



## Erie Metropolitan Planning Organization Unified Planning Work Program

Fiscal Years 2022-2024



Prepared by the Erie County Department of Planning and Community Development and the Erie Metropolitan Planning Organization (MPO)

Adopted by the Erie MPO Coordinating Committee on December 8th, 2021  
Revised December 14<sup>th</sup> 2022

**ERIE COUNTY MPO FY 2022-2024 UPWP**

**PURPOSE**

The Unified Planning Work Program (UPWP) lists the transportation planning activities to be completed by the Erie County Metropolitan Planning Organization (Erie MPO) in a 2-year period starting July 1, 2022 and ending June 30, 2024. Preparation of this document is a required element of federal metropolitan transportation planning regulations.

**DEVELOPMENT SCHEDULE**

2021 DATE	MILESTONE
June 29th	Guidance released at Summer Planning Partners Meeting
July 12th	Discussion with MPO staff, PennDOT Program Center/District 1, FHWA, and EMTA
August 11th	TAC discusses draft UPWP and guidance for study funding
September 8th	Municipalities present applications for study funding to the MPO at CC meeting
September 15th	Erie MPO submits draft to PennDOT for review
October 8th	Erie MPO submits draft to FHWA and FTA for a 30-day review
November 10th	MPO TAC reviews UPWP draft with comments, selects final studies for base funds
December 8th	Erie MPO Coordinating Committee votes to adopt UPWP

- EMTA: Erie Metropolitan Transit Authority
- Erie MPO: Erie Area Metropolitan Planning Organization
- FHWA: Federal Highway Administration
- FTA: Federal Transit Administration
- PennDOT: Pennsylvania Department of Transportation
- TAC: Technical Advisory Committee of the Erie Metropolitan Planning Organization

**INTRODUCTION**

Federal law and regulations require that in all urbanized areas with a population of over 50,000 persons, local and state officials work cooperatively to maintain a continuous and comprehensive long-range transportation planning program. This federal mandate is carried out by a formal group called a Metropolitan Planning Organization (MPO).

The Erie MPO was formed as the Erie Area Transportation Study in 1964 with the purpose of administering a continuing, comprehensive, and cooperative planning process (3Cs) for transportation in the Erie urbanized area. The initial structure of the Erie MPO consisted of a Coordinating Committee (CC), Technical Advisory Committee (TAC) and a Local Government Advisory Committee (LGAC). The initial urban area municipalities were the City of Erie, Millcreek Township, Wesleyville Borough, and Harborcreek Township. Each of those four entities had two votes on the LGAC but only the City, County and Department of Highways (PennDOT’s predecessor) could vote on the Technical and Coordinating Committees. Over years the organization has changed. The LGAC was dissolved



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in 1974; those municipalities were given voting membership to the other committees. The area of the Erie MPO expanded to the entire county in 1978. In 1999 transportation authorities within the MPO boundary were also given a vote including the Erie Metropolitan Transit Authority (EMTA), Western Pennsylvania Port Authority (Port of Erie), and the Erie International Airport Authority (ERI).

Today the Erie MPO is made up of two committees—the Coordinating Committee (CC) and the Technical Advisory Committee (TAC) according to bylaws adopted in 2008. Each committee meets quarterly. Both committees are comprised of sixteen organizations that work cooperatively to develop transportation policies, programs, and projects throughout Erie County.

The Technical Advisory Committee reviewed this document and recommended it for adoption by the Coordinating Committee. Both committees were given the opportunity to review the draft and provide comments and feedback. While EMTA and PennDOT are voting members on both committees, they also collaborated through meetings early in the development process to discuss their planning needs. Input received through these discussions was incorporated into this document.

**COMMITTEE STRUCTURE**

The policy-making body of the Erie MPO is the Coordinating Committee, which is responsible for the transportation planning activities mandated in federal laws and regulations. The Coordinating Committee includes twenty-three (23) voting members from county and local government, public agencies, and PennDOT.

Voting members:

- |   |                                      |
|---|--------------------------------------|
| County of Erie  | Erie County Association of Boroughs  |
| City of Erie (6 members)                                  | Erie Western PA Port Authority       |
| City of Corry   | Erie Metropolitan Transit Authority  |
| Fairview Township   | Erie International Airport Authority |
| Harborcreek Township                                      | PennDOT Program Center (Harrisburg)  |
| Lawrence Park Township                                    | PennDOT District 1-0 (Oil City)      |
| Millcreek Township (2 members)                            | Wesleyville Borough                  |
| Summit Township   |                                      |
| Erie County Association of Township Officials (2 members) |                                      |

Non-voting members:

- |                                       |                                 |
|---------------------------------------|---------------------------------|
| Federal Highway Administration        | Federal Transit Administration  |
| PA Department of Economic Development | Federal Aviation Administration |
| Federal Highway Administration        | Housing and Urban Development   |

The Technical Advisory Committee is a smaller, 18-member board, which provides comments and recommendations to the Coordinating Committee in an advisory role. The same organizations are represented on both committees. Sub-committees are created as needed by the Technical Advisory Committee.

## STAFFING AND AGENCY SUPPORT

The Erie County Department of Planning and Community Development assumes the lead responsibility for undertaking FHWA funded planning tasks. EMTA is responsible for undertaking the FTA transit planning tasks contained in this work program. Most administrative duties of the MPO are conducted by the staff of Erie County Department of Planning and Community Development who provide the technical and clerical support required for the MPO to function. If a task is beyond the capacity of the county's planners, a consultant is hired to complete work in a timely manner. Planning and programming activities routinely lead by the Erie County Department of Planning and Community Development include the Annual Obligation Report, Public Participation Plan, Long Range Transportation Plan, Transportation Improvement Program, and the Unified Planning Work Program.

Specific administrative responsibilities of the Erie County Department of Planning and Community Development include scheduling, publicly advertising and convening all Erie MPO public meetings, as needed, in accordance with the PA Open Records Law and the Erie MPO approved Public Participation Plan. All official business of the Erie MPO takes place at publicly advertised meetings to ensure opportunity for public comment. The County is also responsible for preparing and distributing meeting agendas and related materials for review by the Erie MPO members no later than 5 calendar days prior to public meetings and preparing Coordinating Committee meeting minutes. In addition, staff coordinate transportation related planning activities including the administration of Act 13 Marcellus Shale Impact Fee Funds, \$5 Local Use Fee program and Erie County Liquid Fuels Funds.

The primary staff contact is the Erie County Transportation Planning Program Administrator who serves the role of the secretary of the Erie MPO:

Emily Aloiz  
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The role of the MPO members is to provide representation for their municipality or organization. Erie County does not own or maintain any infrastructure assets, so MPO members' input is essential to facilitate an integrated and informed decision-making process for the development of policies and actions. All local roads and bridges are owned by the thirty-eight municipalities in the county, eight of which have a voting member on the MPO. The rest of the municipalities are represented by the Erie County Association of Townships Officials (ECATO) or the Erie County Association of Boroughs (ECAB). Municipal participation in the planning process is needed to identify capital needs and service needs as well as representing citizen concerns.

Several organizations are also voting members of the Erie MPO because they play vital roles in the transportation planning process for the Erie area. These agencies include the Pennsylvania Department of Transportation (PennDOT), the Erie-Western Pennsylvania Port Authority (EWPPA), and the Erie Regional Airport Authority (ERAA). These organizations are responsible for the continued maintenance and development of the multimodal transportation infrastructure network.

In addition to the official voting organizations, the Erie MPO maintains regular contact with other area stakeholders such as the Council of Governments, non-profit and advocacy organizations promoting non-vehicular travel, social justice organizations and neighborhood groups. Erie County is continually striving to develop a comprehensive transportation strategy for the future through the active coordination with and participation of these agencies and the public.

## **VISION**

The vision of the Erie Metropolitan Planning Organization is to create economic vitality for the region by sustaining our infrastructure and improving that infrastructure to make it safer and more accessible to all modes of transportation through feasible enhancements. This vision was developed through the long-range transportation planning process in response to PennDOT's planning goals and federal planning factors. Local, state, and federal priorities will be supported by the work in this UPWP as shown in the following section.

