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العربية/ARABIC

ي ح تاج ال فرد إل ى ، Erie County ل ترجمة ال و ث ائ ق أو ال مواد الأخ رى ال تي ت م ت نزي لها من موق ع pcdinfo@eriecountypa.gov أو 814-451-6336 (TTY: 814-451-6237).

Русский/RUSSIAN

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پښتو / PASHTO

څوک باید څخه د ژباړل شوي اسنادو او داونلود شوي موادو لپاره، يو د ايرې کاونټي ويب پاڼې pcdinfo@eriecountypa.gov يا 814-451-6336 (TTY: 814-451-6237) سره اړيکه ونيسي.

नेपाली/NEPALI

अनुवादित कागजातहरू र एरी काउन्टी वेबसाइटबाट डाउनलोड गरिएको सामग्रीको लागि, कसैले pcdinfo@eriecountypa.gov वा 814-451-6336 (TTY: 814-451-6237) मा सम्पर्क गर्नुपर्छ।

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PURPOSE

The Unified Planning Work Program (UPWP) lists the transportation planning activities to be completed by the Erie Metropolitan Planning Organization (Erie MPO) in a 2-year period starting July 1, 2025 and ending June 30, 2027. Preparation of this document is required by federal transportation planning regulations ([23 CFR 450 Subpart C](#)). These requirements pertain to Erie County which contains an urbanized area of between 50,000 and 200,000 residents.

DEVELOPMENT SCHEDULE

2024 DATE	MILESTONE
July 16	PennDOT releases UPWP guidance
August 14	MPO Technical Advisory Committee reviews UPWP draft
August 15	Erie MPO and PennDOT District 1 coordinate
September 11	MPO Coordinating Committee reviews UPWP draft
October 9	Erie MPO receives comments from PennDOT's Program Center
October 10	Erie MPO and EMTA coordinate
October 25	Erie MPO submits draft to PennDOT, FHWA and FTA for review
December 11	Erie MPO Coordinating Committee votes on the adoption of the UPWP

Erie MPO: Erie Area Metropolitan Planning Organization

EMTA: Erie Metropolitan Transit Authority

FHWA: Federal Highway Administration

FTA: Federal Transit Administration

PennDOT: Pennsylvania Department of Transportation

INTRODUCTION

The Erie MPO performs federally required transportation planning in Erie County, Pennsylvania. 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 the years, the Erie MPO evolved. The LGAC was dissolved 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 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). Each committee meets quarterly. Both committees are comprised of sixteen organizations that work cooperatively to develop transportation policies, programs, and projects throughout Erie County.

In addition to the review of this document by PennDOT, FHWA and FTA, both Erie MPO committees have reviewed a UPWP draft and provided feedback. The Coordinating Committee voted to adopt the UPWP on December 11, 2024.

COMMITTEE STRUCTURE

The policy-making body of the Erie MPO is the Coordinating Committee, which is responsible for transportation planning activities in federal regulations. The Coordinating Committee includes twenty-three (23) voting members from county and municipal governments, 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 (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
Federal Aviation Administration	Housing and Urban Development
PA Department of Community and Economic Development	
PA Department of Environmental Protection	

The Technical Advisory Committee (TAC) 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. The City of Erie only has 2 votes and Millcreek and ECATO only have 1 vote each on the Technical Advisory Committee. In addition, an MPO subcommittee makes recommendations on the implementation of the \$5 Local Use Fee.

STAFFING AND AGENCY SUPPORT

The Erie County Department of Planning and Community Development assumes the lead responsibility for undertaking transportation planning tasks regulated by FHWA. EMTA is responsible for undertaking transit planning tasks regulated by FTA. If a task is beyond the capacity of staff, a consultant is hired to complete work in a timely manner.

Staff at Erie County Department of Planning and Community Development provide the technical and clerical support required for the MPO to function. Specific administrative responsibilities include scheduling, publicly advertising and convening all Erie MPO meetings in accordance with the MPO's 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 and preparing meeting minutes. In addition, staff coordinate transportation related planning activities including the administration of Act 13 Marcellus Shale Impact Fee Funds, the \$5 Local Use Fee and Erie County's 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
150 East Front Street | Suite 300 | Erie, PA 16507
Phone: 814.451.7325 | Fax: 814.451.7333
eoaloz@eriecountypa.gov

The role of MPO board members is to provide representation for their municipality or organization. Erie County does not own or maintain any transportation infrastructure, so MPO members' input is essential to facilitate integrated and informed decision-making. 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 Erie Metropolitan Transit Authority (EMTA), 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 network in Erie County.

