. There is a tremendous geographic variance in the minority rate within the county. Areas of highest minority populations are found in portions of the Shenango Valley—the geographic area that includes the urbanized cluster of municipalities in the southwestern portion of Mercer County. Much of the City of Farrell and portions of the City of Sharon have minority rates well above the county average. In Mercer County, the black population (6,015, or 5.4%) is by far the largest minority population. Figure 2 shows the geographic distribution of the minority population within Mercer County.

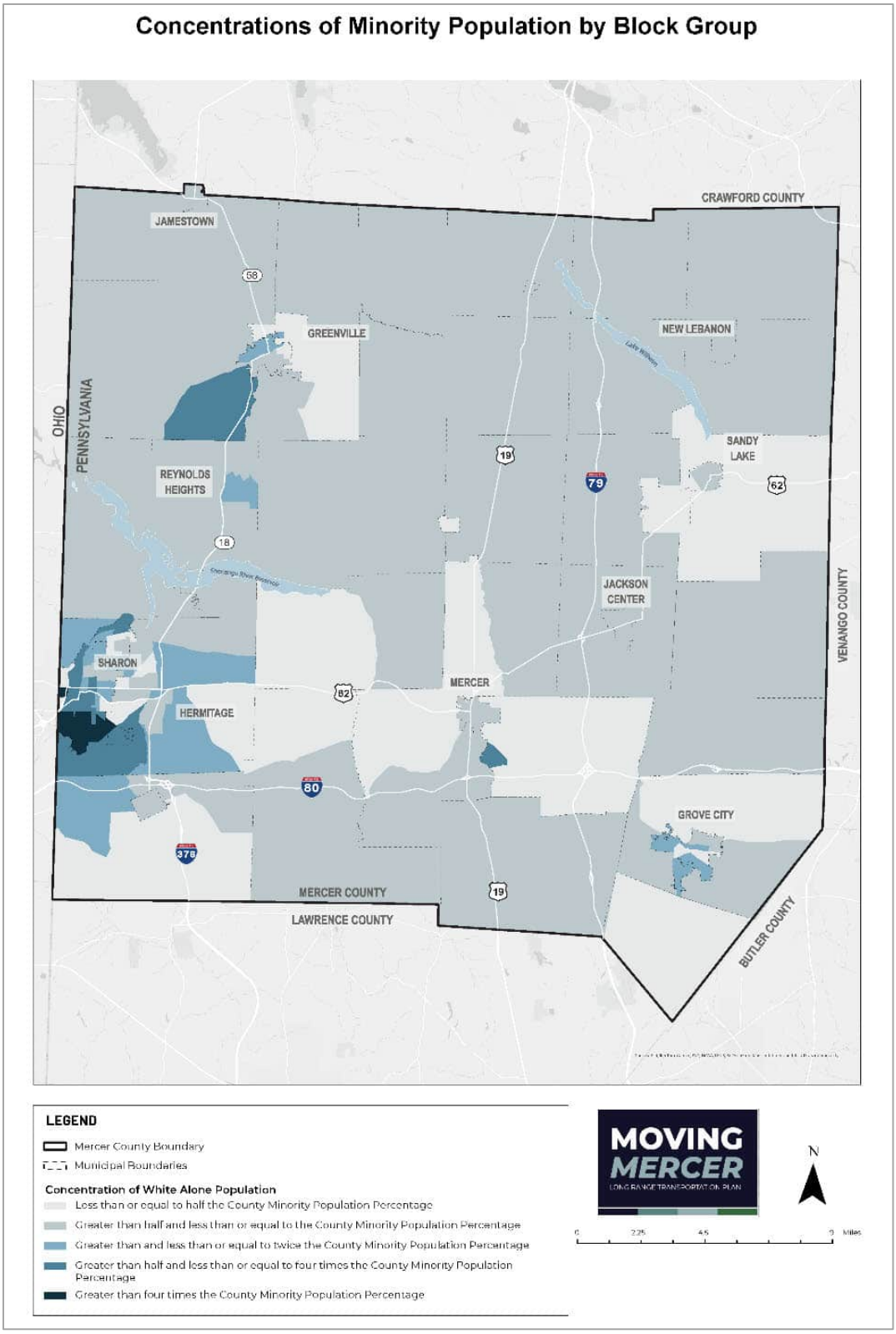

Figure 2. Concentrations of Minority Population by Block Group

Below Poverty Level Population

Data from the United States Census Bureau American Community Survey (ACS) Five-Year Estimates (2019–2023) indicate that approximately 13,135 residents in Mercer County, or 12.8 percent of the population, have incomes below the federal poverty level. Poverty rates vary across the county, with higher shares generally occurring in several of the county's more populated municipalities and lower overall rates observed in many rural townships and smaller boroughs.

For purposes of transportation planning analysis, poverty status was reviewed at the census block group level using ACS Five-Year Estimates (2018–2022). The population used for poverty calculations (103,728 individuals) differs from the county's total population estimate because the Census Bureau calculates poverty status only for the ACS poverty universe, which excludes certain institutional and group-quarters populations. Consistent with federal guidance, all percentages in this analysis are based on the population included in the ACS poverty dataset.

Of the 115 block groups in Mercer County, 51 block groups report poverty rates above the countywide average. These areas contain an estimated 40,436 residents, representing approximately 39 percent of ACS poverty universe population. Figure 3 shows the geographic distribution of the below poverty level population within Mercer County.

This data are used to help identify areas where additional outreach and evaluation may be appropriate to ensure that transportation planning activities provide fair access to transportation benefits and do not result in disproportionately high and adverse effects on populations with lower household incomes.

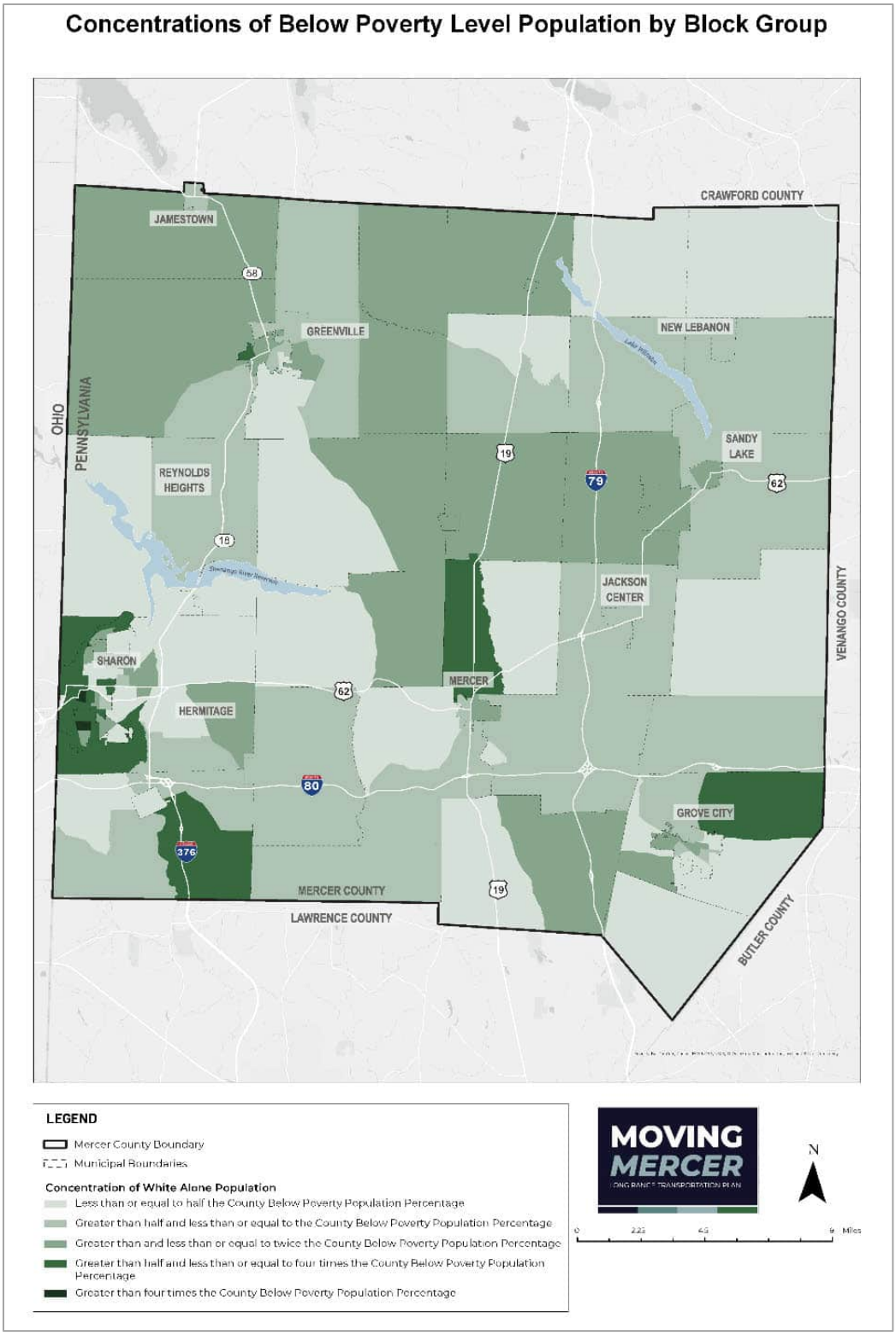

Figure 3. Concentrations of Below Poverty Level Population by Block Group

Poverty Among Minorities

Table 3 shows how poverty rates vary among different racial groups within Mercer County. This is most meaningful when looking at White and Black populations, and significantly less meaningful for minority racial groups that are small in number. For example, there is a 0% poverty rate amongst the county's Native Hawaiian or Pacific Islander population but only 16 residents identify as Native Hawaiian or Pacific Islander in Mercer County. Particularly noteworthy is that Mercer County's Black population has a poverty rate over four times higher than what exists for the White population.

Table 3. Poverty Level among Racial/Ethnic Minority Groups

Below Poverty Level among Racial/Ethnic Minority Groups Mercer County (2019-2023 ACS)	Total Population	Low-Income Population	Percent
White Alone	92,034	10,152	11.0%
White Alone, Not Hispanic or Latino	91,700	10,038	10.9%
Black or African American Alone	5,475	2,073	37.9%
American Indian and Alaska Native Alone	98	5	4.9%
Asian Alone	602	70	11.6%
Native Hawaiian and Other Pacific Islander Alone	16	0	0.0%
Some Other Race Alone	669	138	20.6%
Two or More Races	4,106	697	17.0%
Hispanic or Latino Origin (of any race)	1,469	407	27.7%

As illustrated in the data, there is greater representation of low-income residents in minority populations. This is particularly important to be mindful of, both when programming decisions are made (e.g. making sure investment occurs in such areas) and as project scopes are refined (e.g. making a concerted effort to take into consideration any particular needs that may exist among these members of the population through PennDOT Connects and other public involvement processes).

Other Potentially Disadvantaged Populations

While the focus of this CDA is on race and income, several other indicators might be used to understand differences across the county population. While this document does not dive into further analysis, it is important to consider indicators such as those listed in Table 4 when equity is brought into the planning and programming process. There are additional factors that impact how people interact with the transportation network and

their mobility needs. Simultaneously, these factors can affect the ways people are able to engage with the public involvement process.

Table 4. Disadvantaged Populations

Other Disadvantaged Populations (2019-2023 ACS)	Count	Percent
Limited English Proficiency (LEP)	1,573	1.5%
Persons with a Disability	18,417	17.0%
Elderly (65 years or older)	24,927	22.7%
Housing Units with No Vehicle	4,421	9.6%
Below Poverty Level Households	5,928	12.9%
Housing Units with No Computer	4,799	10.4%
Housing Units with No Broadband Subscription	7,186	15.6%

White Alone Population

According to the American Community Survey (ACS) Five-Year Estimates (2019–2023), 97,305 residents are White alone, or 88.6% of the county's total population. Of this group, 10,152 (11.0%) are below the poverty level. Overall, in most of Mercer County's rural communities, particularly in the eastern portion of the county, the white population makes up a higher population share. In contrast, the percentage of the population that identifies as white is lower in urban areas such as Sharon and Farrell. The Shenango Valley region of the county shows the lowest concentration of the White alone population. Figure 4 shows the geographic distribution of the white alone population within Mercer County.