## **PRIORITIES**

### **Local Transportation Planning Priorities**

Erie MPO is a single county MPO. Therefore, the transportation planning and Erie County comprehensive planning are closely linked processes. The current Erie County Comprehensive Plan was adopted by Erie County Council in conformance with the Pennsylvania Municipalities Planning Code (MPC), Act 247 of 1968 as reenacted and amended. This plan serves as a policy document that provides guidance to the County and local municipalities in areas such as land use, transportation, housing, infrastructure, and community development. The Long-Range Transportation Plan serves as the transportation component of the Erie County Comprehensive Plan.

During the development of the Long-Range Transportation Plan the project team gathered information regarding concerns and visions for the transportation system from municipal officials, stakeholders, and the public. The resounding local needs were documented and addressed in the LRTP through projects, policies, and studies. To illustrate local priorities, the goals and objectives are organized into seven primary themes that are consistent with the required federal and statewide guidance.

1. Economic Vitality
2. Safety and Security
3. Multimodal Accessibility and Mobility
4. Freight Accessibility and Mobility
5. Sustainability
6. Project Feasibility
7. Congestion and Maintenance

The following table indicates which local transportation goals that are addressed by the UPWP tasks. The tasks are fully described in pages 12-29.

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LOCAL GOALS	UPWP PLANNING TASKS									
	I	II	III	IV	V	VI	VII	VIII	IX	
Economic Vitality	X	X	X		X	X	X	X		
Safety and Security	X	X	X		X	X	X	X	X	
Multimodal Accessibility and Mobility	X	X		X	X	X	X	X	X	
Freight Accessibility and Mobility	X		X	X	X	X	X	X		
Sustainability	X		X	X		X	X		X	
Project Feasibility		X	X	X		X	X	X		
Congestion and Maintenance	X	X	X		X		X	X		

**State Transportation Planning Priorities**

In August of 2016, PennDOT adopted its current statewide long range transportation plan and comprehensive freight movement plan entitled PA On Track. This document presents a clear vision and strategic direction for transportation planning across Pennsylvania. The vision of PA On Track is to “deliver a quality transportation system to support the economy and lifestyles of current and future Pennsylvanians.” This balanced emphasis on quality of life, economic development, and sustainability for future generations harmonizes with the outcomes of Erie County comprehensive planning efforts. PA On Track identifies four general goal areas based on current economic and demographic trends. These goals provide direction to future transportation system investments. The four goals identified are:

1. System preservation by using increasingly good data about the transportation systems in Pennsylvania to develop asset management strategies to maintain the current transportation system at a high level of quality
2. Improvement of safety statewide for all modes and all users
3. To expand and improve personal and freight mobility
4. Emphasize stewardship by increasing efficiency and streamlining processes

The following table indicates which local transportation goals that are addressed by the UPWP tasks. The tasks are fully described in pages 12-29.

PENNDOT PLANNING GOALS	UPWP PLANNING TASKS									
	I	II	III	IV	V	VI	VII	VIII	IX	
System preservation		X	X	X					X	
Improvement of safety statewide for all modes and all users	X	X	X		X	X	X	X	X	
To expand and improve personal and freight mobility	X			X	X	X	X	X		
Emphasize stewardship by increasing efficiency and streamlining processes	X	X	X	X		X		X	X	

**Federal Transportation Planning Priorities**

The federal *Fixing America’s Surface Transportation (FAST) Act* legislation and the federal Metropolitan Transportation Planning Final Rule specify the roles and responsibilities of MPOs, including development of a Long-Range Transportation Plan, a short-range Transportation Improvement Program, and public involvement efforts. The FAST Act and federal rulemaking

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also specify planning factors:

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

The following table indicates which local transportation goals that are addressed by the UPWP tasks. The tasks are fully described in pages 12-29.

FAST ACT PLANNING FACTORS	UPWP PLANNING TASK								
	I	II	III	IV	V	VI	VII	VIII	IX
Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.	X	X	X	X		X	X	X	
Increase the safety of the transportation system for motorized and non-motorized users.	X	X		X	X	X	X		X
Increase the security of the transportation system for motorized and non-motorized users.	X	X		X	X	X	X	X	X
Increase the accessibility and mobility options available for people and for freight.	X			X	X		X	X	X
Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	X		X	X	X		X		X
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	X		X	X		X	X	X	
Promote efficient transportation system management and operations.	X	X	X	X	X	X			X
Emphasize the preservation of existing transportation system.	X	X	X	X				X	
Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.	X	X		X					X
Enhance travel and tourism.	X			X	X				X

**Federal Finding Planning Improvements**

The FHWA and FTA completed a joint review of the Pennsylvania Federal Fiscal Year 2021-2024 Statewide Transportation Improvement Program (STIP). The STIP Planning Finding identified 7 recommendations for improvement to statewide and metropolitan transportation planning processes. There were no Corrective Actions.

The first recommendation is for the Long-Range Transportation Plan development process. The Erie MPO should schedule a coordinating meeting with FHWA, FTA, PennDOT Central Office and District Office staff at least 30 months in advance of the LRTP deadline. The next recommendation is to review and evaluate planning agreements and internal procedural documents to ensure they are updated to incorporate Performance Based Planning and Programming (PBPP) and Transportation Asset Management Plan (TAMP). The third recommendation is for the MPO to integrate Public Transportation Agency Safety Plans and transit safety performance targets into the TIP and LRTP. The fourth recommendation is to evaluate the effectiveness of virtual public involvement (VPI) tools and to add VPI techniques to the Public Participation Plan. The next recommendation from FHWA and FTA is that MPOs create timelines for their LRTPs and TIPs that provide for sufficient time to accommodate the Air Quality conformity process and interagency coordination.

The last two recommendations do not apply to the Erie MPO. The sixth recommendation is to incorporate private sector stakeholders in the State Freight Work Group. The last recommendation is about coordination between PennDOT and the MPOs for Keystone Corridor Funding. Since the Erie MPO is not one of the large urbanized areas along the corridor, it is not applicable.

The following table indicates which local transportation goals that are addressed by the UPWP tasks. The tasks are fully described in pages 12-29.

FEDERAL PLANNING FINDING RECOMENDATIONS	UPWP PLANNING TASKS								
	I	II	III	IV	V	VI	VII	VIII	IX
Increased collaboration and planning period for Long-Range Transportation Plan	X			X					
Integration of Performance Based Planning and Programming and the Transportation Asset Management Plan into planning documents	X			X					
Incorporation of Public Transportation Agency Safety Plans into planning documents	X			X					
Update Public Participation Plan with virtual involvement tools	X			X					
Accommodate time for air quality conformity in TIP and LRTP planning	X			X					

## **TRANSPORTATION PLANS**

### **Long Range Transportation Plan (LRTP)**

One of the key responsibilities of the Erie MPO is to adopt a long-range transportation plan with a minimum of a twenty-year horizon. The Erie MPO's 2050 LRTP was adopted in March 9<sup>th</sup> 2022. The LRTP presents a regional overview, trend evaluations, condition assessments, and a guide for ongoing management and development of the transportation system. The Erie MPO Long-Range Transportation Plan is updated every five years.

### **Transportation Improvement Program (TIP)**

Another responsibility of the Erie MPO is to approve federal funding for highway, bridge, and transit projects, through the adoption of a short-range Transportation Improvement Program (TIP). The TIP includes federal funds, state capital funds and local funds for specific projects over a four-year period, within specific limits of financial constraint. In order to be on the TIP, projects or project funding must also be on the adopted LRTP. The Erie MPO works closely with the community stakeholders, EMTA and PennDOT to develop and adopt the TIP, which is updated every two years. The Erie MPO is currently operating under the 2023-2026 TIP, which was adopted June 22, 2022, going into effect on October 1, 2022.

### **Coordinated Public Transit-Human Services Transportation Plan**

Federal transit law requires that projects for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be "included in a locally developed coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by older adults, individual with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public," utilizing transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. EMTA and the Erie MPO will adopt an updated Coordinated Public Transit-Human Services Transportation Plan by November 2023.

### **Environmental Justice**

In order to prevent or mitigate adverse impacts to areas with concentrations of low income and minority populations, the Erie MPO completes an environmental justice analysis, as part of the 2-year TIP update. The Erie MPO analyzes census data and transportation conditions to determine whether there are any disparate or disproportionate impacts to the populations of concern. The Environmental Justice Core Elements document describes benefits and burdens of TIP projects on low income and minority populations. This document will be updated during the development of the 2025-2027 TIP.