In addition to voting organizations, the Erie MPO maintains regular contact with area stakeholders such as the Council of Governments, non-profit and advocacy organizations promoting non-vehicular travel, social justice organizations and neighborhood groups. Specific public outreach is described in the Erie MPO's Title VI/Nondiscrimination Implementation Plan, which includes a [Public Participation Plan](#). Erie County is continually striving to develop a comprehensive transportation strategy for the future through the active coordination with and participation by the public.

VISION

The vision of the Erie MPO is to develop a sustainable transportation system that provides mobility options to all people and the necessary infrastructure to support economic activity and daily life.

PRIORITIES

Local Transportation Planning Priorities

The Erie MPO is a single county MPO. Therefore, the MPO’s transportation plans and Erie County’s comprehensive plan are closely linked. The MPO’s [2050 Long-Range Transportation Plan](#) serves as the transportation component of the Erie County Comprehensive Plan. It 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 as well as the Erie MPO.

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

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

The following table indicates which local transportation goals will be addressed by the UPWP tasks. The tasks are fully described in pages 11-21.

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

State Transportation Planning Priorities

Pennsylvania’s [2045 Long-Range Transportation Plan and Freight Movement Plan](#) presents a clear vision and strategic direction for transportation planning across the state. The 2045 Long-Range Transportation Plan established six goals and objectives:

1. Safety: Enhance safety and security for both motorized and non-motorized modes throughout Pennsylvania’s transportation system.
2. Mobility: Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.
3. Equity: Improve transportation access and equity throughout Pennsylvania.

4. Resilience: Strengthen Pennsylvania transportation’s resilience to climate change and other risks and reduce transportation’s environmental impacts.
5. Performance: Improve the condition and performance of transportation assets.
6. Resources: Structure transportation funding and finance approaches that allocate sufficient resources for system safety, maintenance, preservation, and improvement.

The following table indicates which state transportation goals will be addressed by the UPWP tasks. The tasks are fully described in pages 11-21.

PENNDOT PLANNING GOALS	UPWP PLANNING TASKS					
	I	II	III	IV	V	VI
Safety	X	X	X	X		X
Mobility	X				X	X
Equity	X		X	X	X	X
Resilience	X	X		X		X
Performance	X	X		X		X
Resources	X	X	X	X		X

Federal Transportation Planning Priorities

The federal Infrastructure Investment and Jobs Act (Public Law No. 117-58), also known as the Bipartisan Infrastructure Law (BIL), is the current transportation authorizing legislation. The BIL continues almost all of the requirements that applied to the Metropolitan Planning Program under the FAST Act. Federal metropolitan planning regulations promulgated from the Act specify the roles and responsibilities of MPOs, including development of a Long-Range Transportation Plan (LRTP), a short-range transportation plan (TIP), and public involvement efforts. The scope of a metropolitan transportation planning process is defined in [23 CRF § 450.306](#). The Act identifies 10 planning factors that must be considered in the metropolitan planning process. The federal planning factors are:

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 federal transportation goals will be addressed by the UPWP tasks. The tasks are fully described in pages 11-21.

FEDERAL PLANNING FACTORS	UPWP PLANNING TASK					
	I	II	III	IV	V	VI
Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.	X			X		
Increase the safety of the transportation system for motorized and non-motorized users.	X	X		X	X	X
Increase the security of the transportation system for motorized and non-motorized users.	X	X		X	X	X
Increase the accessibility and mobility options available for people and for freight.	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
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	X		X	X	X	X
Promote efficient transportation system management and operations.	X			X		X
Emphasize the preservation of existing transportation system.	X	X	X	X		
Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.	X					
Enhance travel and tourism.	X				X	X

Federal Finding Planning Improvements

The FHWA and FTA completed a joint review of the Pennsylvania Federal Fiscal Year 2025-2028 Statewide Transportation Improvement Program (STIP). The STIP included the Erie MPO's Transportation Improvement Program (TIP) as well as other TIPs from around the state. The review included three commendations and five recommendations for improvement. There were no Corrective Actions.