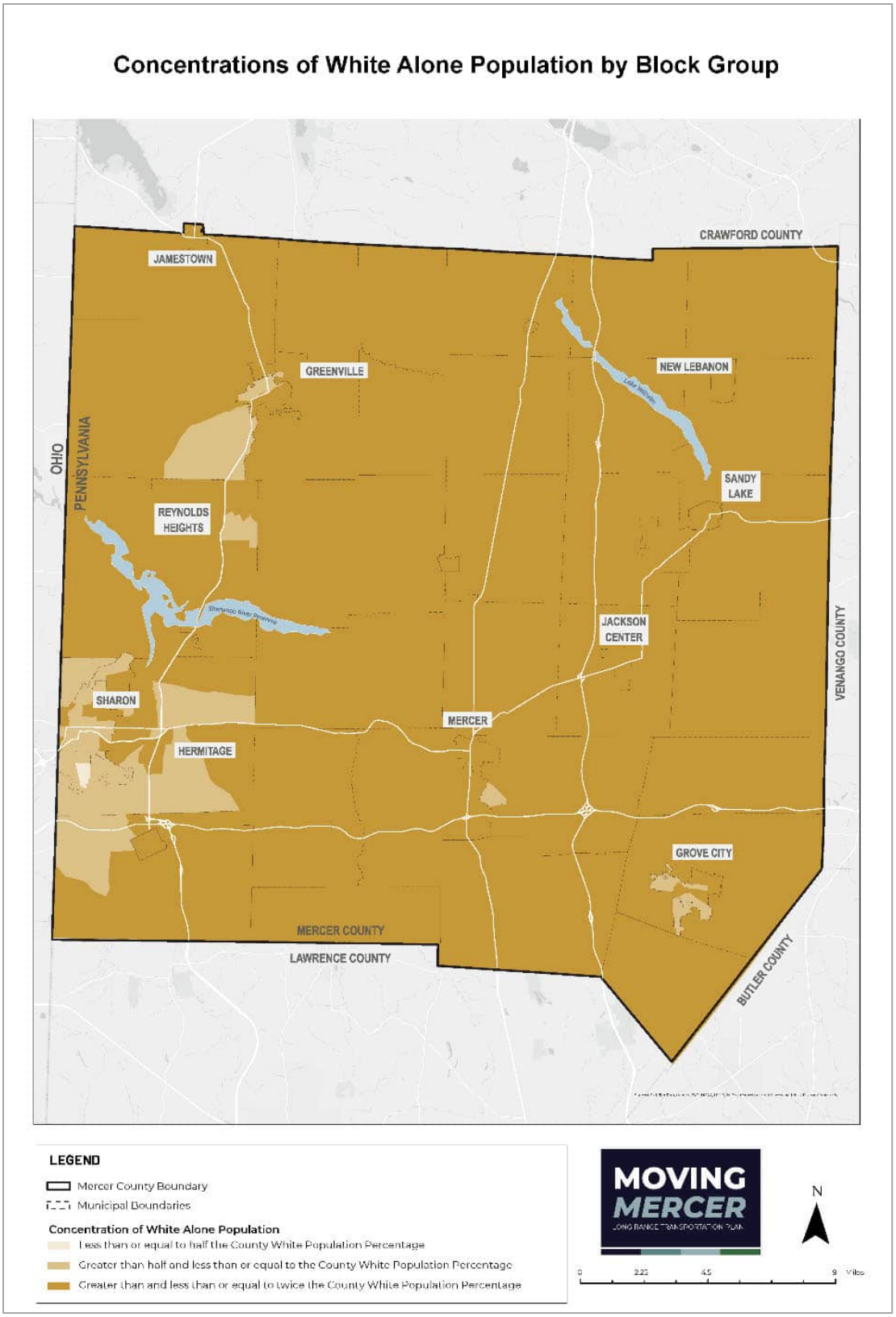

Figure 4. Concentrations of White Alone Population by Block Group

Above Poverty Level Population

According to the 2019-2023 American Community Survey 5-Year Estimates, 89,870 residents of Mercer County are above the poverty level, or 87.2% of the population. The concentration of this population is relatively evenly dispersed throughout the County, although it should be noted that communities in the Shenango Valley region (southwest) have a lower concentration comparatively. The eastern portion of the county displays a stronger concentration of above poverty level populations. Figure 5 shows the geographic distribution of the above poverty level population within Mercer County.

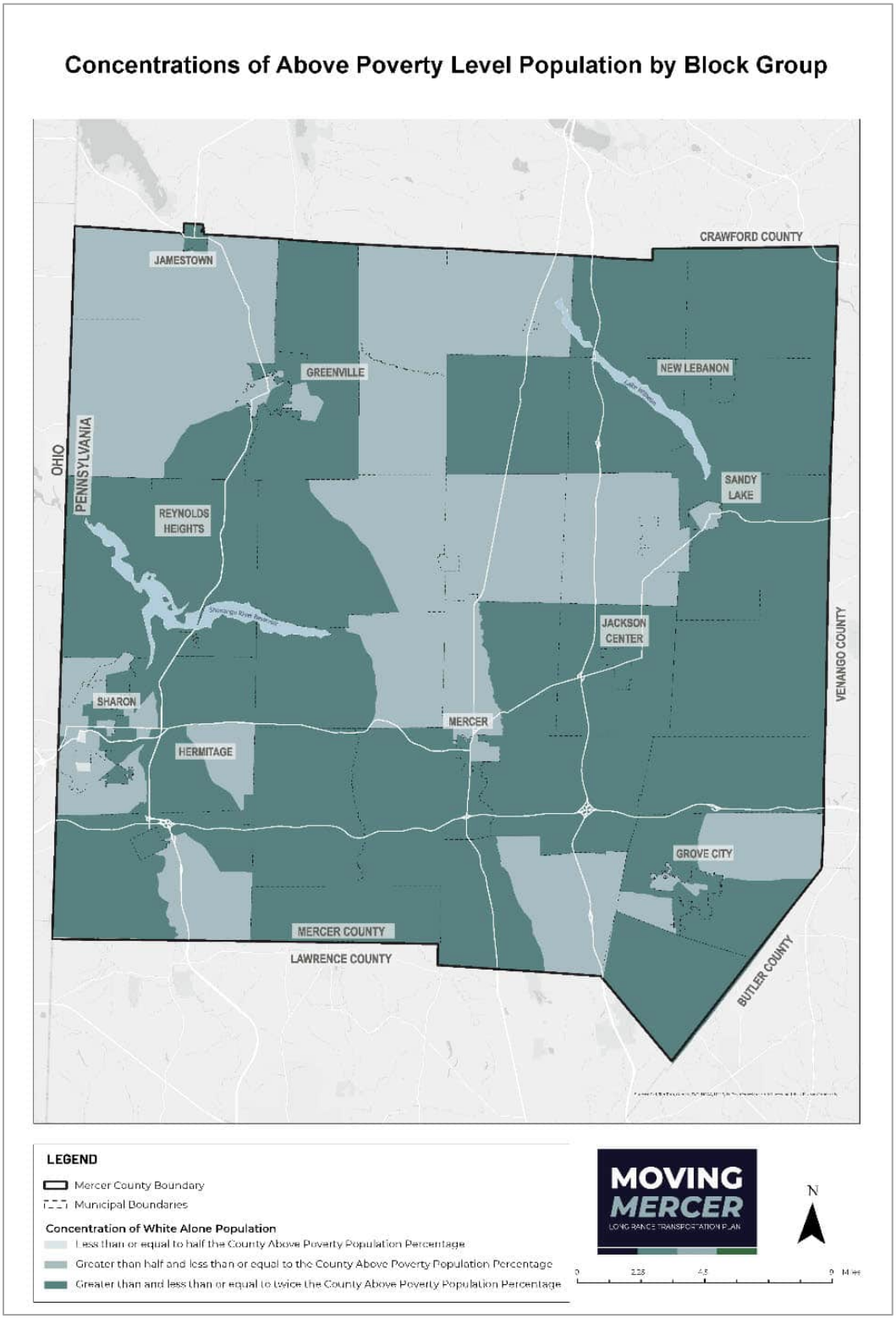

Figure 5. Concentrations of Above Poverty Level Population by Block Group

Core Element #2—Assessment of Conditions and Identification of Needs

The following section assesses the performance and condition of transportation assets in Mercer County, relative to the prevalence of low-income and minority populations. The following information can be used to determine the unmet needs and any gaps in the transportation system and its investment.

A series of maps and data were created to provide a snapshot of transportation asset conditions and safety needs throughout the county. The information analyzed includes the following five components, and the correlation of each with populations defined as minority and low-income:

Table 5. Conditions and Safety Needs Analyzed

Metric	Description of What Is Analyzed
Pavement Condition	Excellent (best) and Poor (worst), based on International Roughness Index (IRI) ranking
Bridge Condition	Poor (worst), based on International Bridge Inventory (NBI) ranking (0-4 out of 9 pt scale)
Bike/Ped Crashes	Location of each occurrence, based on 5 years of data (2019-2023)
Injury/Fatal Crashes	Location of each occurrence, based on 5 years of data (2019-2023)
All Reportable Crashes	Location of each occurrence, based on 5 years of data (2019-2023)

Data is analyzed using the County Minority and Low-Income Intervals. The intervals correspond to areas of the county that are less than, equal to, or greater than the county-wide population percentage makeup of minority and below poverty level populations.

Table 6. Minority Population Intervals

Interval ID	Minority Population Percentage = 11.4%
Mercer 1	Less than or equal to half county minority population percentage
Mercer 2	Greater than half and less than or equal to county minority population percentage
Mercer 3	Greater than county minority population percentage and less than or equal to twice to the county minority population percentage
Mercer 4	Greater than twice and less than or equal to four times the county minority population percentage
Mercer 5	Greater than four times the county minority population percentage

Table 7. Below Poverty Level Intervals

Interval ID	Below Poverty Level Population Percentage = 12.8%
Mercer 1	Less than or equal to half county low-income population percentage
Mercer 2	Greater than half and less than or equal to county low-income population percentage
Mercer 3	Greater than county low-income population percentage and less than or equal to twice to the county low-income population percentage
Mercer 4	Greater than twice and less than or equal to four times the county low-income population percentage
Mercer 5	Greater than four times the county low-income population percentage

Table 8 displays data for each of the five intervals for low-income and minority data. Each ascending interval has a greater share of low-income or minority people. The county totals have slight differences because the data is based on 2019-2023 ACS data that uses sampling and, therefore, provides estimates rather than exact values. Additionally, while the values listed in each table are rounded, the percentages consider the original unrounded value, so not all percentages will appear exactly mathematically accurate.

Table 8. Below Poverty Level and Minority Population Interval Data

County Low Income Interval ID	Below Poverty Level Population	Interval Population	Below Poverty Level Percent of Interval Population	County Minority Interval ID	Minority Population	Interval Population	Minority Percent of Interval Population
Mercer 1	1,166	38,034	3.1%	**Mercer 1**	1,252	49,861	2.5%
Mercer 2	2,408	30,125	8.0%	**Mercer 2**	2,451	27,992	8.8%
Mercer 3	4,632	27,520	16.8%	**Mercer 3**	2,807	18,238	15.4%
Mercer 4	4,423	13,379	33.1%	**Mercer 4**	3,618	9,900	36.5%
Mercer 5	506	744	68.0%	**Mercer 5**	2,419	3,861	62.7%
Total	**13,135**	**109,852**	**12.0%**	**Total**	**12,547**	**109,852**	**11.4%**

Pavement Condition

Table 9 displays data about Mercer County's pavement condition in regard to minority populations. As can be seen from the first table below, the overall percent of poor International Roughness Index (IRI) increases as the share of minority population

increases. Although Interval 5, the highest minority interval has no Federal Aid Segment Miles, the next two intervals (Intervals 3 and 4) have a higher percentage of poor pavement than the county overall. High minority areas have a significantly less proportion of excellent pavement condition than Interval 1 and Mercer County's overall portion of excellent pavement.

Table 9. Pavement Conditions by Minority Population Interval

County Minority Interval ID	Total Federal Aid Segment Miles	Excellent IRI	Percent Excellent IRI	Poor IRI	Percent Poor IRI
Mercer 1	247.7	191.4	77.3%	3.3	1.3%
Mercer 2	99.8	72.1	72.2%	0.7	0.7%
Mercer 3	37.9	17.8	46.9%	2.8	7.3%
Mercer 4	8.8	5.0	56.5%	0.8	9.6%
Mercer 5	0.0	0.0	0.0%	0.0	0.00%
Total	**394.3**	**286.2**	**72.6%**	**7.6**	**1.9%**

As can be seen in Table 10, the three highest below poverty level intervals have significantly higher shares of poor IRI than areas with less poverty and the entire county. Interval 5 also has no pavement with excellent IRI.

Table 10. Pavement Condition by Below Poverty Level Interval

County Below Poverty Level Interval ID	Total Federal Aid Segment Miles	Excellent IRI	Percent Excellent IRI	Poor IRI	Percent Poor IRI
Mercer 1	107.4	74	68.9%	1.1	1.0%
Mercer 2	185.7	133.8	72.1%	1.1	0.6%
Mercer 3	92.3	72.3	78.4%	2.0	2.2%
Mercer 4	25.0	16.3	65.3%	1.4	5.8%
Mercer 5	2.5	0	0.0%	0.8	33.6%
Total	**412.9**	**296.5**	**71.8%**	**6.5**	**1.6%**

Interval 4 has significantly higher portions of pavement with poor IRI than compared to the other intervals, aside from Interval 5 of the poverty rates table. While it cannot be assumed that these areas overlap, Figures 6 and 7 display high volumes of poor

pavement conditions in the areas with the highest concentrations of low-income and minority populations, especially in the most urban areas of Mercer County. The pavement IRI data demonstrates that both areas with high minority rates and areas with high poverty rates require investment.