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**Public Participation Plan (PPP)**

The Public Participation Plan (PPP) facilitates involvement in the transportation planning process. The PPP is reviewed and updated on a periodic basis. Updates are scheduled to be completed with consideration of the changes that were required to be made during the Covid-19 pandemic, including protocol for virtual meetings. The PPP must be available for public comment for forty-five (45) days. The MPO is also required to hold a public meeting during this comment period. The Erie MPO Public Participation Plan was updated December 14<sup>th</sup> 2022.

**Title VI Implementation Plan**

The Erie MPO maintains a Title VI/Nondiscrimination Policy Statement and Implementation Plan. The nondiscrimination implementation plan includes a Limited English Proficiency (LEP) Plan and a discrimination complaint form. The Title VI Policy Statement was updated with the 2023-2026 TIP adoption. The full implementation plan will be updated to incorporate the Public Participation Plan in 2023.

**PLAN/ACTIVITY MILESTONES**

The below table reflects the milestone dates for major planning documents/requirements/core activities that are addressed by the Erie MPO:

PLAN/ACTIVITY	CURRENT	NEXT	
	ADOPTION/ COMPLETION	REQUIRED ADOPTION	TARGETED COMPLETION
<b>Unified Planning Work Program (UPWP)</b>	December 8, 2021	January 31, 2024	December 13, 2023
<b>Long Range Transportation Plan (LRTP)</b>	March 9, 2022	March 9, 2027	March 9, 2027
<b>Transportation Improvement Program (TIP)</b>	June 22, 2022	July 2024	June 26, 2024
<b>Public Participation Plan (PPP)</b>	December 14, 2022	NA	June 26, 2024
<b>Coordinated Public Transit Plan</b>	February 2008	NA	November 2023
<b>Environmental Justice Evaluation of Benefits &amp; Burdens</b>	June 22, 2022	July 2024	June 26, 2024
<b>Title VI Policy &amp; Procedures</b>	June 24, 2020	NA	June 26, 2024
<b>Limited English Proficiency Plan</b>	June 24, 2020	NA	June 26, 2024
<b>Annual List of Federally Obligated Projects</b>	December 24, 2021	December 29, 2022	December 15, 2022
<b>MPO Planning Process Review by FHWA/FTA/PennDOT</b>	May 7, 2019	NA	Jan-Jun 2025
<b>Local Bridge Prioritization for Local Use Fee</b>	March 9, 2022	NA	March 9, 2023
<b>Functional Classification Revisions</b>		Every 10 years	November 2023
<b>Performance Measures 1 (safety)</b>	December 14, 2020	180 days after state	as needed
<b>Performance Measures 1, 2 and 3</b>	December 9, 2020	180 days after state	as needed

**SUMMARY OF ACTIVITIES IN FY 2022-2024**

Task I –Plans and Programs

- A. Transportation Improvement Program (TIP)
- B. Other Required Plan Updates
- C. Public Transportation Planning

Task II– Project Development and Delivery

Task III – Data Collection and Analysis

- A. Highway Performance Monitoring System (HPMS)
- B. Data Analysis

Task IV– Program Management

Task V. PA 98 Corridor Relief Study/TBD

Task VI. Loomis Street At-Grade Crossing Study

Task VII. SUPPLEMENTAL: 12<sup>th</sup> Street Reimagined-Land Use and Transportation Study

Task VIII. CONNECTS: Safer and More Efficient Traffic Flow at US 20 and PA 430 Study

Task IX. Safe and Accessible Program

All activities planned to be completed have been finalized from the previous UPWP from FY 2020-2022. The following pages provide details about the transportation planning activities to be completed in FY 2022-2024.

## Task I – Plans and Programs

### A. Transportation Improvement Program

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*Purpose:*

The Erie MPO's Transportation Improvement Program (TIP) is the regionally agreed-upon list of priority projects, which consists of the first four years of PennDOT's Twelve Year Program. It is updated every two years and contains highway/bridge projects, transit projects, interstate projects and aviation and freight-related improvements. It is a federally mandated requirement that all transportation projects in an MPO's area that seek federal transportation funding within at least a four-year horizon be included in the TIP. In addition to the project list, the TIP must be supported by documentation such as a narrative description for the project selection process, TIP development timeline, TIP revision procedures, Title VI policy statement, performance measurement documentation, air quality conformity determination, and environmental justice core elements documentation.

*Tasks to be completed in fiscal years 2022-2024:*

- The Erie MPO will work with PennDOT District 1-0, PennDOT Program Center and EMTA to develop the new 2025-2028 TIP. This occurs every two (2) years. PennDOT District 1-0 will use financial guidance to advance projects on the outer two years of the 4-year TIP. Based on remaining funds, PennDOT District 1-0, the Erie MPO, EMTA and PennDOT Program Center will work to add additional projects to the outer years of the TIP that meet the priorities set in the LRTP, Pennsylvania planning priorities and federal planning priorities.
- PennDOT Program Center and/or FHWA will discuss methodology, work tasks, budget, and schedule for the bi-yearly TIP update process in accordance with 23 CFR 450 requirements, Performance Based Planning and Programming (PBPP), Transportation Performance Management (TPM), and asset management principles.
- The Erie MPO will draft the TIP and submit all required information according to the TIP Checklist. Erie County, the EMTA, FHWA and PennDOT Program Center will work together to fulfill all requirements on the checklist every two years.
- Erie County, EMTA, PennDOT Program Center and PennDOT District 1-0 will work together to complete public outreach of the TIP in accordance with the Erie MPO Public Participation Plan every two years.
  - Draft documents will be made available and accessible
  - Virtual and in person public meetings will be held to facilitate public comment
  - Targeted outreach will be undertaken to Tribal Governments and low income and minority communities and organizations as described in the MPO's Title VI plan
- The Erie MPO will vote to adopt the 4-year TIP every two years. They will also vote to adopt the TIP self-certification and the memorandum of understanding for TIP revisions.
- The Erie MPO will vote to adopt TIP air quality conformity and air quality resolution every two years. This is required because Erie County is currently designated as a maintenance area under the 1997 8-hour ozone NAAQS.
- The Erie MPO staff will participate in PennDOT Connects activities, including scheduling of and attendance at collaboration meetings with municipalities and other stakeholders, preparation of documentation, follow-up communications, preparation of

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Project Initiation Forms for projects and programs proposed in the TIP as needed.

- Erie County will post TIP documents on the website and update them as necessary.
- PennDOT District 1-0 will maintain the fiscal constraint of the TIP. Any changes will be submitted to the Program Center for approval. Those changes will be presented by PennDOT Program Center to the MPO quarterly.
- Following the Erie MPO Memorandum of Understanding, all amendments to the Highway/Bridge and Transit TIPs will be voted on according to the Erie MPO bylaws. A fiscal constraint chart will be presented to the MPO Coordinating Committee. Once approved by the MPO, staff will submit an eSTIP through SharePoint to PennDOT Program Center. FHWA will approve Highway/Bridge amendments as requested. FTA will approve Transit amendments as requested.

*Deliverables:*

- The Erie MPO will monitor projects and process all amendments required in the 2023-2026 TIP.
- The Erie MPO’s 2025-2028 TIP with all supporting documents will be adopted by June 2024.

*Budget:*

	Year 1 FY 2022-2023	Year 2 FY 2023-2024	Years 1-2 FY 2022-2024
<b>FHWA PL/SPR funds</b>	\$ 25,000	\$ 25,000	\$ 50,000
<b>FTA MPP funds</b>	\$ 0	\$ 0	\$ 0
<b>State MLF funds</b>	\$ 3,378	\$ 3,378	\$ 6,756
<b>Local funds</b>	\$ 2,872	\$ 2,872	\$ 5,744
<b>TASK TOTAL</b>	\$ 31,250	\$ 31,250	\$ 62,500

**B. Other Required Plan updates**

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*Purpose:*

Erie MPO transportation planning documents will be reviewed and updated periodically as needed.