1. The first recommendation is for better planning, programming and project delivery of safety projects funded with Highway Safety Improvement Funds (HSIP). Actions are needed so that safety performance measures are met, HSIP funds are fully obligated, and project eligibility is fully vetted.
2. The second recommendation is for better integration of transportation performance management tools in the project selection process.
3. The third recommendation is to improve the Long Range Transportation Plan update process.
4. The fourth recommendation is to evaluate Memorandum of Understanding between PennDOT, the Planning Partners and Transit agencies to reflect changes in transportation planning requirements.
5. The fifth recommendation is to strengthen multimodal planning between different stakeholders, especially transit agencies.

The following table indicates which STIP finding recommendations will be addressed by the UPWP tasks. The tasks are fully described in pages 11-21.

FEDERAL PLANNING FINDING RECOMMENDATIONS	UPWP PLANNING TASKS					
	I	II	III	IV	V	VI
Safety Planning, Programming and Project Delivery	X			X	X	
Integration of Asset Management and Transportation Performance Management	X			X		X
L RTP Development Process	X			X		X
Metropolitan Planning Agreements (MOU)	X			X		X
Transit Coordination	X			X		X

TRANSPORTION PLANS

Long-Range Transportation Plan (LRTP)

One of the key responsibilities of the Erie MPO is to adopt a Long-Range Transportation Plan (LRTP) with a minimum of a twenty-year horizon. The [Erie MPO's 2050 LRTP](#) was adopted on March 9, 2022. The LRTP includes a regional overview, trend evaluation, condition assessments, and a guide for ongoing management and development of the transportation system in Erie County. The Erie MPO Long-Range Transportation Plan is updated every five years. An LRTP update will take place during this UPWP cycle. A new LRTP will be adopted by March 9, 2027.

Transportation Improvement Program (TIP)

Another responsibility of the Erie MPO is the adoption of a short-range Transportation Improvement Program (TIP) every two years. The TIP includes project lists for highway/bridge projects, transit projects, statewide projects and interstate projects as well as supporting documentation. The supporting documents include: project selection criteria, fiscal constraint chart, air quality conformity determination report, HSIP SharePoint application submission, performance measure documentation, public transportation financial capacity analysis, community demographic analysis and documentation, public comment period advertisement, Title VI policy statement, memorandum of understanding for TIP revision procedures, self-certification resolution, list of major projects from the previous TIP that were implemented or delayed. Work during this UPWP cycle will include maintenance of the 2025-2028 TIP, as well as the creation and adoption of the 2027-2030 TIP by the end of June 2026.

Coordinated Public Transit-Human Services Transportation Plan

Federal transit law requires that projects funded 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. That plan is, "developed and approved through a process that includes participation by older adults, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public." The plan evaluates transportation needs and provides strategies for meeting these needs. EMTA and the Erie MPO will adopt an updated Coordinated Public Transit-Human Services Transportation Plan by November 2026.

Title VI/Nondiscrimination Implementation Plan

The Erie MPO maintains a Title VI/Nondiscrimination Implementation Plan. This plan includes the Erie MPO's Community Demographic Analysis and Public Participation Plan in compliance with FTA Circular 4702.1B. The plan also includes a Title VI Policy Notice, ADA Policy Notice, discrimination complaint procedure, discrimination complaint form, Limited English Proficiency (LEP) Analysis, language taglines, and sub recipient monitoring process. Work during this UPWP cycle will include annual review of the plan and work towards an updated plan by September 2027.

EMTA maintains their own Title VI+ Plan. It contains the same elements of the Erie MPO's Title VI/Nondiscrimination Implementation Plan. EMTA's most recent Title VI+ Plan was adopted by the EMTA board of directors on November 20, 2023. An update of the plan is scheduled to occur before the end of November 2026.

Community Demographic Analysis

The Community Demographic Analysis forms a part of the Erie MPO Title VI/Nondiscrimination Implementation Plan. Based upon regional and statewide priorities, the Erie MPO will maintain and update a demographic analysis to better understand the community's transportation needs and potential impacts of projects on the TIP and LRTP.

Public Participation Plan

The Public Participation Plan forms a part of the Title VI/Nondiscrimination Implementation Plan due to requirements in FTA Circular 4702.1B. This plan describes opportunities for public involvement, participation and consultation throughout the MPO's transportation planning activities. The MPO develops the Public Participation Plan in collaboration with the public and stakeholder communities. The draft plan is then made available for review and public comment for forty-five (45) days before adoption. The Erie MPO adopted the most recent Public Participation Plan on December 14, 2022. Work during this UPWP cycle will include annual review of the plan and work towards an updated plan by September 2027.

PLAN/ACTIVITY MILESTONES

The below table reflects the milestone dates for major transportation planning documents, requirements and core activities.