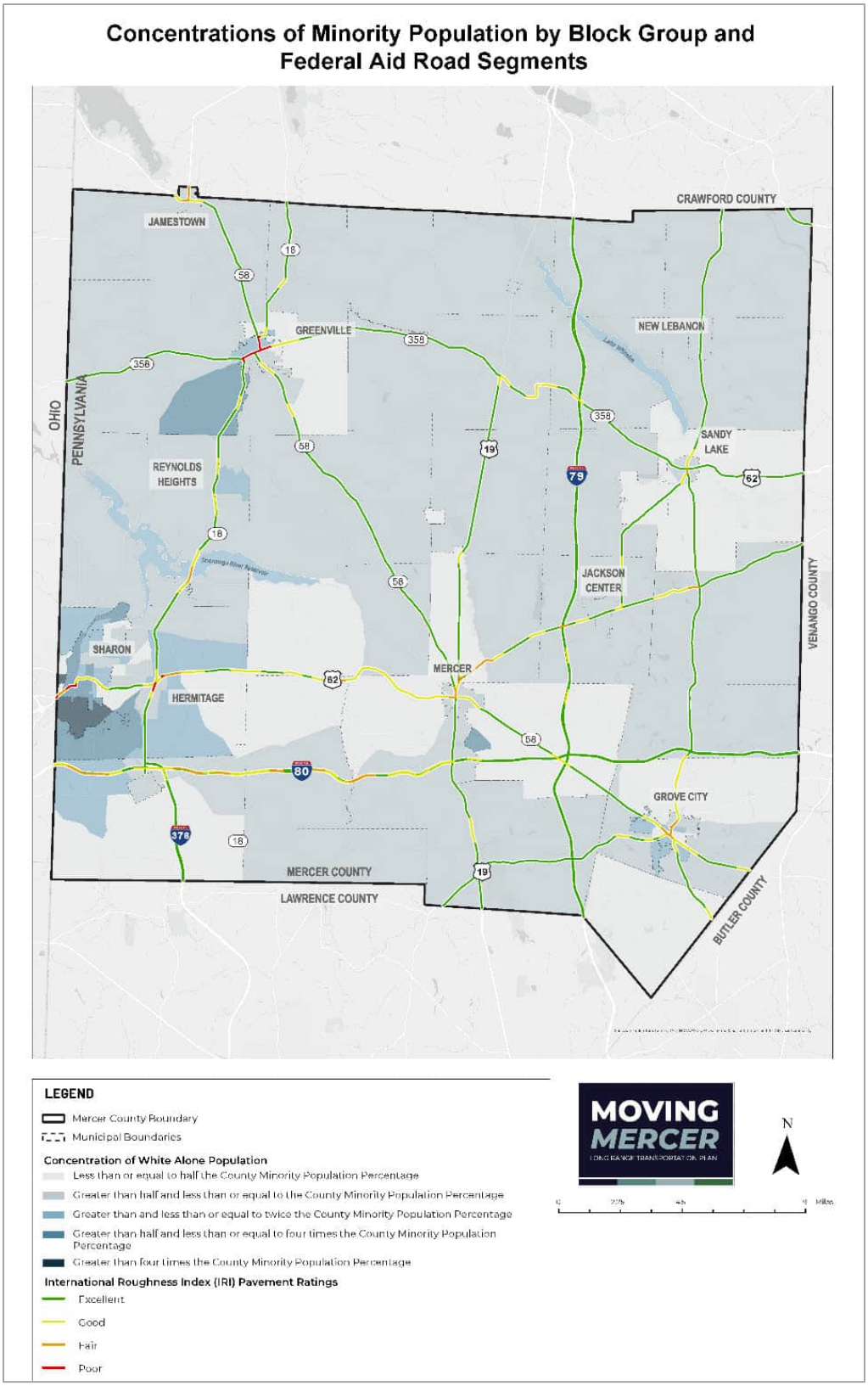

Figure 6. Concentrations of Minority Population by Block Group and Federal Aid Road Segments

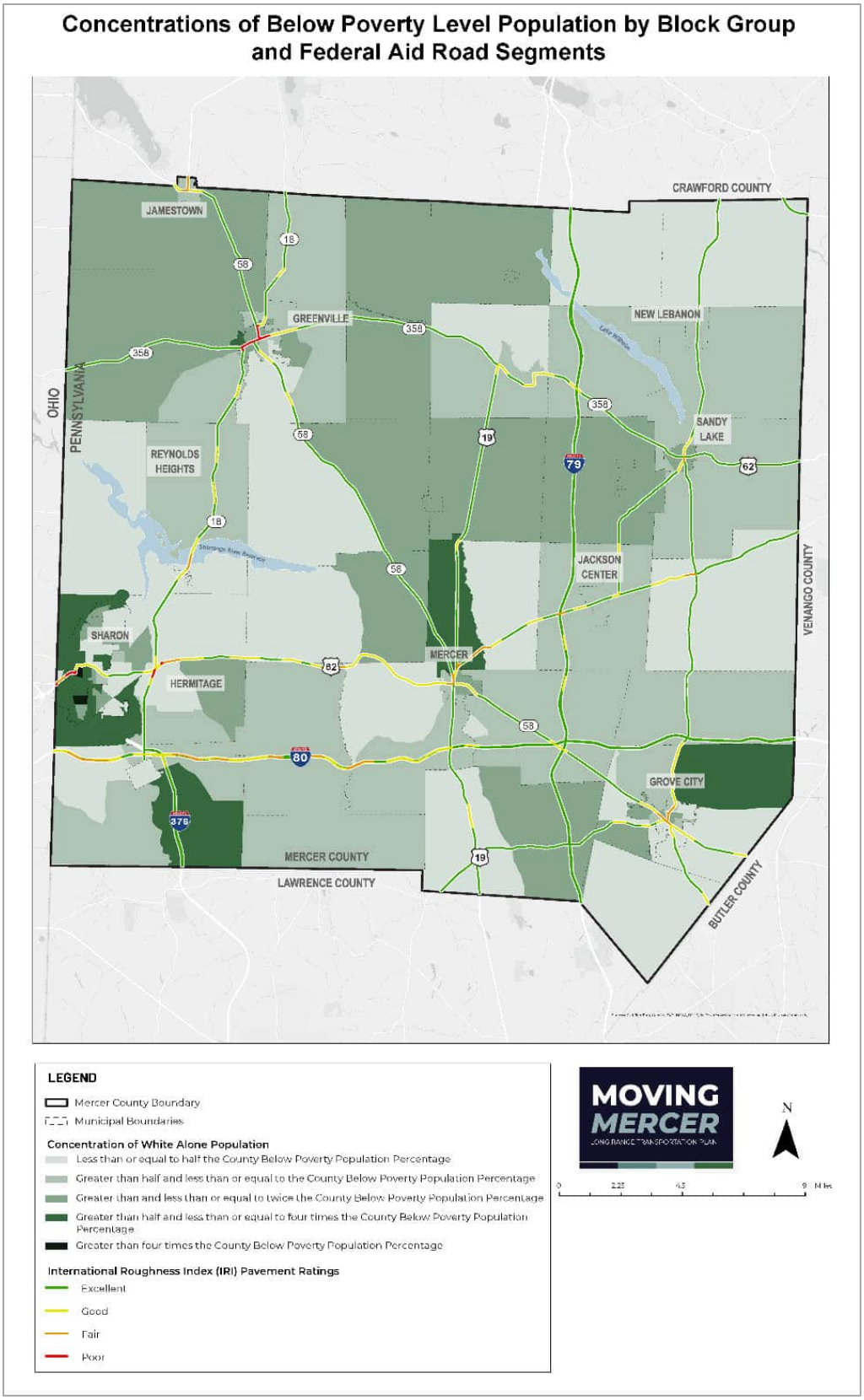

Figure 7. Concentrations of Below Poverty Level Population and Federal Aid Road Segments

Bridge Condition

Table 11. Bridge Condition by Minority Population Interval

County Minority Interval ID	Bridge Count	Bridges in Good Condition	Percent Bridges in Good Condition	Bridges in Fair Condition	Percent Bridges in Fair Condition	Bridges in Poor Condition	Percent Bridges in Poor Condition
Mercer 1	653	220	33.7%	245	37.5%	72	11.0%
Mercer 2	218	73	33.5%	74	33.9%	23	10.6%
Mercer 3	68	18	26.5%	21	30.9%	8	11.8%
Mercer 4	39	12	30.8%	22	56.4%	4	10.3%
Mercer 5	1	0	0.00%	1	100.0%	0	0.00%
Total	**979**	**223**	**33.0%**	**292**	**37.1%**	**75**	**10.9%**

Table 12. Bridge Condition by Below Poverty Level Interval

County Below Poverty Level Interval ID	Bridge Count	Bridges in Good Condition	Percent Bridges in Good Condition	Bridges in Fair Condition	Percent Bridges in Fair Condition	Bridges in Poor Condition	Percent Bridges in Poor Condition
Mercer 1	297	101	34.0%	112	37.7%	31	10.4%
Mercer 2	388	112	28.9%	144	37.1%	42	10.8%
Mercer 3	231	81	35.1%	82	35.5%	32	13.9%
Mercer 4	69	27	39.1%	26	37.7%	10	14.5%
Mercer 5	4	2	50.0%	2	50.0%	0	0.00%
Total	**989**	**323**	**32.7%**	**366**	**37.0%**	**115**	**11.69%**

The state of Mercer County's bridges shows a slightly different picture than its pavement condition. The lowest amount bridges is in areas of Interval 5. Table 11 shows areas with a minority rate higher than the county poverty rate have a similar share of bridges in poor condition as areas with low minority concentrations, although the overall number of bridges in high minority areas is lower. Table 12 shows that as poverty increases, so does the percent of bridges in poor condition, although this number falls to zero percent in the fifth interval due to low bridge count. Areas with the highest poverty rates have fewer local funds to address bridge conditions. Thus, it is important to consider demographic analysis when allocating funding for bridge infrastructure.