*Tasks to be completed in fiscal years 2022-2024:*

- The Erie County Department of Planning and Community Development will work with municipalities and regional stakeholders to develop plans that are integrated with the work of the MPO. These include assistance with municipal comprehensive plans, strategic safety plans, Erie Area Council of Government’s initiatives, regional stimulus planning and other local planning needs that arise.
- Erie County and EMTA will work collaboratively to develop the FY 2024-2026 Unified Planning Work Program (UPWP) every two years after financial guidance is released from PennDOT Program Center. PennDOT, FHWA, and FTA will review and approve

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the document before it is formally adopted by the Erie MPO Coordinating Committee every two years.

- The 2050 Long Range Transportation Plan adopted in March of 2022 will be maintained as needed. Any needed preparations for the following required LRTP update planned for March of 2027 will begin. This will include the review of updated Federal or State LRTP guidance.
  - The MPO will work with PennDOT Program Center to adopt targets for each performance measure as requested. These include:
    - PM1 targets—the safety performance measures
    - PM2 targets – the National Highway System (NHS) pavements, bridges carrying the NHS, and pavements on the Interstate measures
    - PM3 targets—the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.
- The Erie MPO will communicate adoption to PennDOT CPDM within 180 days of PennDOT establishing targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets.
- Erie County will work with PennDOT to execute a new 5-year Master Grant Agreement for UPWP work.
  - The Erie MPO will maintain the Public Participation Plan (PPP) to describe the MPO's strategies and techniques to inform and engage the public in transportation planning issues with the purpose of maximizing participation and effectiveness. The Erie MPO will work with PennDOT Program Center, PennDOT Bureau of Equal Opportunity (BEO), and FHWA to make sure all needs of the plan are addressed by the PPP and update when necessary.
  - The Erie MPO will review and update Title VI Policy and Procedures and maintain Title VI complaint log as needed.
  - The Erie MPO will review and update the Limited English Proficiency Plan as needed.
  - The Erie MPO will work with the State Transportation Commission (STC) and PennDOT Program Center in soliciting input from citizens for the update of the Commonwealth's Twelve-Year Transportation Program (TYP) as requested.
  - The County will participate in any state or locally initiated plans such as the recently completed Freight Movement Plan, State Rail Plan and District 1-0 Bike Plan as requested.
  - The Erie MPO will coordinate with the Northwest RPO to schedule classes and promote Local Technical Assistance Program (LTAP) for the region as requested.

### *Deliverables:*

- UPWP FY 2024-2026 will be approved by Federal Highway Administration and Federal Transit Administration and adopted by the Erie MPO by January 30th, 2024.
- Erie County will assist municipalities and other organizations to complete comprehensive plans, strategic plans and county wide programs as requested.
- The Erie MPO will review and update Title VI Policy and Procedures and Limited English Proficiency Plan in response to the 2020 census data.
- The Erie MPO will participate in the TYP.
- The 2050 Long Range Transportation Plan will be maintained and updated if needed.

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*Budget:*

	Year 1 FY 2022-2023	Year 2 FY 2023-2024	Years 1-2 FY 2022-2024
<b>FHWA PL/SPR funds</b>	\$ 33,000	\$ 33,000	\$ 66,000
<b>FTA MPP funds</b>	\$ 0	\$ 0	\$ 0
<b>State MLF funds</b>	\$ 4,459	\$ 4,459	\$ 8,918
<b>Local funds</b>	\$ 3,791	\$ 3,791	\$ 7,582
<b>TASK TOTAL</b>	\$ 41,250	\$ 41,250	\$ 82,500

**C. Public Transportation Planning**

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*Purpose:*

Public Transportation Planning will be facilitated by the Erie Metropolitan Transit Authority (EMTA). EMTA owns and operates the public transportation system in Erie County. EMTA operates the “e” (Erie County’s fixed-route transit service), LIFT (Erie County’s paratransit service) and the Bayliner Trolley (downtown Erie’s circulator).

*Tasks to be completed in fiscal years 2022-2024:*

- EMTA will coordinate with the Erie MPO.
  - Attendance at all quarterly meetings of the Erie MPO and its sub-committees, at which time the EMTA will provide information regarding transit planning and services upon request from the Erie MPO.
  - The EMTA will coordinate with the Erie MPO for all public engagement activities as needed.
  - Quarterly Transit Planning Reports will be provided to the Erie MPO electronically not later than 1 week prior to each Erie MPO Coordinating Committee Meeting. The reports will include status updates for all active transit planning studies, projects, and TIP developments in coordination with the Transit Asset Management (TAM) plan.
- EMTA will continue to use a data driven process in planning.
  - Projects will be prioritized using TAM Performance Measures.
  - Origin and destination data will be collected using Token Transit.
  - Transit Planning Software will be used to enhance the efficiency and effectiveness of EMTA’s transit planning and Title IV analysis.
  - Schedule Masters will be used to plan and build fixed route vehicle schedules, routes, driver assignments and timetables. This software allows for continuous review of transit data.
  - EMTA will continue to input data into the Capital Planning Tool and share that data with planning partners.
- EMTA will work collaboratively with the Erie MPO to develop the FFY 2025-2028 Transit TIP. Staff will maintain the FFY 2023-2026 TIP for the administration transit programs and activities that directly correlate with securing or modifying TIP funds.

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- Following the Erie MPO Memorandum of Understanding, all amendments to the transit elements of the TIP will be voted on according to the Erie MPO bylaws. EMTA will create a fiscal constraint chart to present to the MPO Coordinating Committee. Once approved, MPO staff will submit an eSTIP through SharePoint to PennDOT Program Center. FTA will approve each amendment.
- EMTA will work with the Erie MPO, PennDOT Bureau of Public Transit (PennDOT BPT), and Federal Transit Authority (FTA) to update its Public Transit-Human Services Transportation Plan by November 2022.
- EMTA will work with an outside firm to assist with the maintenance of the System Safety Plan. This plan will reflect industry best practices and compliance with the Federal Transit Administration's Safety Management System and Public Transportation Agency Safety Plan guidelines. Safety targets will be developed annually and shared with the MPO for adoption.
- EMTA will continue to collaborate with Erie MPO to identify low income, minority, non-English speaking, and Limited English Proficiency (LEP) population concentrations and provide opportunities for those populations to offer input about the development of new or revised public transportation services. Efforts to provide services to these population concentrations will be closely coordinated with other agencies and organizations.
- EMTA will implement strategies, programs and projects recommended in EMTA's Transit Development Plan.
  - EMTA will investigate opportunities for special project funding and other grant opportunities focused on implementing public transportation improvements.
  - EMTA will support large event operations planning for key tourism operations such as Tall Ships America and Presque Isle Days.
  - EMTA will support environmental initiatives and continue to reduce emissions through planning.
- EMTA will serve as the Secretary of the Council for the Elderly and Disabled of Erie County and its sub-committees. Work elements include preparation and distribution of meeting minutes and agendas, coordination with member organizations, and attendance at all regularly scheduled meetings of the Council and its sub-committees.
- EMTA will develop and submit a quarterly reimbursement request and UPWP Activities Report to Erie County no later than 15 business days after the last day of each quarter.
- EMTA will work with PennDOT to review their cooperative Planning Agreement to make sure it accurately documents their collaborative planning process to meet federal and state required guidelines as needed.

### *Deliverables:*

- The Coordinated Public Transit-Human Services Transportation Plan and Safety Management System Plan will be updated by November 2022.
- Transit planning software, schedule masters scheduling software and Tokin Transit will generate ongoing data that will be used for planning.
- Schedules, agendas, and minutes will be provided for Council for the Elderly and Disabled of Erie County.
- Quarterly reimbursement requests and UPWP activities report will be shared with the

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MPO and Erie County.

- Transit projects identified in the 2050 LRTP, Transit Asset Management Plan and the FFY 2023-2026 TIP will be implemented. Projects in the FFY 2025-2028 TIP will be prioritized.
- Transit will work collaboratively with MPO, PennDOT and FTA.