PLAN/ACTIVITY	CURRENT	NEXT	
	ADOPTION/ COMPLETION	REQUIRED ADOPTION	TARGETED COMPLETION
Unified Planning Work Program (UPWP)	December 11, 2024	January 31, 2027	December 9, 2026
Long Range Transportation Plan (LRTP)	March 9, 2022	March 9, 2027	March 9, 2027
Transportation Improvement Program (TIP)	June 26, 2024	June 2026	June 17, 2026
Public Participation Plan (PPP)	December 14, 2022	Annual Review	September 8, 2027
Coordinated Public Transit-Human Services Transportation Plan	February 2008	NA	November 2026
Erie MPO Title VI/Nondiscrimination Implementation Plan	December 11, 2024	September 2027	September 8, 2027
EMTA Title VI+ Plan	November 20, 2023	December, 2026	November, 2026
Annual List of Federally Obligated Projects	December 20, 2024	December 29, 2025	December 15, 2025
Performance Measures 1 (safety)	December 11, 2024	180 days after state	Annual
Performance Measures 2 and 3	March 8, 2023	180 days after state	Biennial

SUMMARY OF ACTIVITIES IN FY 2025-2027

Task I: Plans and Programs

Task II: Project Development and Delivery

Task III: Data Collection and Analysis

Task IV: Program Management

Task V: Safe and Accessible

Task VI: Public Transportation

The following pages provide details about the transportation planning activities to be completed in July 1, 2025-June 30, 2027.

Task I – Plans and Programs

Purpose:

The Erie MPO is responsible for creating and updating transportation planning documents such as this Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Long-Range Transportation Plan (LRTP) and Public Participation Plan (PPP). Erie County and the Erie MPO also work with municipalities and transportation authorities to assist with their transportation planning needs.

Tasks to be completed in fiscal year 2025-2027:

- The current 2025-2028 Transportation Improvement Program (TIP) will be maintained.
 - The Erie MPO will maintain the current 2025-2028 TIP and will modify/amend the TIP according to the established Memorandum of Understanding (MOU). PennDOT District 1 will maintain fiscal constraint. PennDOT Program Center will approve administrative modifications and present those changes to the MPO at committee meetings.
 - Following the 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. If approved by majority vote, the MPO secretary will submit an eSTIP through SharePoint to PennDOT Program Center. FHWA will approve Highway/Bridge amendments and FTA will approve Transit amendments.
 - The Erie MPO will work to monitor and advance, in conjunction with PennDOT, non-traditional projects. Typically, non-traditional projects are those administered through the TIP for which funding is provided outside of the fiscal constraint provided in Financial Guidance. Examples include grant funding and the corresponding private/local match, earmarks, Appalachian Regional Commission (ARC) Local Access projects, or competitive discretionary grants secured by the MPO, PennDOT and Transit operators. The MPO will take an active role in coordination with project sponsors to ensure that the projects are advancing, completed on time, and within budget.
- The Transportation Improvement Program (TIP) will be updated.
 - The Erie MPO will develop and adopt the 2027-2030 TIP in accordance with federal regulations as detailed in 23 CFR §450.326, and submit all required information per the TIP Checklist found in General and Procedural Guidance. Documentation of the process used by for project selection and prioritization will be included with the TIP submittal package.
 - The TIP will address any relevant findings of the as part of the 2025-2028 STIP Approval and Federal Planning Finding when made available.
 - As PennDOT District 1 schedules PennDOT Connects meetings for TIP projects, the Erie MPO will participate.
 - The Erie County Department of Planning and Community Development website will serve as a public repository of TIP documents. Links will be provided to the to the PA Transportation Projects site to visualize the TIP.
- The Long-Range Transportation Plan (LRTP) will be maintained and updated.
 - The Erie MPO will Modify/Amend the current 2050 Long Range Transportation Plan as needed.
 - The Erie MPO will update the Long Range Transportation Plan by March 2027 with