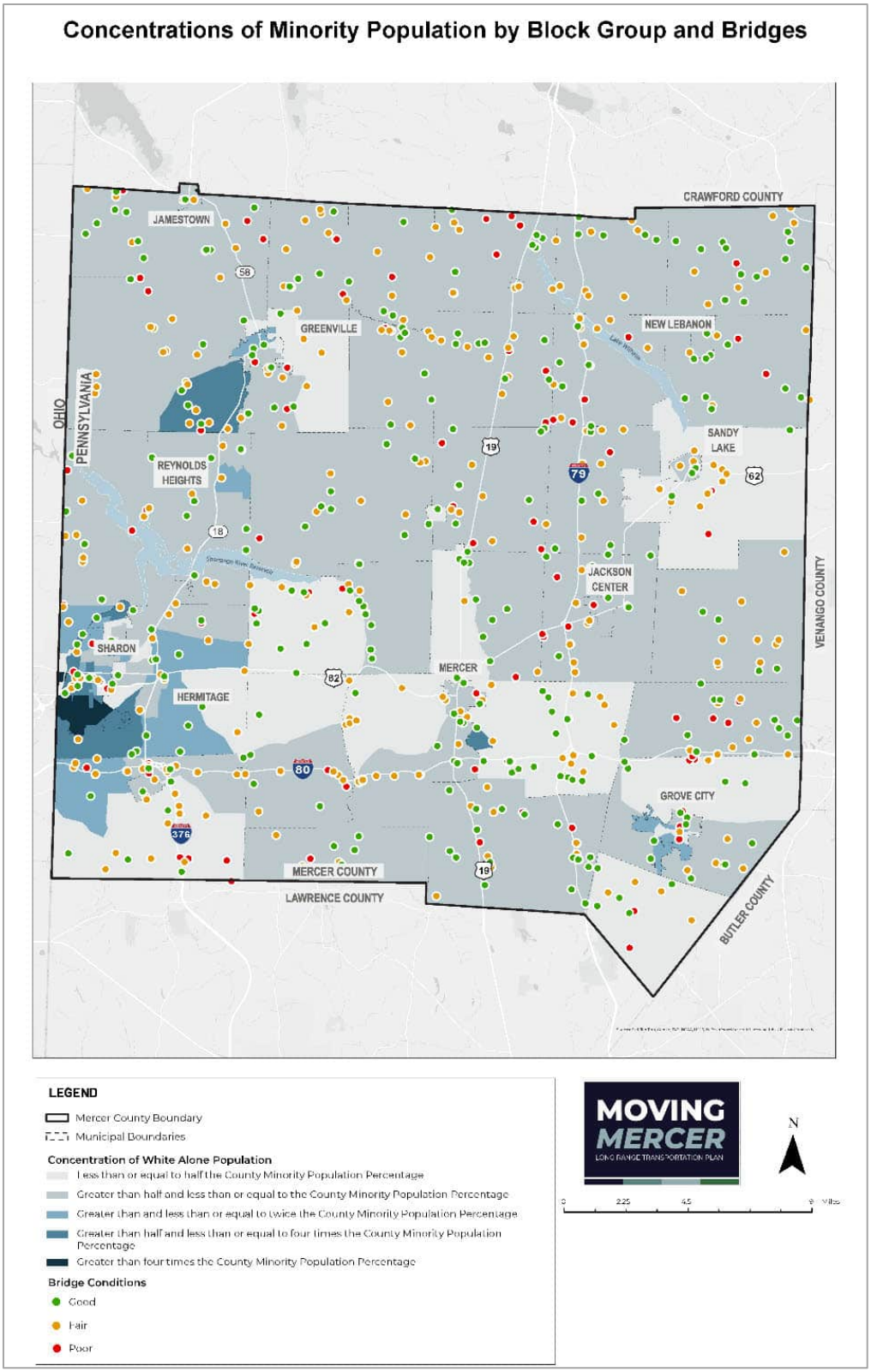

Figure 8. Concentrations of Minority Population by Block Group and Bridges

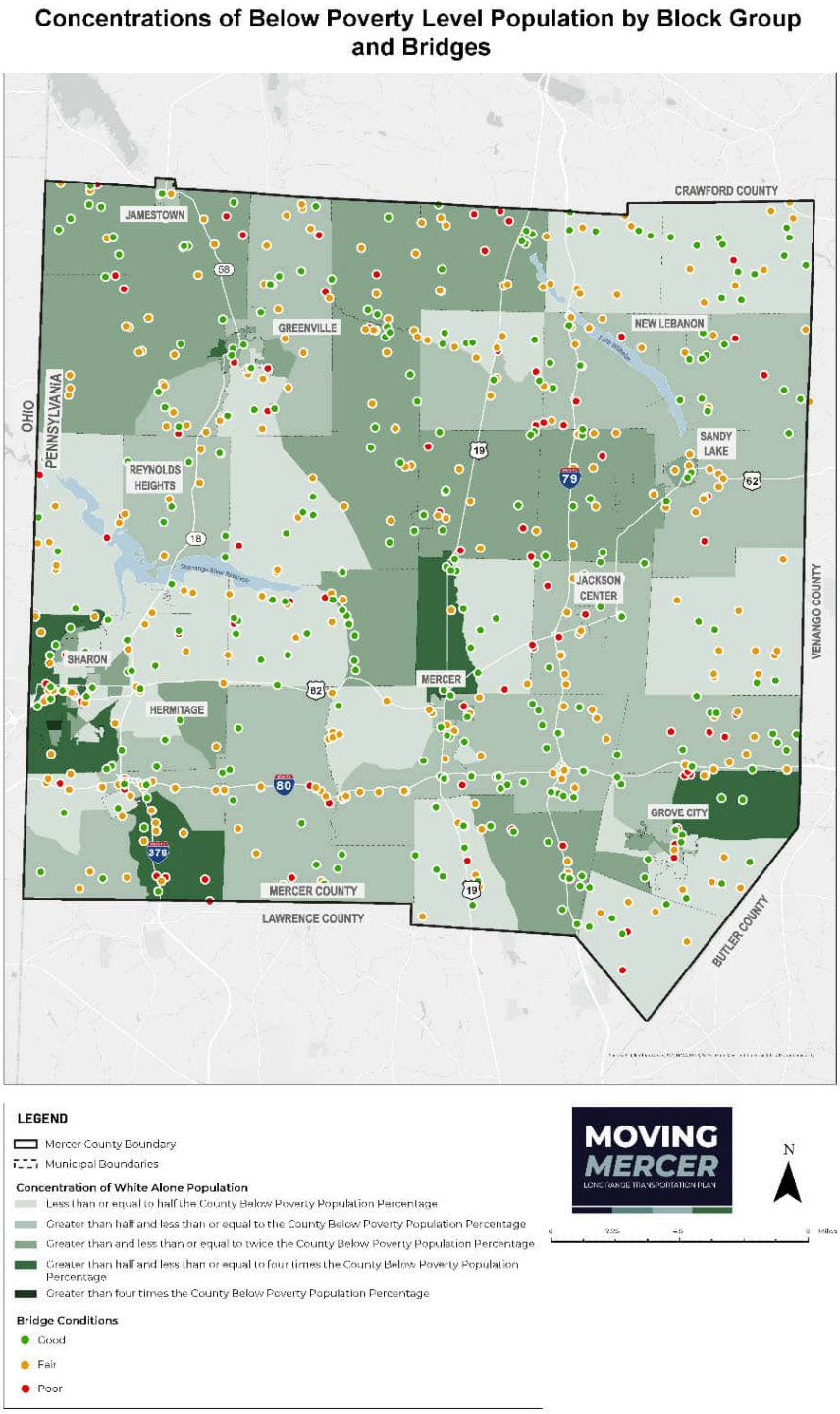

Figure 9. Concentrations of Below Poverty Level Population and Bridges

Crashes

Table 13. Crashes by Minority Population Interval

County Minority Interval ID	Pop.	% of County Pop.	Total Reportable Crashes	% Reportable Crashes	Suspected Serious Injuries Crashes	% Suspected Serious Injuries Crashes	Crash Fatalities	%Crash Fatalities
Mercer 1	49,861	45.4%	1,937	50.5%	80	58.0%	27	62.8%
Mercer 2	27,992	25.5%	856	22.3%	28	20.3%	10	23.3%
Mercer 3	18,238	16.6%	573	14.9%	12	8.7%	4	9.3%
Mercer 4	9,900	9.0%	342	8.9%	11	8.0%	1	2.3%
Mercer 5	3,861	3.5%	131	3.4%	7	5.1%	1	2.3%
Total	**109,852**	**100.0%**	**3,839**	**100.0%**	**138**	**100.0%**	**43**	**100.0%**

Table 13 shows mixed results for Mercer County's transportation system in relation to high minority areas. The areas of the county with an above-average minority rate (Intervals 3,4, and 5) make up over a quarter of the population (29.1%), and they experience just over a quarter of total crashes (27.2%). The same area experiences 21.8% of serious injuries and 13.9% of crash fatalities, both lower than its share of the population. The area with the highest minority concentration (Interval 5) has higher injuries (5.1%) but lower crash fatalities (2.3%) as compared to its share of the population (3.5%). Intervals 3 and 4 each have lower percentage of crashes, injuries, and fatalities than their share of the population. Interval 1 experienced the highest portion of the county's crash fatalities (62.8%). Overall, the data shows that minority populations are not adversely impacted by Mercer County's transportation system.

Table 14. Crashes by Below Poverty Level Interval

County Below Poverty Level Interval ID	Pop.	Percent of County Pop.	Total Reportable Crashes	Percent Total Reportable Crashes	Suspected Serious Injuries Crashes	Percent Suspected Serious Injuries Crashes	Fatalities Crashes	Percent Fatalities Crashes
Mercer 1	49,861	45.4%	1,937	50.5%	80	58.0%	27	62.8%
Mercer 2	27,992	25.5%	856	22.3%	28	20.3%	10	23.3%
Mercer 3	18,238	16.6%	573	14.9%	12	8.7%	4	9.3%

Mercer 4	9,900	9.0%	342	8.9%	11	8.0%	1	2.3%
Mercer 5	3,861	3.5%	131	3.4%	7	5.1%	1	2.3%
Total	**109,852**	**100.0%**	**3,839**	**100.0%**	**138**	**100.0%**	**43**	**100.0%**

As depicted in Table 14, low-income areas experience 37.6% of the county's total share of crash fatalities and serious injuries and make up 37.9% of the total population; a near-exact match. Low-income Interval 3 has a higher share of serious injuries (26.4%) and fatalities (27.9%) than its share of the population (25.1%). This interval experiences the second-highest portion of the county's total fatalities. Areas of Mercer County with an above-average poverty rate (Intervals 3,4, and 5) constitute less of the total population (37.9%) than their share of serious injuries (38.2%) but more of the population than their crash fatalities (37.2%). The data shows a similar proportional impact of transportation accidents on poorer areas of the county. However, some action is needed to make improvements to the overall safety of the transportation system, especially regarding serious injuries in low-income areas.

Table 15. Pedestrian Crashes by Minority Population Interval

County Minority Interval ID	Pedestrians Involved in Crashes	Percent Pedestrians Involved in Crashes	Pedestrian Suspected Serious Injuries	Percent Pedestrian Suspected Serious Injuries	Pedestrian Fatalities	Percent Pedestrian Fatalities
Mercer 1	24	45.3%	7	63.6%	2	50.0%
Mercer 2	8	15.1%	1	9.1%	1	25.0%
Mercer 3	15	28.3%	1	9.1%	1	25.0%
Mercer 4	5	9.4%	2	18.2%	0	0.0%
Mercer 5	1	1.9%	0	0.0%	0	0.0%
Total	**53**	**100.0%**	**11**	**100.0%**	**7**	**100.0%**

Table 16. Bicycle Crashes by Minority Population Interval

County Minority Interval ID	Bicycle Involved in Crashes	Percent Bicycle Involved in Crashes	Bicycle Crashes, Suspected Serious Injuries	Percent Bicycle Crashes, Suspected Serious Injuries	Bicycle Crashes, Fatalities	Percent Bicycle Crashes, Fatalities
Mercer 1	7	53.8%	0	0.0%	0	0.0%
Mercer 2	3	23.1%	1	50.0%	0	0.0%
Mercer 3	3	23.1%	1	50.0%	0	0.0%
Mercer 4	0	0.0%	0	0.0%	0	0.0%
Mercer 5	0	0.0%	0	0.0%	0	0.0%
Total	**13**	**100.0%**	**2**	**100.0%**	**0**	**0.0%**

Table 15 shows that over a third of crashes involving pedestrians (39.6%) occur in areas with an above-average minority rate (Intervals 3, 4, and 5). This is significantly higher than the total population share of these areas (29.1%). Though the overall number of fatalities and serious injuries is small, a higher number of serious injuries and fatalities occurred in areas with lower-than-average minority rates. The data demonstrates that minorities face disproportionate impact regarding pedestrian safety, specifically when pedestrians are involved in crashes.

Mercer County was fortunate to have a very small number of crashes involving bicycles and had no bicycle-related fatalities. The majority of bicycle-related crashes occurred in low minority areas (76.9%), however, one of the two bicycle-involved crashes that resulted in serious injuries occurred in Interval 3. Given this data, it is vital to invest in transportation projects to improve safety, enhance recreational opportunities, protect the environment, and provide alternate modes of transport.

Table 17. Pedestrian Crashes by Below Poverty Level Interval

County Below Poverty Level Interval ID	Pedestrians Involved in Crashes	Percent Pedestrians Involved in Crashes	Pedestrian Suspected Serious Injuries	Percent Pedestrian Suspected Serious Injuries	Pedestrian Fatalities	Percent Pedestrian Fatalities
Mercer 1	18	36.7%	3	27.3%	1	20.0%
Mercer 2	2	4.1%	0	0.0%	1	20.0%
Mercer 3	16	32.7%	5	45.5%	1	20.0%
Mercer 4	13	26.5%	3	27.3%	2	40.0%
Mercer 5	0	0.0%	0	0.0%	0	0.0%
Total	**49**	**100.00%**	**11**	**100.00%**	**5**	**100.00%**

Table 18. Bicycle Crashes by Below Poverty Level Interval

County Below Poverty Level Interval ID	Bicycle Involved in Crashes	Percent Bicycle Involved in Crashes	Bicycle Crashes, Suspected Serious Injuries	Percent Bicycle Crashes, Suspected Serious Injuries	Bicycle Crashes, Fatalities	Percent Bicycle Crashes, Fatalities
Mercer 1	4	36.4%	1	50.0%	0	0.0%
Mercer 2	3	27.3%	1	50.0%	0	0.0%
Mercer 3	4	36.4%	0	0.0%	0	0.0%
Mercer 4	0	0.0%	0	0.0%	0	0.0%
Mercer 5	0	0.0%	0	0.0%	0	0.0%
Total	**20**	**100.0%**	**3**	**100.0%**	**0**	**0.0%**

As can be seen in Table 17, a majority (59.2%) of pedestrian-related crashes occurred in low-income areas despite these areas (Intervals 3, 4, and 5) making up just 37.9% of the population. These areas also experienced higher shares of pedestrian suspected serious injuries (72.8%) and pedestrian fatalities (60.0%) despite their lower share of the population. However, the overall number of injuries and fatalities was small and none occurred in Interval 5. The disproportional number of pedestrian crashes, injuries, and fatalities in impoverished areas emphasizes the importance of investment in these areas' pedestrian facilities though the low overall number of bicycle crashes in Mercer County suggests some success. While the majority of bicycle crashes occur in higher-

income areas, there are several ways that investing in bicycle infrastructure can serve low-income communities, especially for individuals who may not have access to a vehicle.