*Budget:*

	<b>Year 1 FY 2022-2023</b>	<b>Year 2 FY 2023-2024</b>	<b>Years 1-2 FY 2022-2024</b>
<b>FHWA PL/SPR funds</b>	\$ 0	\$ 0	\$ 0
<b>FTA MPP funds</b>	\$ 82,000	\$ 82,000	\$ 164,000
<b>State MLF funds</b>	\$ 0	\$ 0	\$ 0
<b>Local funds</b>	\$ 20,500	\$ 20,500	\$ 41,000
<b>TASK TOTAL</b>	\$ 102,500	\$ 102,500	\$ 205,000

## Task II– Project Development and Delivery

### *Purpose:*

The Erie MPO will assist in the development and delivery of projects managed by PennDOT District 1-0 and prioritized in the statewide program. Erie County will also develop and deliver local transportation planning projects throughout the County. Although the County does not own or maintain any transportation infrastructure, it manages programs that assist the 38 municipalities that do own them. These programs will be led by the County and coordinated with FHWA, PennDOT Program Center and PennDOT District 1-0.

### *Tasks to be completed in fiscal years 2022-2024:*

- Erie County will assist PennDOT in implementing the program development and project delivery process. Staff will participate in scoping field views, design field views, status, advisory committee and public meetings, and other activities associated with ongoing project implementation.
- Erie MPO will partner with PennDOT District 1-0 in developing ongoing strategies to advance to conclude, modify, or implement plans and projects that are outside of the region's fiscal constraint; specifically, in regard to PennDOT's efforts to advance the Central Bayfront Parkway project.
- Erie County will continue the ongoing administration of the At-Risk Bridge Program using the Marcellus Shale Impact Fee in accordance with Pennsylvania Act 13 of 2012.
  - Erie County will create and advertise guidance for the At-Risk Bridge Program to municipalities that own bridges and post guidance on the MPO website yearly.
  - Municipalities will apply for the funding on an ongoing basis.
  - PennDOT District 1-0 will verify if the condition of the bridge or culvert is in poor condition and that the proposed repair corrects the deficiency as requested.
  - Erie County will enter into a contract with the municipality to allocate funds.
  - Approved projects will be added to the Transportation Improvement Program (TIP) by District 1-0 as an administrative action upon request.
- Erie County will allocate the County Liquid Fuels Program funds in collaboration with PennDOT Municipal Services yearly.
  - Because Erie County does not own any transportation assets, much of the yearly allocation of the County Liquid Fuels funds will be passed to municipalities that own transportation assets as County Aid. The allocation will be determined as part of the Erie County budget yearly.
  - Because Erie County does not own any bridges, a percentage of the County Liquid Fuels funds will be used to reimburse municipalities for the 20% local share of bridge inspections. The allocation will be determined as part of the Erie County budget yearly.
  - A percentage of the County Liquid Fuels funds will be set aside for the Emergency Liquid Fuels Program yearly. Municipalities can apply to the County for funding on a rolling basis. Municipal applications must be approved by PennDOT Municipal Services and Erie County Council as requested.
- The Erie MPO will continue the ongoing management of the \$5 Local Use Fee program. Erie County Council adopted an ordinance on December 19th, 2017 to put in place Act 89 \$5 Local Use Fee on all non-exempt vehicles in the county. The fee went into effect

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on March 31st, 2018 and is distributed on a semi-annual basis.

- A sub-committee of the MPO will be convened as needed to determine priority projects for the \$5 Local Use Fee that meet the guidelines in Publication 9. PennDOT District 1-0 staff will continue to be present on the committee and offer technical assistance as requested by the MPO.
- Prioritized \$5 Local Use Fee Projects will be discussed at the Erie MPO Technical Advisory Committee (TAC) and will be adopted by vote at the Erie MPO Coordinating Committee (CC) as funding becomes available.
- Municipalities will choose to accept the funds through resolution and project creation by PennDOT’s municipal services as needed.
- Erie County, PennDOT’s District 1-0 Bridge Unit and PennDOT District 1-0 Municipal Services will work closely with the municipality as the projects move forward.

*Deliverables:*

- The Erie MPO will attend meetings associated with ongoing TIP project implementation.
- The Erie County At-Risk Bridge Program will be updated annually. Municipalities can apply to the County on a rolling basis. Approved projects will be added to the TIP.
- County Liquid Fuels Program funds will be allocated to the 38 municipalities annually through County Aid, the Emergency Liquid Fuels Program and the Bridge Inspection fund.
- Prioritized bridges will receive \$5 Local Use Fee funds following semi-annual approval by the Erie MPO Coordinating Committee.

*Budget:*

	Year 1 FY 2022-2023	Year 2 FY 2023-2024	Years 1-2 FY 2022-2024
<b>FHWA PL/SPR funds</b>	\$ 77,700	\$ 77,700	\$ 155,400
<b>FTA MPP funds</b>	\$ 0	\$ 0	\$ 0
<b>State MLF funds</b>	\$ 10,500	\$ 10,500	\$ 21,000
<b>Local funds</b>	\$ 8,925	\$ 8,925	\$ 17,850
<b>TASK TOTAL</b>	\$97,125	\$97,125	\$ 194,250

### Task III – Data Collection and Analysis

#### A. Highway Performance Monitoring System (HPMS)

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*Purpose:*

The purpose is to collect and verify highway information in Erie County to inform FHWA’s strategic planning process.

*Tasks to be completed in fiscal years 2022-2024:*

- PennDOT Bureau of Planning and Research will supply the MPO with Highway Performance Monitoring System (HPMS) samples to be verified yearly.
- Erie MPO will verify and update roadway inventory and performance measures on Highway Performance Monitoring System (HPMS) sample sections provided by PennDOT Program Center annually. In Erie County, this is usually 131 sample sections.
- When time restrains prohibit staff from completing this activity, a consultant will be hired to complete this annual activity.
- Erie MPO staff will attend annual HPMS training organized by PennDOT and participate in a PennDOT quality control review every 2 years.

*Deliverables:*

- Updated and verified HPMS data will be provided by the Erie MPO to the PennDOT Program Center. This will be completed annually by December 6<sup>th</sup>, 2022 and December 6<sup>th</sup>, 2023.

*Budget:*

	Year 1 FY 2022-2023	Year 2 FY 2023-2024	Years 1-2 FY 2022-2024
<b>FHWA PL/SPR funds</b>	\$ 5,800	\$ 5,800	\$ 11,600
<b>FTA MPP funds</b>	\$ 0	\$ 0	\$ 0
<b>State MLF funds</b>	\$ 784	\$ 784	\$ 1,568
<b>Local funds</b>	\$ 666	\$ 666	\$ 1,332
<b>TASK TOTAL</b>	\$ 7,250	\$ 7,250	\$ 14,500

#### B. Data Analysis

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*Purpose:*

The Erie MPO and Erie County will maintain and update data to support planning activities and decision making. The County will support the 38 municipalities within the County with their transportation data requests.

*Tasks to be completed in fiscal years 2022-2024:*

- Erie County’s GIS team will use data to evaluate transportation planning decisions. While Erie County owns no transportation facilities, the County will maintain trails, and sidewalk locations and traffic signal data in GIS layers for our 38 municipalities.

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- Transportation data will be used to integrate transportation planning with land use planning, parks and recreation planning and other planning activities within Erie County on an ongoing basis.
- Erie County GIS department will create maps for municipalities and other transportation stakeholders upon request.
- The Erie MPO will continue involvement with PennDOT's Transportation Systems Management and Operations (TSMO) initiative by planning for Intelligent Transportation Systems (ITS) elements and other traffic operation improvements. Staff will participate in TSMO-related workshops when they are available.
- The Erie MPO will participate in data-driven safety planning activities that lead to better consideration of safety in the selection and prioritization of transportation projects. Staff will participate in road safety audit (RSA) studies working collaboratively with District 1-0's safety unit as requested.
- Erie County will annually update and maintain the Erie MPO travel demand model to ensure the integrity of the planning outputs and the models. In order to facilitate this task, staff will attend training as needed. Assistance may be required through a consultant. Tasks for maintaining the model include, but are not limited to:
  - Licensing to operate the software
  - Periodic upgrading of the software
  - Updating socioeconomic input data
  - Updating of Traffic Analysis Zones (TAZs) to address socioeconomic and land use changes
  - Updating the base highway network
  - Recalibration of the model
  - Analysis of new alternative highway networks and specific projects
- The travel demand model will be used to evaluate performance measures and candidate projects for MPO short-term and long-term plans, to complete transportation studies, and for other project-specific purposes as requested.
- Erie County data will be used to promote environment resiliency through mapping of watersheds and storm water facilities around transportation facilities. Economic data will be used to promote tourism connections along scenic byways and heritage trails, especially the Great Lakes Seaway Trail and PA Route 6 Alliance Heritage Corridor as requested.
- In response to 2020 Census data, the MPO will update its plans according to demographic changes as data becomes available.
  - Functional Classification of roadways will be reviewed by a consultant that will recommend changes in the spring or summer of 2022 in response to the release of the 2020 Census data.
  - If FHWA permits urbanized area boundary smoothing, the MPO will evaluate the urban boundary to determine if boundary smoothing is needed. The MPO will submit any boundary smoothing changes to PennDOT's Bureau of Planning and Research (BPR).