- the assistance of a consultant that has been through a consultant selection process and a steering committee that will include PennDOT, FHWA, FTA, and EMTA. The update will use PennDOT's Regional Long-Range Transportation Plan Guidance to direct the work.
- PennDOT, FHWA and FTA should provide assistance to ensure the LRTP adequately addresses 23 CFR 450.324 requirements and Clean Air Act requirements, Performance Based Planning and Programming (PBPP), Transportation Performance Management (TPM), and asset management principles.
 - The Erie MPO and PennDOT D-1 will utilize the Project Development PennDOT Connects/Local Government Collaboration meetings to initiate all new projects being considered for inclusion in the LRTP as time permits. The MPO, EMTA, and PennDOT's D-1 will collaborate to advance projects with the best scope and cost.
 - The Erie MPO will provide FHWA and FTA with a copy of draft LRTP documents for review prior to the public comment period and adoption by the MPO Coordinating Committee.
 - The Unified Planning Work Program (UPWP) will be maintained and updated.
 - The UPWP will be amended as needed. An amendment is triggered by the following changes:
 - The addition/removal of tasks or the addition/removal of federal funds
 - The transfer of federal funds from any one task(s) to another task(s) where the total revision of federal funds exceeds \$40,000.
 - Tasks that are split between transit (FTA MPP) and highway (PL/SPR) change retain their ratio.
 - Changes to the scope of work or objectives of the project, regardless of whether there is an associated budget revision, which is significant enough to essentially constitute a new project.
 - MPO staff will request approval of the amendment by email to PennDOT. Once reviewed by the Program Center, PennDOT must send the amendment to the assigned FHWA planner by email for approval. FHWA planners will review and approve or deny the amendment by email within 14 calendar days, where possible. Based on its coordination with FHWA, PennDOT must then approve or deny the amendment electronically or by letter. FHWA reserves the right to deny any changes if they are not consistent with Federal requirements and regulations.
 - The next Unified Planning Work Program (UPWP) will be created and adopted.
 - MPO members and staff will work collaboratively to develop the FY 2027-2029 Unified Planning Work Program (UPWP) after financial guidance is released from PennDOT Program Center. PennDOT, FHWA, and FTA will review and approve the UPWP before it is presented to the Erie MPO Coordinating Committee.
 - The MPO will submit the approved UPWP, salary schedule and purchase register to PennDOT through SharePoint.
 - The Erie MPO will create an Annual Obligation Report based on information generated by PennDOT Program Center and EMTA. The report will be posted on Erie MPO's webpage within 90 days of the end of the Federal Fiscal Year. In response to the STIP finding, more uniformity will be used in the reporting of Transit Funds and Highway/Bridge Funds.
 - The Erie County Department of Planning and Community Development will work with municipalities and regional stakeholders to develop plans with transportation components. Examples of local planning efforts include assistance with municipal comprehensive plans, strategic safety plans, and regional trail plans.

- The MPO will annually review and evaluate the effectiveness of the procedures and strategies in the current Public Participation Plan to ensure it reflects current outreach procedures and strategies. Plans, programs and meetings will be advertised using the procedures found in the plan, including outreach strategies to federally recognized Tribes and Nations.
- Erie County will utilize PennDOT's Extreme Weather Vulnerability Assessment to: incorporate flooding resiliency into TIP projects; enhance County Hazard Mitigation Planning; and improve emergency preparedness. The MPO will be engaged by the Department in further building out the federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program, implementing studies, identifying projects, and discussing a formula distribution.
- The Erie MPO will maintain a Title VI/Nondiscrimination Implementation Plan, which includes an Community Demographic Analysis, Limited English Proficiency Plan, Title VI policy, as well as a discrimination complaint procedures. In addition, the Erie MPO maintains a Title VI/Nondiscrimination complaint log. The Erie MPO will work with PennDOT Program Center, Bureau of Equal Opportunity (BEO), Bureau of Public Transportation (BPT), FHWA and FTA to make sure all requirements are met. The 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), low-income, and disabled individuals.
- The MPO will continue to designate and specifically identify a point of contact who is responsible for coordinating the efforts and compliance with the Americans with Disabilities Act (ADA). The identified contact's information is available on the MPO's website, public meeting notices/accommodation request advertisements, public employment notices, complaint procedures, and transportation plans and other public documents.
- The Erie MPO will work with the State Transportation Commission (STC) and PennDOT Program Center to solicit input from citizens for the update of the Commonwealth's Twelve-Year Transportation Program (TYP) as requested. The County/Erie MPO will participate in any state initiated plans or initiatives such as the Freight Movement Plan, State Rail Plan, and Pennsylvania's Carbon Reduction Strategy.
- The Erie MPO will collaborate with the Northwest RPO to schedule classes and promote Local Technical Assistance Program (LTAP) for the region.
- Municipalities and transportation authorities will have the ability to request funds to complete transportation studies recommended in the Long Range Transportation Plan or other regional plans. Applicants must present to the MPO and the board must approve the transportation study's scope and budget.