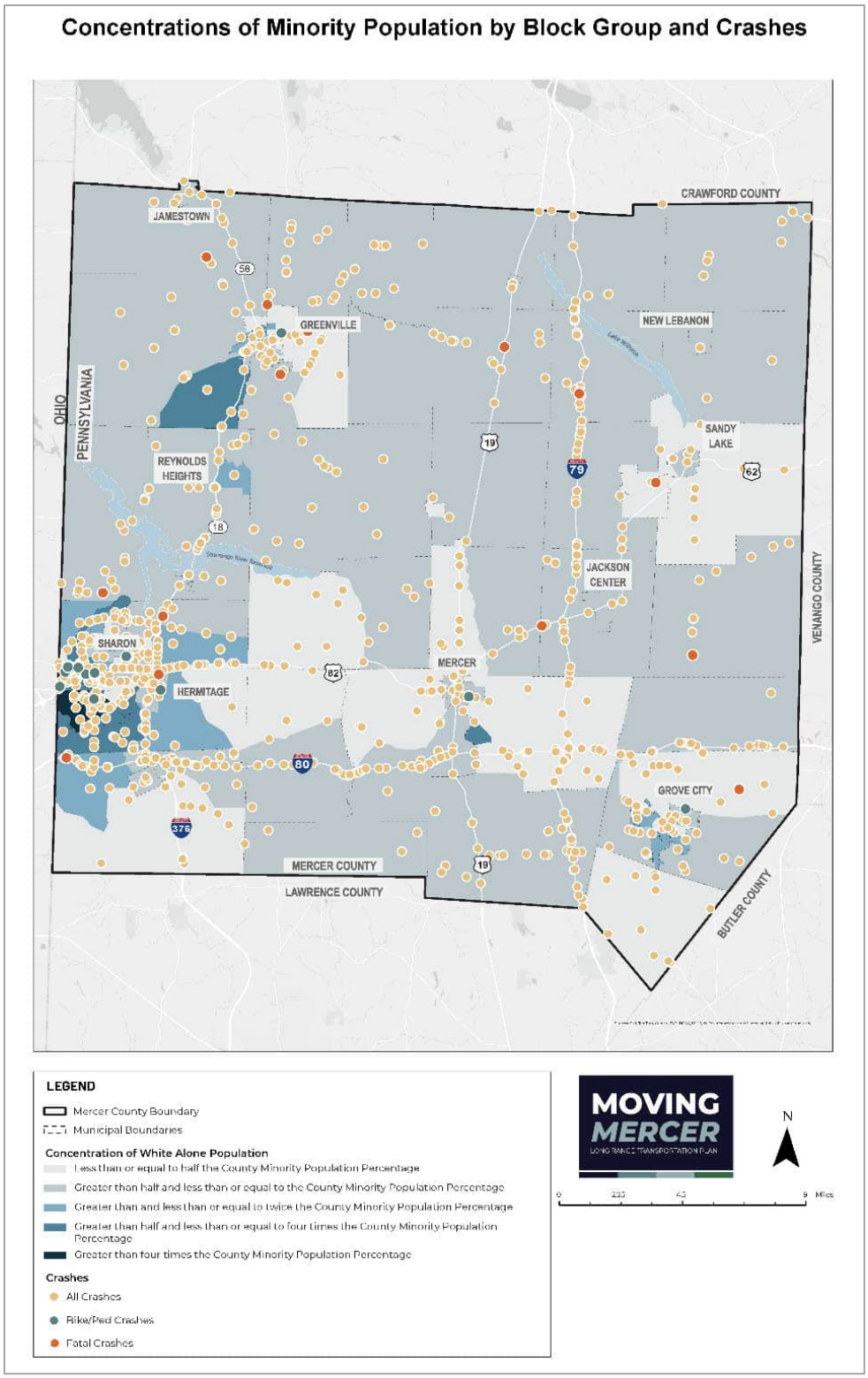

Figure 10. Concentrations of Minority Population by Block Group and Crashes

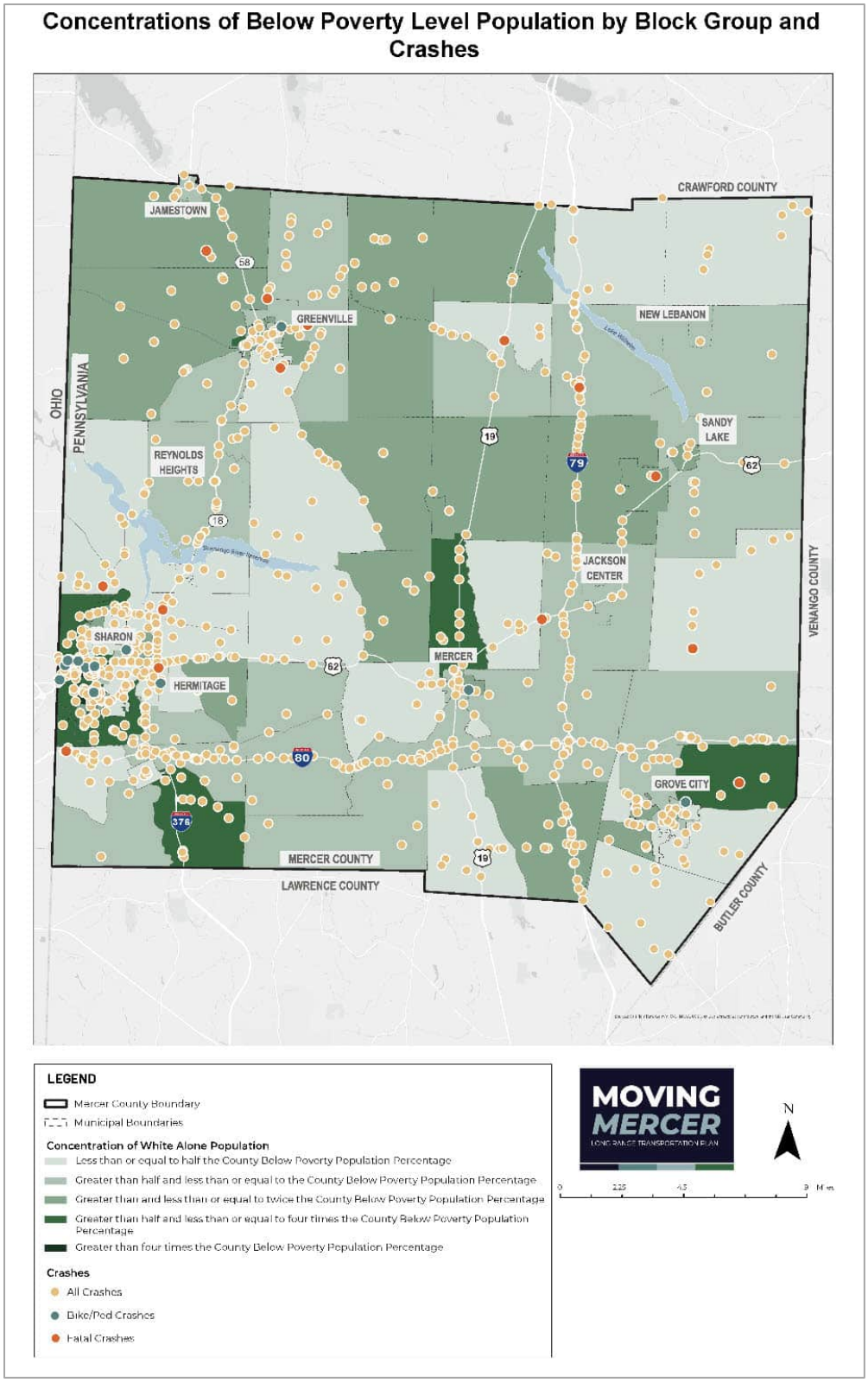

Figure 11. Concentrations of Below Poverty Level Population and Crashes

Summary of Core Element # 2

Condition: From this initial analysis, it appears there is needed investment in pavement condition. It should also be noted that the total mileage of poor-condition roadways is so low in Interval 5 that even one or two segments of roadway can easily change these metrics from inadequate investment to adequate investment. The initial analysis indicates that some areas of the county include roadway segments with pavement conditions that may benefit from continued maintenance and rehabilitation.

Bridge conditions show different trends than pavement conditions when examining areas of high poverty and high minority populations. Areas with high poverty do not have a disproportionately high number of bridges in Poor Condition; however, work needs to be done to address the higher rate of Poor Condition bridges in areas of high minority populations.

Safety: Crash data is also mixed. Pedestrian crashes and severity of pedestrian crashes are significantly higher in areas with higher minority and poverty populations. It is important to consider that many of the highest-minority and lowest-income populations in Mercer County reside in the more urbanized communities, such as Sharon, Farrell, and Greenville. While no data currently exists on the extent of bicycle and pedestrian activity, it is assumed that most pedestrian and bicycle activity across the county exists within these denser, more urbanized locations. These communities contain higher traffic volumes than smaller towns or rural areas as well. This data illustrates the opportunity for further investment in projects that lead to safer walking or bicycling conditions.

The overall rate of injury and fatal crashes is lower in areas with higher-than-average minority populations, as well as the above poverty level groups. The vast majority of the county's minority population and much of the lower-income populations live within the Shenango Valley, which itself has most of the county's busiest roads, the majority of the county's traffic signals, and many of the county's highest-crash corridors. Despite this, rates are somewhat lower than expected. Reportable crashes (including those without serious injuries and fatalities) are mixed; high minority rate areas are a few percentage points higher than expected.

Core Element #3—Evaluation of Potential Benefits and Burdens

The passage of the federal Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) provided a much-needed infusion to Mercer County's overall funding, which had been decreasing over several TIP periods (the impact of which was

even higher when accounting for inflation). Our annual program increased from $13m per year to about $18m per year but the increase in dollars is needed to catch up in areas where the transportation network has been falling behind.

Therefore, it is important to prioritize investments based on where there is the greatest need and level of anticipated impact. The MPO and PennDOT must always consider the impact a given project will have on the population. This section provides a framework for understanding the likely benefits and burdens of LRTP projects on identified minority and low-income populations.

Analysis of the level of benefit or burden that a particular project may have is determined through several methods. First, the scope of the project and what modes it will affect is considered. An in-place bridge replacement won't typically have a major beneficial effect on the lives of surrounding residents (unless it contains sidewalks where they didn't exist before), but a new bus shelter or new pedestrian amenities will. A new or substantially widened road that would increase traffic significantly may have detrimental quality-of-life, noise, or pedestrian safety burdens to the public, while a simple road resurfacing usually won't alter the current functionality very much.

Most of the non-asset management projects (i.e. anything that is altering any asset beyond simple maintenance or preservation) require a planning study. When these studies are undertaken, a concerted effort is made to engage the public during the planning process. This process varies significantly depending on the scope and size of the study, but Table 19 outlines the typical public engagement process.

Table 19. Public Input and Planning Process

	Public Input	Planning Process
FINISH ← START	Listening tours, surveys, public meetings, etc. used to elicit project ideas	Issue Brought Up During LRTP Development
		Issue or Planning Study Recommendation Identified on LRTP
	Defined public outreach throughout the life of a plan (public meetings, surveys, pop-up events, stakeholder interviews, etc.)	Planning Study Initiated
		Project Alternatives Developed and Refined
		Preferred Alternative Selected, Listed as Recommended Projects
		Recommended Projects Prioritized (based on several factors)
	TIP CDA Analysis Completed, project Initiation forms via PennDOT Connects process	Projects Are Added to TIP through MPO/PennDOT collaboration
	Public comment opportunities (plan displays, meetings, etc.)	Project Progresses through Design
		Project Bid and Constructed

Community needs and the potential impacts resulting from transportation improvements are repeatedly considered throughout the LRTP planning process. Technology has allowed for many new and effective ways of reaching a larger population. In addition to traditional meetings or mailing out letters, various online meetings are held, project webpages are created, and online surveys become easier to access and understand. Simultaneously, traditional methods of reaching people are held to reach those that do not have access to computers or smartphones, that do not feel comfortable utilizing technology. While the use of technology helps to reach people, in-person meetings, in the community gives the opportunity to connect with people, build relationships and gain the trust of the community.

When a project is included in the LRTP, and subsequently advances to be programmed on the TIP, it is specifically analyzed as part of the EJ Core Elements process. To conduct this analysis, and to assess impacts, the location of each mappable project contained in the fiscally constrained project list is mapped along with the corresponding rates of minority and low-income populations as seen in Figure 12.

Not every LRTP project can be mapped, and those that cannot fall into two categories: First, budget line items exist on the LRTP to account for future PennDOT asset management and safety projects in the outer years.

The second category includes most transit projects. The Shenango Valley Shuttle Service (SVSS) provides fixed-route transit services within the Mercer County urbanized area, which includes the Cities of Farrell, Hermitage and Sharon, and the Borough of Sharpsville. Routes are intentionally determined to better connect neighborhoods with high minority and poverty rates to places of business and employment throughout the Shenango Valley area. In addition to this service, Mercer County Community Transit (MCCT) offers an on-demand, shared ride service as well as an exclusive ride service (operating much like a taxi) to residents living throughout the county. The Mercer County Regional Council of Governments (MCRCOG) manages both of these services.