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*Deliverables:*

- The County’s travel demand model will be updated.
- GIS layers will be created and maintained for transportation planning activities at the County level and at the municipal level.
- Functional Classification review will be completed by November 2023.

*Budget:*

	<b>Year 1 FY 2022-2023</b>	<b>Year 2 FY 2023-2024</b>	<b>Years 1-2 FY 2022-2024</b>
<b>FHWA PL/SPR funds</b>	\$ 40,500	\$ 40,500	\$ 81,000
<b>FTA MPP funds</b>	\$ 0	\$ 0	\$ 0
<b>State MLF funds</b>	\$ 5,473	\$ 5,473	\$ 10,946
<b>Local funds</b>	\$ 4,652	\$ 4,652	\$ 9,304
<b>TASK TOTAL</b>	\$50,625	\$50,625	\$ 101,250

## Task IV– Program Management

### *Purpose:*

The purpose of this task is to continue the facilitation of the Erie County Metropolitan Planning Organization (MPO).

### *Tasks to be completed in fiscal years 2022-2024:*

- Erie County Department of Planning and Community Development (Erie County) will facilitate all Metropolitan Planning Organization (MPO) meetings. Both the Technical Advisory Committee and the Coordinating Committee will meet quarterly. Meeting locations will be accessible according to Americans with Disabilities Act of 1990. PennDOT District 1-0 will send representatives to the MPO meetings and provide education and assistance in the meeting as requested by the MPO. PennDOT Program Center will participate in person, or by phone, to present the fiscal changes to the current Transportation Improvement Program (TIP).
- Meeting notifications, agendas, and additional meeting materials will be distributed to all members of the MPO by Erie County five (5) days before each quarterly meeting. Erie MPO voting members must submit agenda materials to Erie County not less than five (5) days prior to the quarterly meetings.
- Membership lists, bylaws, memoranda of understanding and meeting minutes will be maintained by Erie County on an ongoing basis.
- Erie County will update and maintain current MPO information on the Erie County website. Materials will include meeting schedules and locations, agendas, minutes, final reports, draft reports, and current activities on an ongoing basis.
- Erie County will ensure space is provided on the County website for PennDOT to share statewide documents (STIP, LRTP, etc.) with the public for review and comment. Erie County will continue to use social media for its public outreach efforts and seek opportunities to expand the use of social media. Erie County will continue to develop and expand the use of its website to share planning and programming information and the tenets and requirements of current federal legislation.
- As needed, Erie County will work with PennDOT Program Center, and as necessary with FHWA, to implement the new OMB Super Circular (2 CFR Part 200) requirements, which went into effect December 26<sup>th</sup>, 2014. The Super Circular addresses new requirements for monitoring contractors and sub recipients, allowable costs, etc.
- Erie County will address requirements for Disadvantaged Business Enterprises (DBE) participation in contracting practices. Staff will participate in equal opportunity, non-discrimination, and DBE training offered by PennDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) when available.
- Erie County will create and submit Annual Obligation Reports to PennDOT Program Center, other planning partners and stakeholder organizations. The report will be posted to Erie County's website, annually in December 2023 and 2024.
- Erie MPO will work and coordinate with FHWA, FTA, PennDOT and transit operators in preparation of planning process reviews as requested.
- Erie County will monitor state and federal legislative initiatives regarding transportation funding and provide information to help the Erie MPO establish policy positions regarding transportation funding on an ongoing basis.

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- Erie MPO will continue to facilitate opportunities for all populations to participate in the planning and programming process, including minority, non-English speaking, and Limited English Proficiency (LEP), and low-income groups. As appropriate, staff will develop communication materials to enhance participation of these groups. This will utilize the strategies for public outreach and communications as described in the Public Participation Plan.
- Erie County staff will attend relevant conferences, workshops, seminars, and meetings that enhance the abilities of staff to implement the activities described within this work program. This includes attendance at the PennDOT Planning Partners’ meetings. Staff will ensure all relevant feedback from all regional and state agencies is disseminated within the MPO.
- Erie County will explain the role and purpose of the MPO to the public and other Erie County organizations as requested. The County will provide information, data and technical assistance to Erie MPO member-organizations, public and private organizations, the general public, and the media. This will include attending meetings of organizations, municipalities, and other groups to participate in discussion of transportation-related issues.
- Erie County will provide information to stakeholders about transportation grant opportunities as they arise. Erie County will review applications as requested for Transportation Alternatives (TA) Set-Aside Program, Green Light Go, and Multimodal projects.
- Erie County will submit progress reports and invoices to PennDOT Program Center no later than thirty (30) days following a quarterly reporting period. Budget tables will be amended by Erie County staff as needed and submitted to PennDOT Program Center.

*Deliverables:*

- MPO Technical Advisory Committee meetings and Coordinating Committee meetings of the Erie MPO will be administered by Erie County.
- Quarterly UPWP invoices will be submitted by the County to PennDOT Program Center within 30 days from the end of the quarter.
- Annual Obligation Reports will be reviewed by PennDOT Central Office and FHWA and distributed to stakeholders by email and posted on the County website within 90 days of the end of the Federal Fiscal Year.

*Budget:*

	Year 1 FY 2022-2023	Year 2 FY 2023-2024	Years 1-2 FY 2022-2024
<b>FHWA PL/SPR funds</b>	\$50,000	\$50,000	\$ 100,000
<b>FTA MPP funds</b>	\$ 0	\$ 0	\$ 0
<b>State MLF funds</b>	\$ 6,757	\$ 6,757	\$ 13,514
<b>Local funds</b>	\$ 5,743	\$ 5,743	\$ 11,486
<b>TASK TOTAL</b>	\$ 62,500	\$ 62,500	\$ 125,000

## Task V–PA 98 Corridor Relief Study

*Purpose:*

Study funding was set aside in each year to provide municipalities in Erie County with the ability to have locally important studies funded. In year one, four applications were presented to the MPO on September 8<sup>th</sup> 2021. The MPO voted to fund the PA 98 Corridor Relief Study at the November 10<sup>th</sup> 2021 meeting.

The same process will be undertaken for Year 2 FY 2023-2024. Studies will be evaluated based on the following factors--applications completed by deadline; a voting member presents study application to the MPO; the study has been identified through a public planning process; the study conforms to the fiscal constraint available; and the content fulfills federal, state and local planning factors.

*Tasks to be completed in fiscal years 2022-2024:*

- The MPO will work with Fairview Township to complete the PA 98 Corridor Relief Study from the Township’s Comprehensive Plan.
- A consultant will document the current and projected operations of the existing transportation network and its needs, and identify potential network improvements to benefit PA 98, including its intersection with US 20.
- Specific analysis will take place at the intersection of PA 98 (Avonia Road) and US 20 (West Ridge Road). This intersection experiences recurring congestion during weekday school arrivals/dismissals and commuter AM/PM peaks, characterized by failed cycles and long queues.
- Short term and long term options will be created by the consultant in coordination with PennDOT District 1-0 and local stakeholders along the PA 98 corridor.
- A final report will be created by June 30<sup>th</sup>, 2023.

*Deliverables:*

- The MPO will work with Fairview Township to select a consultant to complete the PA 98 Corridor Relief Study between July 1<sup>st</sup>, 2022 and June 30<sup>th</sup>, 2023.
- The MPO will solicit applications in Year 2, rank and select a project, and then work with the municipality to complete the study from July 1<sup>st</sup>, 2023 and June 30<sup>th</sup>, 2024.