Deliverables:

- The Erie MPO will process all amendments required for the 2025-2028 TIP as needed.
- The 2027-2030 TIP will be developed and approved by July 17, 2026.
- Annual Obligation Reports will be created and posted on the MPO's webpage in December 2025 and 2026.
- The FY 2027-2029 UPWP will be developed and approved by December 9, 2026.
- Erie County will assist municipalities and regional stakeholders to complete comprehensive plans, feasibility studies and other transportation related planning activities as needed.
- A new Long-Range Transportation Plan will be adopted by March 9, 2027.

Budget:

	FY Year 1 July 1, 2025-June 30, 2027	FY Year 2 July 1, 2026-June 30, 2027
FHWA PL/SPR funds	\$ 148,000	\$ 148,000
FTA MPP funds	\$ 0	\$ 0
State MLF funds	\$ 18,667	\$ 18,667
Local funds	\$ 18,333	\$ 18,333
TASK TOTAL	\$ 185,000	\$ 185,000

Task II– Project Development and Delivery

Purpose:

Erie County/Erie MPO develops and delivers local transportation planning projects throughout the county. Although Erie County does not own or maintain any transportation infrastructure, it manages programs that assist the 38 municipalities and transportation authorities that do. These programs are led by Erie County and coordinated with FHWA, PennDOT Program Center and PennDOT District 1. The Erie MPO also assists in the development and delivery of projects managed by PennDOT District 1 in the statewide program.

Tasks to be completed in fiscal year 2025-2027:

- Erie County/Erie MPO will assist PennDOT to implement program development and project delivery. Staff will participate in scoping field views, design field views, public meetings, and planning activities associated with project development.
- Erie MPO will collaborate with PennDOT District 1 to advance plans and projects that are outside of the region’s fiscal constraint, specifically local projects that do not qualify for TIP funding. The MPO will share information about transportation grant opportunities as they arise and review applications as requested for the Transportation Alternatives (TA) Set-Aside Program and Multimodal Fund projects.
- The Erie MPO will continue to monitor current opportunities for grant funding under IJJA/BIL and share these opportunities with local governments and community representatives.
- Erie County will continue to administer the At-Risk Bridge Program using the Marcellus Shale Impact Fee in accordance with Pennsylvania Act 13 of 2012.
 - Erie County creates and advertises guidance for the At-Risk Bridge Program to municipalities that own bridges and posts guidance on the MPO website yearly.
 - Municipalities apply for funding.
 - PennDOT District 1 bridge unit verifies the poor condition of the bridge or culvert and that the proposed repair corrects the deficiency.
 - Erie County enters into a contract with the municipality to allocate funds.
 - Approved projects are added to the Transportation Improvement Program (TIP) by PennDOT District 1 as an administrative action.
- Erie County will continue to administer the County Liquid Fuels Program in collaboration with PennDOT Municipal Services.
 - Because Erie County does not own any transportation assets, much of the yearly allocation of the County Liquid Fuels funds is passed to municipalities as County Aid. The allocation is determined as part of the Erie County budget, approved by Erie County Council.
 - A percentage of the County Liquid Fuels funds are used to reimburse municipalities for the 20% local share of bridge inspections.
 - A percentage of the County Liquid Fuels funds is set aside for the Emergency Liquid Fuels Program. Municipalities can apply to the County for funding on a rolling basis. PennDOT Municipal Services and Erie County Council must approve municipal applications.
- The Erie MPO will continue to manage the \$5 Local Use Fee program.
 - PennDOT distributes the collected funds from car registrations to Erie County on a semi-annual basis. The funds are included as part of the Erie County budget, approved by Erie County Council.
 - An MPO subcommittee discusses priority projects. PennDOT District 1 staff offer

technical assistance. MPO staff reach out to the municipalities to gage their interest in the program.

- Funding is awarded by the Erie MPO Coordinating Committee (CC).
- Municipalities accept funds through resolution and a project is created by PennDOT Municipal Services.
- Erie County and PennDOT's work closely with the municipality as the project moves to completion, including hosting bi-monthly check-in meetings.
- Erie County administers sub-committee meetings as needed.

Deliverables:

- The Erie MPO will attend meetings associated with ongoing TIP project implementation as needed.
- The Erie County At-Risk Bridge Program will be updated annually. Municipalities will apply to the County on a rolling basis. Approved projects will be added to the TIP as needed.
- 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 projects will receive \$5 Local Use Fee funds following approval by the Erie MPO Coordinating Committee as needed.