Mercer County Fiscally Constrained LRTP Projects by High Poverty or Minority Area

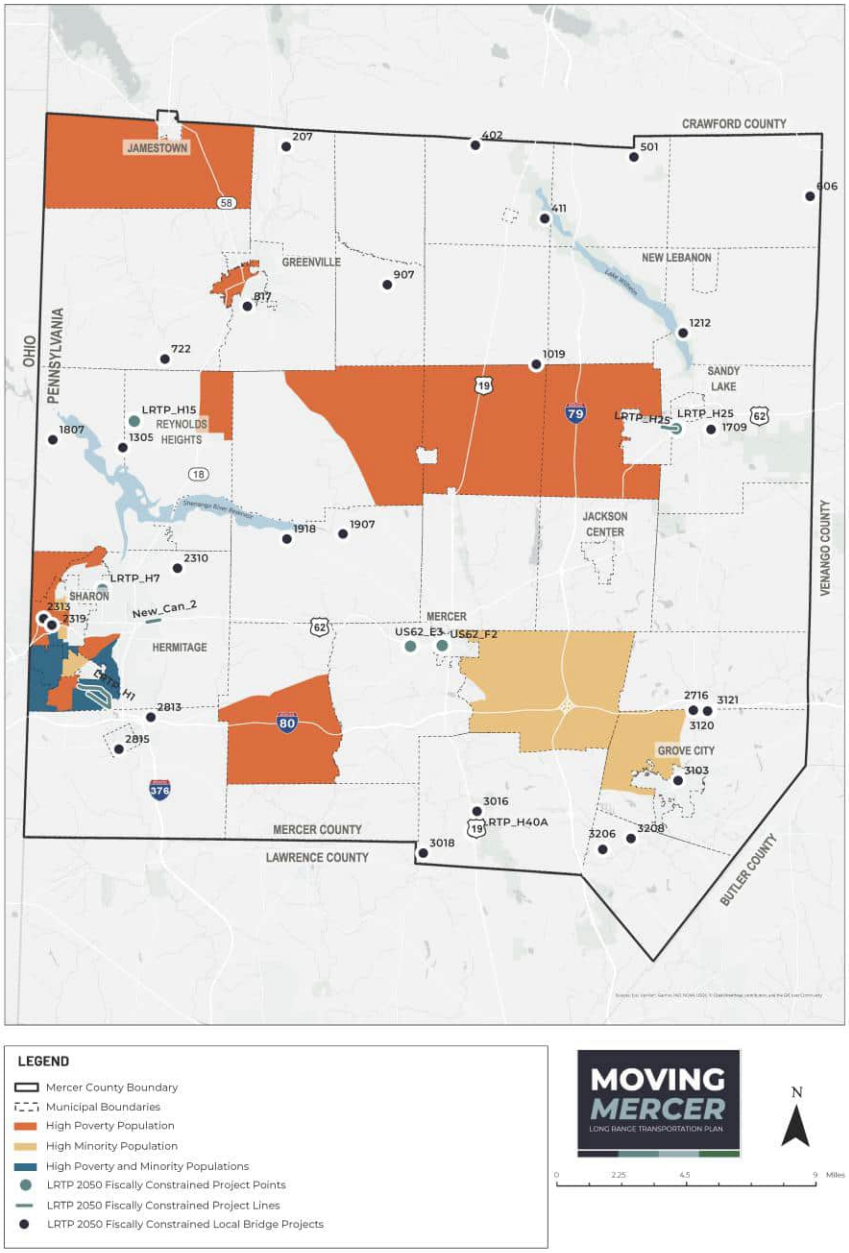

Figure 12. Mercer County Fiscally Constrained LRTP Projects by High Poverty or Minority Area

Core Element #4—Identification and Addressing of Disproportionate and Adverse Impacts, Which Will Inform Future Planning Efforts

For projects that may have disproportionate or adverse impacts to minority or low-income populations, strategies to avoid, mitigate, or minimize these impacts are incorporated into the project planning process.

Should any unforeseen impacts arise as LRTP projects advance onto the TIP and through design, construction, or operation, the SVATS MPO will coordinate with PennDOT District 1-0, MCRCOG, the CPDM offices, FHWA, and FTA to address and minimize impacts to the maximum extent practicable. Potential strategies include modifying project scope, phasing work to reduce adverse effects, or selecting additional projects. This approach ensures compliance with federal guidance and supports equitable distribution of transportation investments.

Looking forward, the SVATS MPO will continue to build upon the process outlined within this analysis. One benefit of the more robust LRTP process is that it allows MPO staff and its planning partners time to meaningfully consider not only how to mitigate any potential impacts prior to the programming of projects, but also make more strategic decisions about investing in communities with traditionally-disadvantaged populations.

Several other strategies may be utilized to better-consider the analysis. Table 20 provides a list of potential options that can each be discussed prior to when projects are programmed onto the TIP and begin the project development process.

Table 20. Strategies Derived From the CDA

Strategy	Opportunities or Advantages	Challenges or Disadvantages
Consider the LRTP/TIP CDA when PennDOT District 1 chooses high-priority betterment projects to advance.	Projects where traditionally underserved communities and asset management needs could be prioritized.	Major changes to the status quo; PennDOT District 1 Maintenance noted that EJ is not a consideration when they recommend projects.
Planning partners carefully review the CDA analysis prior to advancing projects from the LRTP to the TIP.	Builds consensus on regional priorities while addressing transportation needs in underserved communities.	Capacity of local government staff and MPO staff.
Create a formal policy dictating that a certain percentage of dollars or projects are located in high minority or low-income block groups or toward projects that will significantly benefit underserved populations	The most direct way to ensure CDA remains an important part of the project programming process. A few other MPO's across PA have created similar formal policies.	Potential to direct limited funding away from critical asset management or safety needs in locations where no high minority or low-income block groups are present.

Appendix VI: Air Quality Conformity Analysis

Transportation Conformity Determination Report

1997 Ozone NAAQS

Transportation Conformity Determination
Mercer County, PA Portion of the Youngstown-Warren-Sharon, OH-PA Area

2050 Long Range
Transportation Plan (LRTP)

June 2026

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APPENDIX A: Regionally Significant Project List (Mercer County)

Executive Summary

As part of its transportation planning process, the Shenango Valley Area Transportation Study (SVATS) completed the transportation conformity process for the region's *Moving Mercer* 2050 Long Range Transportation Plan (LRTP). The LRTP includes projects from PennDOT's 2027-2038 Twelve-Year Program (TYP) and other projects identified within the LRTP planning process that are financially constrained. There have been no changes to the PennDOT TYP since the last conformity determination. This report documents that the SVATS TYP and LRTP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs, and federally supported highway and transit projects conform to the SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II*," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The *Youngstown-Warren-Sharon, OH-PA* area (encompassing Mercer County) was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs, and projects are consistent with ("conform to") the State's air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision-making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 National Ambient Air Quality Standards

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

Mercer County is currently designated as a maintenance area under the 1997 8-hour ozone NAAQS. The County is in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour $PM_{2.5}$ and 2012 annual $PM_{2.5}$ NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

1997 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

On February 16, 2018, the D.C. Circuit reached a decision in South Coast Air Quality Management District v. EPA, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS. By court decision, the *Youngstown-Warren-Sharon, OH-PA* area was designated as an "orphan" maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 NAAQS in EPA's original designations for this NAAQS (77 FR 30160, May 21, 2012).

2008 and 2015 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Mercer County was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. Mercer County is in attainment of the 2015 8-hour ozone NAAQS.

2.0 SVATS LRTP

The Long Range Transportation Plan (LRTP) serves as the official transportation plan for a metropolitan area. The SVATS 2050 LRTP will be adopted on September 15, 2026 and guides decision-making about transportation improvements. The planning factors specified in federal regulations provide the framework for developing an LRTP. In addition, PennDOT provides guidance to help MPOs prepare LRTPs, and

local policies and plans play a role in LRTP development to ensure transportation investments address current and future needs.

The February 16, 2018 South Coast vs. EPA Court decision did not vacate EPA's revocation of the 1997 ozone standard and the decision does not change the area's attainment status. Therefore, while such areas might be required to meet conformity requirements as part of anti-backsliding controls, such areas are not considered nonattainment or maintenance areas under the Transportation Planning Rule (23 CFR 450.104). Such areas continue to complete 5-year plan update cycles as described in 23 CFR 450.324(c). The 5-year metropolitan transportation plan update cycle continues to apply from the date of the most recent MPO metropolitan transportation plan adoption (not the most recent FHWA/FTA conformity determination). While these areas have a 5-year plan cycle for transportation planning purposes, as a result of the court decision they must still meet the 4-year frequency requirements for conformity determinations on TIPs and LRTPs as required by 40 CFR 93.104.

Appendix A provides a listing of the regionally significant projects that are funded in the TYP and LRTP within Mercer County. Regionally significant projects include transportation projects (other than exempt projects as defined under 40 CFR 93.126-127) that are on a facility which serves regional transportation needs.

3.0 Transportation Conformity Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS is needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA[1] for certain transportation activities, including updated or amended Transportation Improvement Programs (TIPs) and LRTPs. Once U.S. DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report addresses transportation conformity for the SVATS 2027-2038 TYP and 2050 LRTP.

[1] The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation .

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**[2] (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the Mercer County SIP maintenance plan does not include any TCMs.

[2] Available from Policy and Technical Guidance for State and Local Transportation | US EPA

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA, and representatives from larger MPOs within the state).

A meeting was conducted on January 29, 2026, to review all planning assumptions and to discuss the template and content for transportation conformity analyses in 1997 ozone orphan areas.

The LRTP and associated conformity determination have undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR Part 450, SVATS's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period starting August 3, which included a public meeting.

4.4 Fiscal Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan to be financially constrained while the existing transportation system is adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. SVATS, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges, and transit systems in the region and has compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The SVATS TYP and LRTP have been determined to be financially constrained.

5.0 Conclusion

The conformity determination process completed for the SVATS LRTP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A

Regionally Significant Project List

Mercer County

No Air Quality Significant Projects in Mercer County FY 2027-2038 TIP

(There have been no changes to the TYP since the last conformity determination)

Air Quality Significant Projects in Mercer County 2050 LRTP

Project Name	Description	Municipality
US 62 at Bestwick Road Turn Lanes and Realignment	Realignment of the Bestwick Road intersection and widening along US 62 to accommodate the addition of a dedicated left-turn lane on US 62 South (westbound); coupled with review and potential modification of the existing 45-55 mph speed limit boundary to shift the transition point to the west of the intersection.	East Lackawannock Township
SR 19 and SR 208 Improvements	Improvements to intersections and traffic calming. Widen shoulders to accommodate pedestrians from residences to church/Dollar General. Install left turn lane northbound to Leesburg-Volant Rd. Install roundabout at SR 19/ Leesburg/Leesburg Grove City Road.	Springfield Township
Hermitage Industrial Corridor Improvements	Continuation of previous roadway improvements on Broadway Avenue. Phase 4 would include additional turn lanes, intersection improvements, and possible signalization through the Hermitage industrial corridor from Industrial Road through Kirila Boulevard to the Interstate ramps.	Hermitage
US 62 at Maple Street Traffic Signal with Turn Lanes	Add a traffic signal and widen US 62 to add left-turn lanes in each direction at the Maple Street (SR 0258) intersection.	Mercer Borough

Appendix VII: Planning and Environmental Linkage

Moving Mercer's strategy - ***Promote resiliency and environmental stewardship through collaboration and coordination*** recommends that Mercer County and the SVATS MPO employ a proactive, collaborative, multi-municipal approach to address environmental and cultural resource impacts that may result from transportation infrastructure improvements.

It is important to note that when projects move on to become candidates for the TIP, they go through a pre-TIP planning process that further develops each project and considers additional aspects of the candidate projects that may engage elements from the other investment categories. Environmental mitigation is also discussed in the pre-TIP project planning phase. As part of this process, TIP projects go through the PennDOT Connects collaboration process. The PennDOT Connects process is intended to gain a local perspective of the community vision and needs for specific aspects of a transportation project. This approach helps to ensure the community context as it relates to the respective transportation improvement, is considered and evaluated upfront so the infrastructure improvement can contribute to the overall livability and vitality of the community rather than create potential barriers. Elements that are discussed and considered during PennDOT Connects meetings include, but are not limited to:

- Community Vision and Current/Future Needs
- Safety Issues and Concerns
- Bicycle and Pedestrian Accommodations
- Public Transportation/Multimodal Accommodations
- Freight and Economic Development Considerations
- Stormwater Management, Green Infrastructure, and Environmental Mitigation Opportunities
- Right-of-way and Utility Considerations
- Community Events (in or near the project area)

The LRTP projects are designed and coordinated to minimize and mitigate their environmental impacts.

Strategies to mitigate potential impacts to environmental and cultural resources resulting from transportation infrastructure improvements include:

Biological Resources: Projects should work closely with agencies to commit to mitigation strategies such as time of year restrictions and habitat restoration.

Geological Hazards: Mitigation begins with understanding the unique geological features within a project and incorporating these into the design early so that the project can either avoid these areas or provide mitigation solutions through engineering for the restoration of specific site constraints.

Agricultural Resources: Mitigation can include identifying and minimizing disturbance to the agricultural soils within a project area.

Water Resources: Mitigation can include ensuring projects have good erosion and sediment control plans, implementing stormwater BMPs, and working with trail agencies to provide safe alternative routes during a project, if necessary, through an Aid to Navigation (ATON) permit.