*Budget:*

	Year 1 FY 2022-2023	Year 2 FY 2023-2024	Years 1-2 FY 2022-2024
<b>FHWA PL/SPR funds</b>	\$64,000	\$64,000	\$ 128,000
<b>FTA MPP funds</b>	\$ 0	\$ 0	\$ 0
<b>State MLF funds</b>	\$ 8,649	\$ 8,649	\$ 17,298
<b>Local funds</b>	\$ 7,351	\$ 7,351	\$ 14,702
<b>TASK TOTAL</b>	\$ 80,000	\$ 80,000	\$ 160,000

## Task VI–Loomis Street At-Grade Crossing Study

*Background:*

Additional transportation planning funds became available with the passage of IJA/BIL, prompting solicitation of studies from municipalities in Erie County. This study submitted by North East Township and North East Borough was approved at the December 2022 Erie MPO meeting.

Loomis Street provides access for vehicles and pedestrians between North East Borough and North East Township but is bisected by three adjacent at-grade railroad crossings owned by CSX Railroad and Norfolk and Southern railroad. There have been four, non-fatal accidents involving tractor-trailers being hit by trains at this crossing in the past thirty months. Efforts to make the crossing safer include signage, safety awareness programs, changing the grade between the tracks, and clearing sight lines. However, these have not eliminated the hazard.

*Purpose:*

A study is needed to identify feasible short-term and long-term safety solutions that allow Loomis Street to remain open to the public. A consultant will take pedestrian and traffic counts, gather the volume and speed of train traffic and measure the timing of the preemptive signaling system. The consultant will engage stakeholders such as the Pennsylvania Utility Commission (PUC), PennDOT, local business and North East residents to identify possible corrective actions. A locally preferred alternative with cost estimate will be selected.

*Tasks to be completed in fiscal years 2022-2024:*

- A consultant will hired and a steering committee formed
- Stakeholder interviews and one in-person public meeting will be held
- An inventory of the existing physical conditions and traffic counts will be compiled
- Short-term and long-term solutions will be evaluated
- A preferred alternative with cost estimate will be selected

*Deliverables:*

- Summary memo, which will be a compilation of all documents including technical findings, maps, figures, and supporting data
- Cost estimate of preferred alternative

*Budget:*

	Year 1 FY 2022-2023	Year 2 FY 2023-2024	Years 1-2 FY 2022-2024
<b>FHWA PL/SPR funds</b>	\$ 19,000	\$ 19,000	\$ 38,000
<b>FTA MPP funds</b>	\$ 0	\$ 0	\$ 0
<b>State MLF funds</b>	\$ 0	\$ 0	\$ 0
<b>Local funds</b>	\$ 4,750	\$ 4,750	\$ 9,500
<b>TASK TOTAL</b>	\$ 23,750	\$ 23,750	\$ 47,500

**Task VII–SUPPLEMENTAL: 12th Street Reimagined-Land Use and Transportation Study**

*Background:*

This project was part of the 2017 and 2022 MPO’s Long Range Transportation Plan study priorities and was presented at the MPO for funding consideration. The MPO did not have enough funding from its base allocation, so voted to submit the study for supplemental funding, which it received.

*Purpose:*

The project corridor was identified as a core area within Erie Refocused (The City of Erie’s comprehensive plan) and a critical gateway to the City. With the recent acquisition of closed industrial sites by the Erie County Redevelopment Authority (ECRDA) and the new developments proposed closer to the downtown, make this study a priority. The study will address the reuse plans for critical sites, ways to make the corridor more inviting as well as functional for new uses, and ensure that the operation of the roadway meets the current and future needs of all users.

*Tasks to be completed in fiscal years 2022-2024:*

- A consultant will hired, a steering committee formed and internal workshops held
- At least two public meetings will take place with additional virtual stakeholder outreach
- The existing system will be inventoried and existing conditions will be analyzed using Erie County and State databases as well as on-site evaluation
- Future conditions analysis will lead to Scenario Planning based on development assumptions
- Drawings and renderings will be produced for preliminary and preferred alternatives including streetscape design

*Deliverables:*

- Stakeholder meeting summaries
- List of development assumptions, performance measures and concept drawings
- Streetscape renderings and typical sections
- Draft Corridor Plan and Final Corridor Plan

*Budget:*

	Year 1 FY 2022-2023	Year 2 FY 2023-2024	Years 1-2 FY 2022-2024
<b>FHWA PL/SPR funds</b>	\$ 62,500	\$ 62,500	\$ 125,000
<b>FTA MPP funds</b>	\$ 0	\$ 0	\$ 0
<b>State MLF funds</b>	\$ 0	\$ 0	\$ 0
<b>Local funds</b>	\$ 12,500	\$ 12,500	\$ 25,000
<b>TASK TOTAL</b>	\$ 75,000	\$ 75,000	\$ 150,000

**Task VIII–CONNECTS: Safer and More Efficient Traffic Flow at US 20 and PA 430 Study**

*Background:*

The Borough of Wesleyville applied to the MPO for study funding to address the dangerous and congested intersection of US 20 (Buffalo Road) and PA 430 (Station Road). The MPO voted unanimously to recommend the study for the PennDOT Connects Program.

*Purpose:*

The geometry of the existing intersection has created many problems. A utility pole restricts the narrow turn lane from US 20 East bound to PA 430 South. This pole also supports the traffic signals over the intersection, which has been struck numerous times by trucks making the turn. Instead of hitting the pole, trucks move into the through traffic lane on US 20 to make the turn. This can also have an effect on traffic on PA 430 waiting to make a turn onto US 20 West bound. A building on the Southwest corner of the intersection hampers the removal of the utility pole. The utility pole and the building also impede sight lines for drivers and pedestrians using the crosswalk. Wesleyville Police identified these problems noting the PennDOT sends wide and oversize loads through the area which causes a bottle neck as the intersection is not wide enough and the traffic signals may be too low over the intersection.

*Tasks to be completed in fiscal years 2022-2024:*

- A consultant will hired and a steering committee formed
- Stakeholder interviews and one in-person public meeting will be held
- An inventory of the existing physical conditions of the US 20 (Buffalo Road) and SR 430 (Station Road) intersection will be compiled. This will include lane widths, traffic beacons, speed limits, turning lanes, driveways, side-roads, sidewalks, curb ramps, bus stops, truck routes, passing zones, and truck turning constraints
- Traffic counts will be collected and turn lane warrants analyzed

*Deliverables:*

- Three possible improvements at the study intersection.
- Summary memo, which will be a compilation of all documents including technical findings, maps, figures, and supporting data.

*Budget:*

	Year 1 FY 2022-2023	Year 2 FY 2023-2024	Years 1-2 FY 2022-2024
<b>FHWA PL/SPR funds</b>	\$ 14,000	\$ 14,000	\$ 28,000
<b>FTA MPP funds</b>	\$ 0	\$ 0	\$ 0
<b>State MLF funds</b>	\$ 0	\$ 0	\$ 0
<b>Local funds</b>	\$ 0	\$ 0	\$ 0
<b>TASK TOTAL</b>	\$ 14,000	\$ 14,000	\$ 28,000

**Task IX–Safe and Accessible Program**

*Background:*

IIJA/BIL Section 11206 Implementation Guidance Update involves the requirement for States and MPOs to use not less than 2.5% of SPR and LP funds on “Complete Streets planning activities.”

*Purpose:*

No municipalities in Erie County have a complete streets policy. This project will involve Erie MPO staff working to advertise complete streets concepts to local governments through holding workshops with municipalities. The outcome will be the creation of a policy template that can be adopted by any municipality. The process will follow the Michiana Area Council of Governments’ process it went through in 2018. Once the complete streets policy template is created, MPO staff will provide technical assistance to municipalities willing to go through the policy adoption and implementation processes.