Budget:

	FY Year 1 July 1, 2025-June 30, 2026	FY Year 2 July 1, 2026-June 30, 2027
FHWA PL/SPR funds	\$ 75,000	\$ 75,000
FTA MPP funds	\$ 0	\$ 0
State MLF funds	\$ 9,459	\$ 9,459
Local funds	\$ 9,291	\$ 9,291
TASK TOTAL	\$ 93,750	\$ 93,750

Task III – Data Collection and Analysis

Purpose:

The Erie MPO maintains and updates data to support transportation planning activities and decision-making throughout Erie County. In addition, the Erie MPO collects and verifies highway information in Erie County to inform FHWA's strategic planning process as well as local and state objectives.

Tasks to be completed in fiscal year 2025-2027:

- Erie County will use data to evaluate transportation planning decisions. While Erie County owns no transportation facilities, the county maintains transportation data for municipalities and transportation authorities.
- 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.
- The Erie MPO will participate in PennDOT's Transportation Systems Management and Operations (TSMO) initiative.
- The Erie MPO will use data-driven safety analysis (DDSA) and planning activities (such as road safety audits and network screening) that provide weight to safety aspects in the selection and prioritization of highway and transit projects.
- The MPO will continuously monitor and evaluate procedures used for collecting statistical data of participants in, and beneficiaries of, transportation programs by tracking participation in public meetings and reviewing new regional census data.
- Erie County will update the Erie County 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.
- The HPMS sample sections will be determined by PennDOT and provided to the MPO through HPMS Mobile after June 15 of each year. Erie MPO will verify and update the roadway inventory and performance measures on 131 Highway Performance Monitoring System (HPMS) sample sections. The data will be sent to PennDOT by the first Friday in December of each year. When time constraints prohibit staff from completing this activity, a consultant will be hired by Erie County to complete this annual activity. MPO staff will attend the annual HPMS workshop sponsored by PennDOT and participate in bi-annual quality reviews.

Deliverables:

- The county’s travel demand model will be updated as needed.
- Data will inform transportation planning activities at the county, municipal and regional levels as needed.
- The Erie MPO will provide updated HPMS sample data to the PennDOT Program Center by December 2025 and 2026.

Budget:

	FY Year 1 July 1, 2025-June 30, 2026	FY Year 2 July 1, 2026-June 30, 2027
FHWA PL/SPR funds	\$ 50,000	\$ 50,000
FTA MPP funds	\$ 0	\$ 0
State MLF funds	\$ 6,306	\$ 6,306
Local funds	\$ 6,194	\$ 6,194
TASK TOTAL	\$ 62,500	\$ 62,500

Task IV– Program Management

Purpose:

The purpose of this task is to facilitate the Erie Metropolitan Planning Organization (MPO). This includes all clerical and administrative activities relating to the two MPO committees. The Erie MPO staff monitors all state and federal regulations and requirements to ensure the MPO performs its required transportation planning tasks.

Tasks to be completed in fiscal year 2025-2027:

- Erie County Department of Planning and Community Development will administer all Erie Metropolitan Planning Organization (MPO) meetings. PennDOT District 1 will send representatives and will provide education and assistance in the meetings. PennDOT Program Center will present fiscal changes to the Transportation Improvement Program (TIP). FHWA and FTA will provide updates to the MPO at meetings as needed.
- The MPO secretary will prepare meeting agendas in coordination with the committee chairs, PennDOT District 1, FHWA, FTA and EMTA. The secretary will distribute meeting notifications, agendas, and meeting materials to the board and stakeholders not less than five working days prior to meetings via email and webpage. Meetings are advertised according to the MPO's Public Participation Plan.
- MPO staff will create and distribute draft meeting minutes within thirty (30) working days after the meetings.
- Erie County will maintain MPO information on the Erie County Department of Planning and Community Development webpage. Online materials include MPO membership, bylaws, meeting schedules and locations, agendas, minutes, Annual Obligation Report, TIP, LRTP, UPWP, Title VI/Nondiscrimination Implementation Plan and other transportation related information. The MPO's webpage can be used to share statewide documents (STIP, Statewide LRTP, etc.) with the public for review and comments as well.
- MPO staff will work with the PennDOT Program Center and EMTA to adopt targets for performance measures as needed. 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.
 - TAM—Transit Asset Management targets
 - Transit Safety—Safety targets based on EMTA's Safety Management System Plan
- Erie County will explain the role and purpose of the MPO to the public and other Erie County organizations as requested. This includes attending meetings of outside organizations, municipalities, and other groups to participate in discussion of transportation-related issues.
- Erie County will monitor state and federal legislative initiatives and regulations regarding transportation funding to ensure ongoing compliance. Erie MPO will coordinate with FHWA, FTA, PennDOT and EMTA to review the planning process as requested.
- Erie County 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 regional and state agencies is disseminated within the MPO.