Historic Resources: Identifying historic resources or historic districts impacted by a project through early planning will allow projects to mitigate by eliminating resources from the project area. If the project cannot eliminate the resources from the LOD, coordination with the SHPO should begin early.

On July 22, the Moving Mercer project team presented at the PennDOT Agency Coordination Meeting. The presentation is included in this appendix on the following pages.

MOVING MERCER
LONG RANGE TRANSPORTATION PLAN

Agency Coordination Meeting (ACM)
July 22, 2026

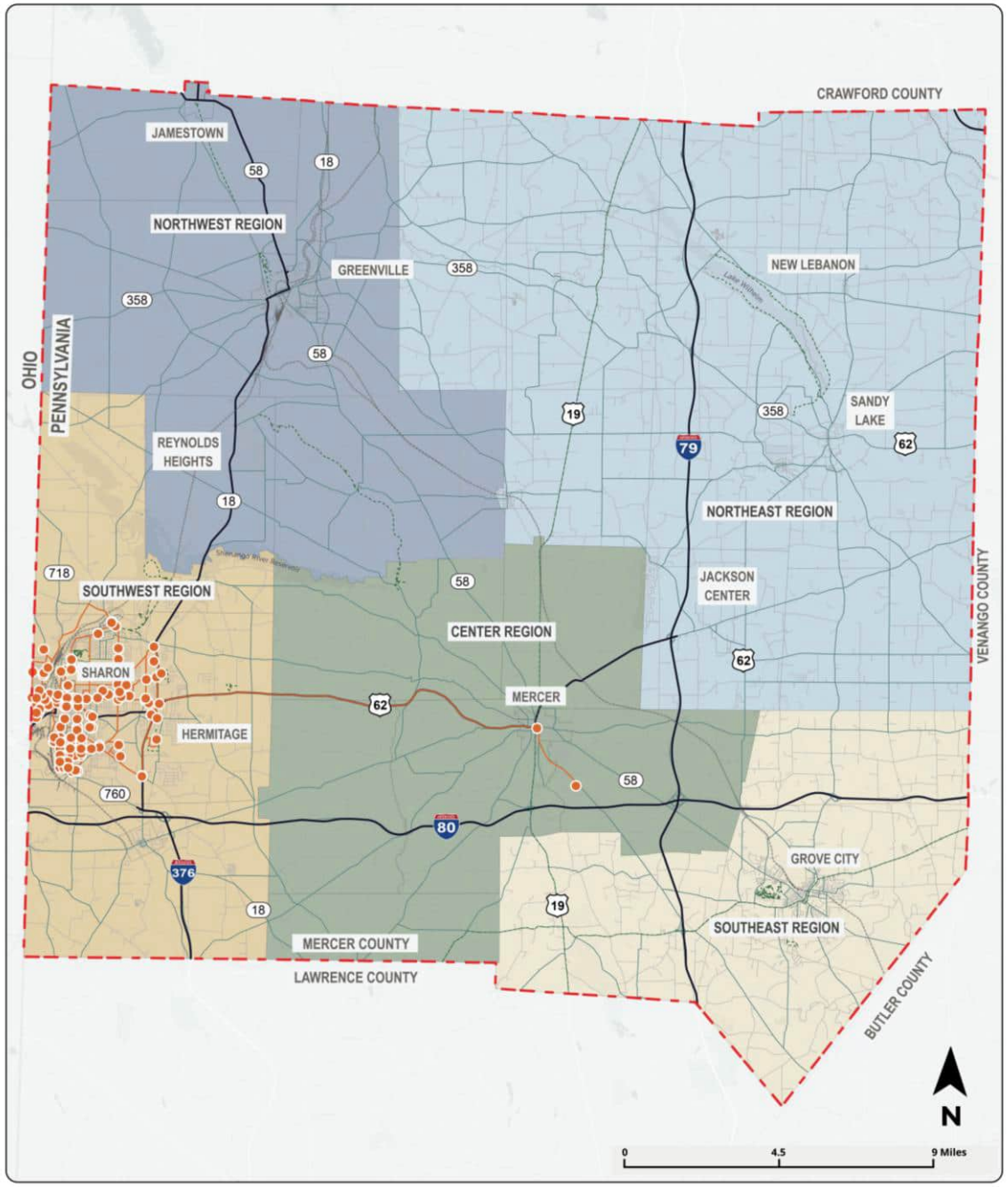
AECOM

Agenda

- Shenango Valley Area Transportation Study (SVATS) MPO Overview
- Long-Range Plan Development Process
- Vision and Goals
- Project Investments
- Environmental Resource Impacts
- Environmental Mitigation Strategies
- Remaining LRTP Development Schedule
- Discussion

SVATS Overview

- Federally designated MPO for Mercer County (1982)
- County population: 110,652 (2020 US Census)
- Encompasses 38 municipalities
- Served by Fixed Route and Shared-Ride Transit Service
- 589 bridges
  - 424 state owned (over 8')
  - 165 locally owned (over 20')
- 2,596 centerline roadway miles
  - 903 state-owned
  - 1,693 locally-owned



Planning Process

Discovery Phase

(July 2025 - December 2025)

- Public and Stakeholder Engagement
- Demographic and Socioeconomic Analysis
- Transportation System Needs
- Future Land Use

Solutions Phase

(January 2026 - May 2026)

- Goals and Strategies
- Continuing Projects
- Candidate(new) Projects
- Prioritize Projects
- Investment Plan
- Draft Project List

Confirmation Phase

(June 2026 – September 2026)

- Community Demographic Analysis
- Air Quality Conformity
- Agency Coordination
- Public Comment Period on Draft Plan
- Plan Adoption (September 2026)

Vision Statement

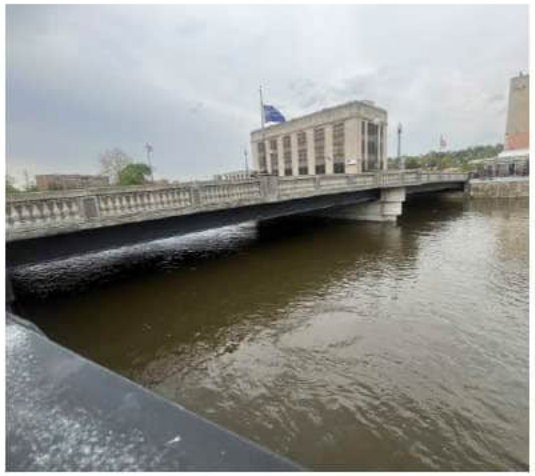
Mercer County's transportation system is safe, well-maintained and accessible for everyone. It will facilitate the growth of livable, walkable communities. It supports the County's economy and recreational assets through a network of multimodal connections that foster sustainable growth and connect both urban and rural county residents to opportunity.

Moving Mercer Goals

The Transportation Network will Support Economic Growth and Vitality

Municipalities and Agencies Work Together to Address Regional Issues

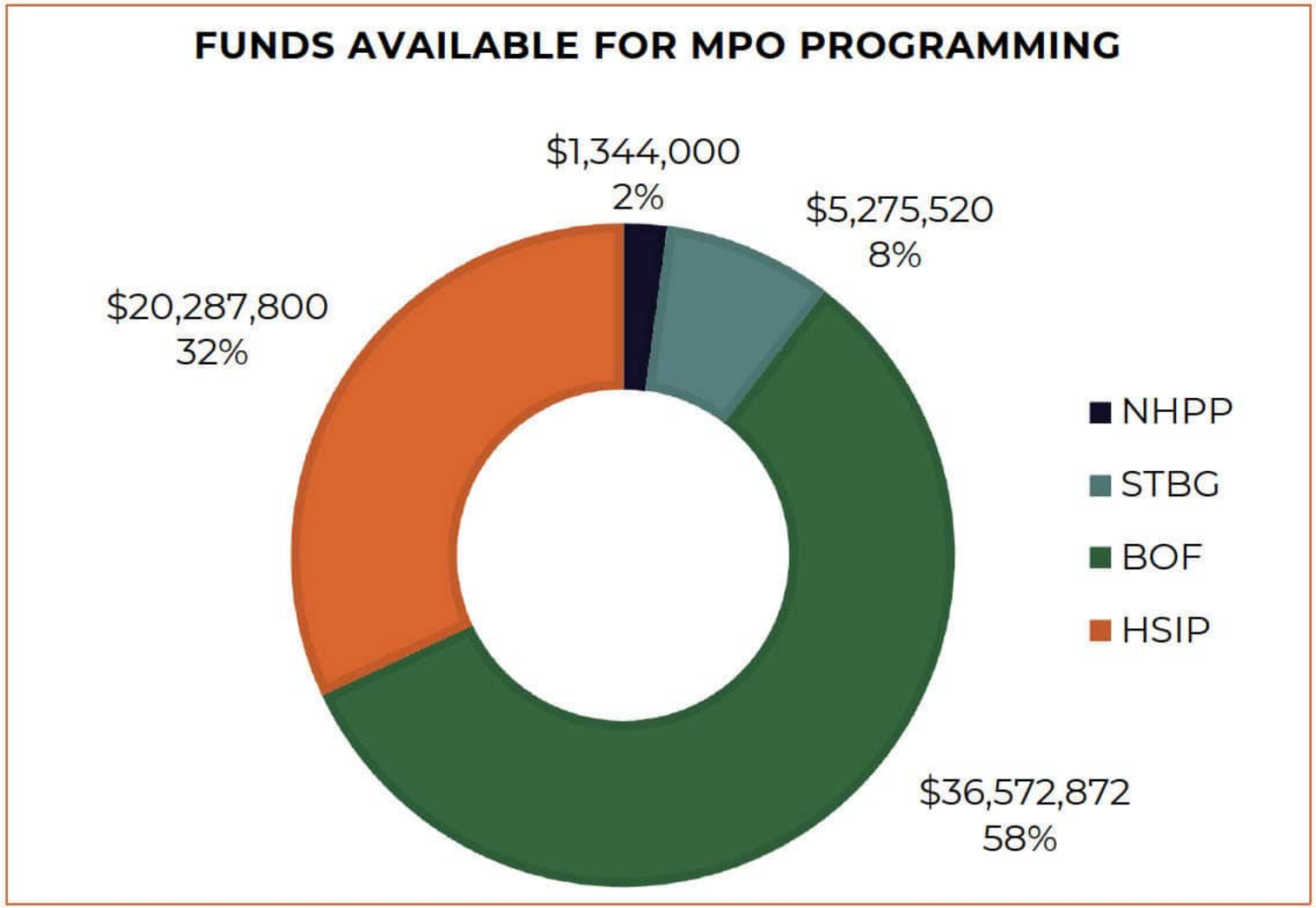
Quality of Life is Enhanced through Multimodal Connections



The Transportation System is Reliable, Safe and Well Maintained

Fiscally Constrained Project Investment

- $63,480,190 from 2031-2050 assumed to be available for MPO programming in the LRTP
- Proportion of funding assumed to be available for LRTP project programming was developed through discussions with PennDOT District 1-0
- 40 projects contained in fiscally constrained plan