*Tasks to be completed in 2022-2024:*

- Workshops with local municipalities will be held to discuss complete streets concepts and potential implementation
- A model policy outline for local jurisdictions will be created
- MPO staff will work with any local jurisdiction to adopt a complete street policy. This will include the development of performance measures and public engagement.
- MPO staff will assist in the implementation of the adopted policy

*Deliverables:*

- Workshop summaries
- Complete streets policy template

*Budget:*

	Year 1 FY 2022-2023	Year 2 FY 2023-2024	Years 1-2 FY 2022-2024
<b>FHWA PL/SPR funds</b>	\$ 7,875	\$ 7,875	\$ 15,750
<b>FTA MPP funds</b>	\$ 0	\$ 0	\$ 0
<b>State MLF funds</b>	\$ 0	\$ 0	\$ 0
<b>Local funds</b>	\$ 7,875	\$ 7,875	\$ 15,750
<b>TASK TOTAL</b>	\$ 7,875	\$ 7,875	\$ 15,750

ERIE MPO  
UPWP BUDGET  
YEAR 1 - FY 2022-2023

WORK TASK	TOTAL BUDGET	TOTAL HWY	FEDERAL PL/SPR	STATE MLF	LOCAL HWY	TOTAL TRANSIT	FEDERAL FTA MPP	LOCAL TRANSIT
<b>I. PLANS AND PROGRAMS</b>	<b>\$175,000</b>	<b>\$72,500</b>	<b>\$58,000</b>	<b>\$7,837</b>	<b>\$6,663</b>	<b>\$102,500</b>	<b>\$82,000</b>	<b>\$20,500</b>
A TRANSPORTATION IMPROVEMENT PROGRAM	\$31,250	\$31,250	\$25,000	\$3,378	\$2,872	\$0	\$0	\$0
B OTHER REQUIRED PLAN UPDATES	\$41,250	\$41,250	\$33,000	\$4,459	\$3,791	\$0	\$0	\$0
C PUBLIC TRANSPORTATION PLANNING	\$102,500	\$0	\$0	\$0	\$0	\$102,500	\$82,000	\$20,500
<b>II. PROJECT DEVELOPMENT AND DELIVERY</b>	<b>\$97,125</b>	<b>\$97,125</b>	<b>\$77,700</b>	<b>\$10,500</b>	<b>\$8,925</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>III. DATA COLLECTION AND ANALYSIS</b>	<b>\$57,875</b>	<b>\$57,875</b>	<b>\$46,300</b>	<b>\$6,257</b>	<b>\$5,318</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
A HIGHWAY PERFORMANCE MONIORING SYSTEM	\$7,250	\$7,250	\$5,800	\$784	\$666	\$0	\$0	\$0
B DATA ANALYSIS	\$50,625	\$50,625	\$40,500	\$5,473	\$4,652	\$0	\$0	\$0
<b>IV. PROGRAM MANAGEMENT</b>	<b>\$62,500</b>	<b>\$62,500</b>	<b>\$50,000</b>	<b>\$6,757</b>	<b>\$5,743</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>V. PA 98 CORRIDOR RELIEF STUDY</b>	<b>\$80,000</b>	<b>\$80,000</b>	<b>\$64,000</b>	<b>\$8,649</b>	<b>\$7,351</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>VI. LOOMIS STREET AT-GRADE CROSSING STUDY</b>	<b>\$23,750</b>	<b>\$23,750</b>	<b>\$19,000</b>	<b>\$0</b>	<b>\$4,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Base Sub-Total</b>	<b>\$496,250</b>	<b>\$393,750</b>	<b>\$315,000</b>	<b>\$40,000</b>	<b>\$38,751</b>	<b>\$102,500</b>	<b>\$82,000</b>	<b>\$20,500</b>
<b>VII. SUPPLEMENTAL: 12<sup>th</sup> Street Reimagined-Land Use and Transportation Study</b>	<b>\$75,000</b>	<b>\$75,000</b>	<b>\$62,500</b>	<b>\$0</b>	<b>\$12,500</b>			
<b>VIII. CONNECTS: Safer and More Efficient Traffic Flow at US 20 and PA 430 Study</b>	<b>\$14,000</b>	<b>\$14,000</b>	<b>\$14,000</b>	<b>\$0</b>	<b>\$0</b>			
<b>IX. Safe and Accessible Program</b>	<b>\$7,875</b>	<b>\$7,875</b>	<b>\$7,875</b>	<b>\$0</b>	<b>\$0</b>			
<b>Supplemental Sub-Total</b>	<b>\$96,875</b>	<b>\$96,875</b>	<b>\$84,375</b>	<b>\$0</b>	<b>\$12,500</b>			
<b>GRAND TOTAL</b>	<b>\$593,125</b>	<b>\$490,625</b>	<b>\$399,375</b>	<b>\$40,000</b>	<b>\$51,251</b>			

**UPWP CONTRACT FUNDING BREAKDOWN:**

Source -	Amount
PA State Motor License Funds (MLF)	\$40,000
FHWA Metropolitan Planning (PL/SPR) Funds	\$315,000
Safe and Accessible Program	\$7,875
FHWA (SPR) Funds - (Supplemental SPR \$'s)	\$62,500
FHWA (SPR) Funds - (PennDOT Connects)	\$14,000
PA State Motor License Funds (Supp. PL \$'s)	\$0
<b>Sub-Total:</b>	<b>\$439,375</b>
Safe and Accessible Program Local Funds:	\$0
Erie County Local Funds:	\$38,751
Supplemental Local Funds:	\$12,500
PennDOT Connects Local Funds:	\$0
<b>Total Local Funds:</b>	<b>\$51,251</b>
<b>Grand Total:</b>	<b>\$490,625</b>

**EMTA Tasks / Cost:**

Total	Fed \$	Loc \$
\$102,500	\$82,000	\$20,500

**EMTA SUB-CONTRACT FUNDING BREAKDOWN:**

Source -	Amount
PA State Motor License Funds (MLF)	\$0
FHWA Metropolitan Planning (PL/SPR) Funds	\$0
FTA Metropolitan Planning Funds (MPP)	\$82,000
FHWA (PL) Funds - (Supplemental PL \$'s)	\$0
<b>Sub-Total:</b>	<b>\$82,000</b>
EMTA Local Match Funds:	\$20,500
EMTA Supplemental Local Funds:	\$0
<b>Total Local Funds:</b>	<b>\$20,500</b>
<b>Grand Total:</b>	<b>\$102,500</b>

ERIE MPO  
UPWP BUDGET  
YEAR 2 - FY 2023-2024

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B OTHER REQUIRED PLAN UPDATES	\$41,250	\$41,250	\$33,000	\$4,459	\$3,791	\$0	\$0	\$0
C PUBLIC TRANSPORTATION PLANNING	\$102,500	\$0	\$0	\$0	\$0	\$102,500	\$82,000	\$20,500
<b>II. PROJECT DEVELOPMENT AND DELIVERY</b>	<b>\$97,125</b>	<b>\$97,125</b>	<b>\$77,700</b>	<b>\$10,500</b>	<b>\$8,925</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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<b>V. TBD</b>	<b>\$80,000</b>	<b>\$80,000</b>	<b>\$64,000</b>	<b>\$8,649</b>	<b>\$7,351</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>VI. LOOMIS STREET AT-GRADE CROSSING STUDY</b>	<b>\$23,750</b>	<b>\$23,750</b>	<b>\$19,000</b>	<b>\$0</b>	<b>\$4,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Base Sub-Total</b>	<b>\$496,250</b>	<b>\$393,750</b>	<b>\$315,000</b>	<b>\$40,000</b>	<b>\$38,751</b>	<b>\$102,500</b>	<b>\$82,000</b>	<b>\$20,500</b>
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<b>IX. Safe and Accessible Program</b>	<b>\$7,875</b>	<b>\$7,875</b>	<b>\$7,875</b>	<b>\$0</b>	<b>\$0</b>			
<b>Supplemental Sub-Total</b>	<b>\$96,875</b>	<b>\$96,875</b>	<b>\$84,375</b>	<b>\$0</b>	<b>\$12,500</b>			
<b>GRAND TOTAL</b>	<b>\$593,125</b>	<b>\$490,625</b>	<b>\$399,375</b>	<b>\$40,000</b>	<b>\$51,251</b>			

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<b>Grand Total:</b>	<b>\$490,625</b>

EMTA Tasks / Cost:	Total	Fed \$	Loc \$
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FHWA (PL) Funds - (Supplemental PL \$'s)	\$0
<b>Sub-Total:</b>	<b>\$82,000</b>
EMTA Local Match Funds:	\$20,500
EMTA Supplemental Local Funds:	\$0
<b>Total Local Funds:</b>	<b>\$20,500</b>
<b>Grand Total:</b>	<b>\$102,500</b>