Fiscally Constrained Project Locations

LEGEND

Project Area

Roadways

Fiscally Constrained Project Lines

Operations

Safety/Bicycle & Pedestrian

Fiscally Constrained Project Points

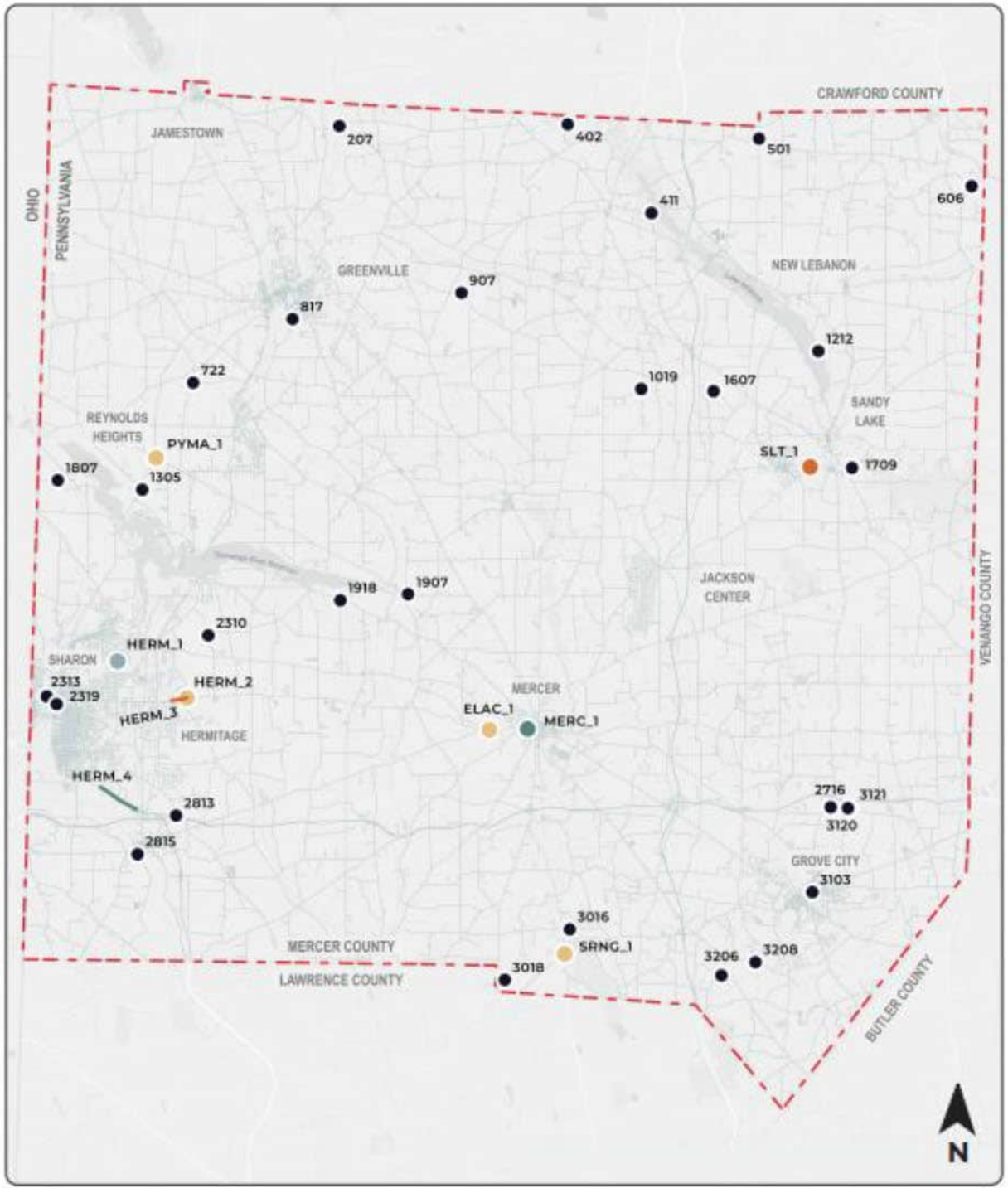
Operations

Operations/Bicycle & Pedestrian

Safety

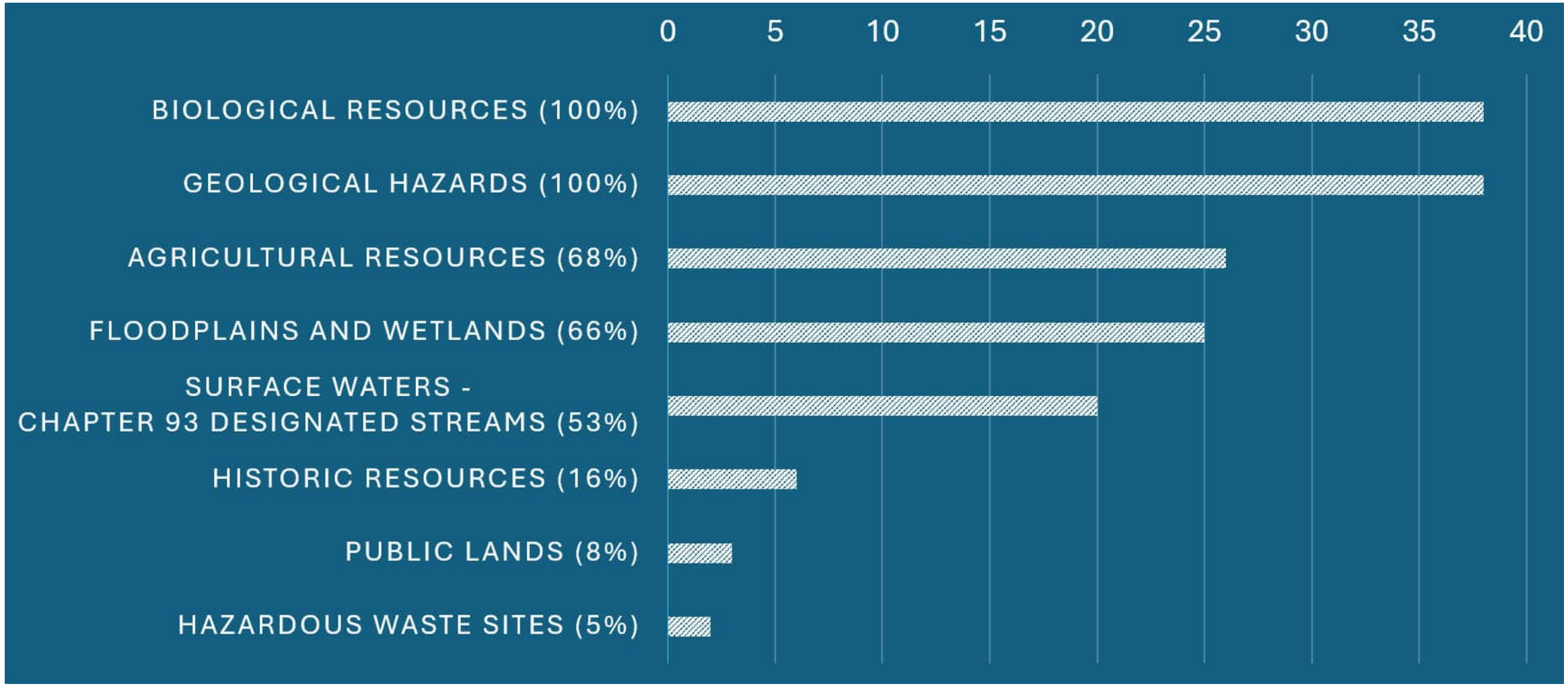
Safety/Bicycle & Pedestrian

Local Bridge Projects



AECOM

Proposed LRTP Projects with Potential Environmental Resource Impacts



Environmental Resources: Biological Resources

DCNR, PFBC, PGC all note threatened and endangered sensitive species and / or species of special concern are present within Mercer County.

USFWS notes presence of the following:

- Indiana Bat (endangered) and Northern Long-eared Bat (endangered),
- Eastern Massasauga – Rattlesnake (threatened),
- Eastern Hellbender (proposed endangered),
- Clam species:
  - four endangered,
  - three threatened, and
  - one proposed threatened),
- Monarch Butterfly (proposed threatened), and
- Eastern prairie fringed orchid (threatened).

Indiana bat (*Myotis sodalist*) Endangered*

Northern Riffleshell (*Epioblasma rangiana*) Endangered*

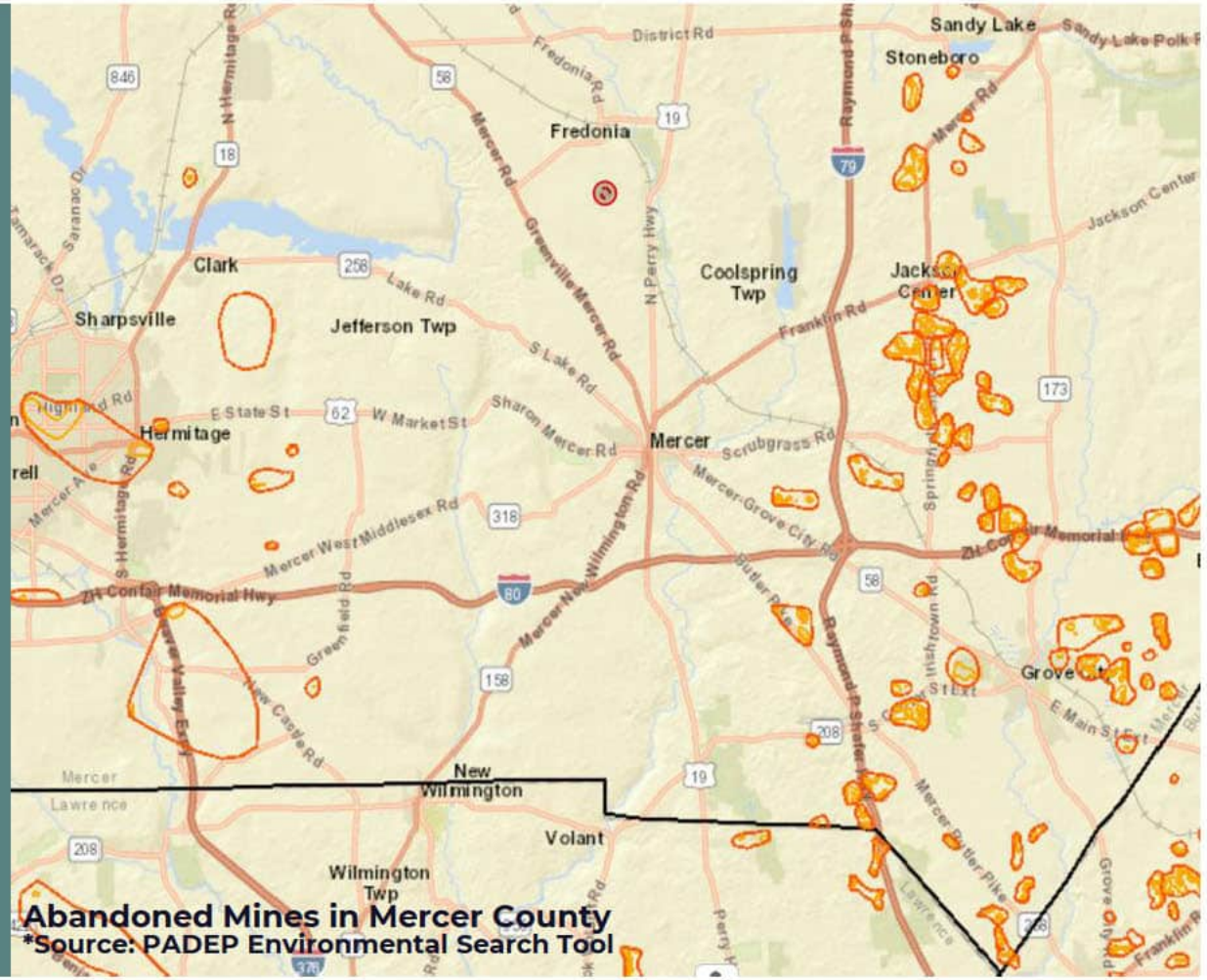
***Photograph Source: USFWS IPaC Database**

Environmental Resources: Geological Hazards

The rich history of mining in Mercer County is still imprinted on the environment, as there are many abandoned mines within Mercer County.

Because of the prevalence of active and abandoned mines, every project should consider the geological hazards within the LOD.

This is particularly true in the southern half of the county, where several bridge projects are located.



Abandoned Mines in Mercer County
*Source: PADEP Environmental Search Tool

Environmental Resources: Agricultural Resources

- Agricultural Soils are present in 26 projects (68%).
- Preservation of agricultural soils is an important goal within the 2026 Mercer County Comprehensive Plan.
- The MPO's role is to promote agricultural conservation by identifying projects that may impact agricultural lands early in the planning process.
- Individual projects identified as impacting agricultural soils early promotes avoidance and / or minimization of impacts to valuable agricultural soils.

*Photograph source: Google Earth

Environmental Resources: Water Resources

25 projects (66%) interact with the 100-year floodplain or wetlands:

- 11 projects (29%) interact with the 100- year floodplain
- 14 projects (37%) interact with wetlands

20 projects (53%) that intersect with Chapter 93 Designated Streams

*Photo Source: Visit Mercer County PA Website

Environmental Resources: Historic Resources

6 projects (16%) impact historic resources:

- 3 projects (8%) interacting with historic districts
- 3 projects (8%) interacting with above ground resources

Further project-level coordination with the Pennsylvania State Historic Preservation Office (SHPO) will be required for individual project considerations regarding historically significant resources to Mercer County.

Mercer County Courthouse

*Source: PA Share Website

Environmental Resources: Mitigation Strategies

Biological Resources: Projects should work closely with agencies to commit to mitigation strategies such as time of year restrictions and habitat restoration.

Geological Hazards: Mitigation begins with understanding the unique geological features within a project and incorporating these into the design early so that the project can either avoid these areas or provide mitigation solutions through engineering for the restoration of specific site constraints.

Agricultural Resources: Mitigation can include identifying and minimizing disturbance to the agricultural soils within a project area.

Water Resources: Mitigation can include ensuring projects have good erosion and sediment control plans, implementing stormwater BMPs, and working with trail agencies to provide safe alternative routes during a project, if necessary, through an Aid to Navigation (ATON) permit.

Historic Resources: Identifying historic resources or historic districts impacted by a project through early planning will allow projects to mitigate by eliminating resources from the project area. If the project cannot eliminate the resources from the LOD, coordination with the SHPO should begin early.

Remaining LRTP Development Schedule

Summer 2026:

- Round 2 of public engagement:
  - ✓ Public Meeting - August 11, 2026: Mercer County Regional Planning Commission Office
  - ✓ 30-day Comment Period (August 3rd- September 1st)
- Finalize Plan for adoption on September 15, 2026.

Discussion

- Are there other data sources or information that should be considered?
- Regional Agencies that should be consulted?
- Additional Mitigation Strategies to be Considered?

Lake Julia – Buhl Park, Hermitage, PA

Thank You!

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