- The Erie MPO will address requirements for Disadvantaged Business Enterprises (DBE) as part of contracting practices. All contracts will include the US DOT Title VI/Non-Discrimination Assurances. Any time a consultant is solicited using federal funds, MPO staff will search the DBE directory <https://paucp.dbesystem.com/> and reach out to vendors that provide the needed services to encourage them to apply.
- Erie County will provide input to PennDOT in efforts to identify any training and planning activities targeted to county and local governments, conservation districts and community stakeholders; examples include Smart Growth, Complete Streets, implementation tools, PennDOT One Map, functional classification, HPMS and traffic counting, PennDOT Connects forms, access management, transit-oriented development, healthy communities, compliance with the Americans with Disabilities Act (ADA), connectivity, interchange area development, transportation impact fees, and energy savings.
- The Erie MPO will support the Department, where appropriate, with implementation and information sharing for the Pennsylvania State Plan for the National Electric Vehicle Infrastructure (NEVI) formula program and the Charging and Fueling Infrastructure (CFI) program.
- MPO staff will submit progress reports and invoices to PennDOT no later than 30 days following the reporting period. PennDOT Program Center staff will reviews invoices before submission through the Keystone Portal.

Deliverables:

- Erie County Department of Planning and Community Development will administer MPO Technical Advisory and Coordinating Committee meetings quarterly.
- All public meetings and comment periods will be advertised according to the Public Participation Plan.
- Quarterly UPWP invoices will be created and submitted.
- Performance measurement targets will be adopted within 180 days of PennDOT’s target adoption.

Budget:

	FY Year 1 July 1, 2025-June 30, 2026	FY Year 2 July 1, 2026-June 30, 2027
FHWA PL/SPR funds	\$60,000	\$60,000
FTA MPP funds	\$0	\$0
State MLF funds	\$7,568	\$7,568
Local funds	\$7,432	\$7,432
TASK TOTAL	\$75,000	\$75,000

Task V–Safe and Accessible Program

Purpose:

IJA/BIL requires that at least 2.5% of an MPO/RPO’s federal Planning (PL) funds and at least 2.5% of PennDOT’s Statewide Planning and Research (SPR) funds be used each year on specified planning activities to Increasing Safe and Accessible Transportation Options (ISATO) for multiple travel modes for people of all ages and abilities. Work will include Complete Streets activities. This effort will include provisions for safety in future transportation infrastructure, particularly those outside of automobiles. To be considered complete, these roads should include (where appropriate) safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Municipalities will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Tasks to be completed in fiscal year 2025-2027:

- MPO and County staff will build upon the work completed during the 2024-2025 UPWP. Previous activity included complete streets workshops and the creation of a complete streets policy template.
- MPO and County staff will provide technical assistance to municipalities willing to go through the policy adoption. This will include the management of an advisory committee or other organization that can steer complete streets implementation and active transportation planning moving forward. Staff will also assist in the promotion of complete streets principles and activities.

Deliverables:

- Circulation of complete streets promotional materials.
- Administration of a complete streets steering committee.

Budget:

	FY Year 1 July 1, 2025-June 30, 2026	FY Year 2 July 1, 2026-June 30, 2027
FHWA PL/SPR funds	\$ 9,000	\$ 9,000
FTA MPP funds	\$ 0	\$ 0
State MLF funds	\$ 0	\$ 0
Local funds	\$ 0	\$ 0
TASK TOTAL	\$ 9,000	\$ 9,000

VI–Public Transportation Planning

Purpose:

The Erie Metropolitan Transit Authority (EMTA) undertakes public transportation planning activities in Erie County. 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 year 2025-2027:

- EMTA will participate in the Erie MPO through:
 - Attendance at quarterly meetings
 - Participation in the MPO’s public engagement
 - Presentation of transit planning reports, quarterly, at MPO meetings. The reports include active transit planning studies and projects as well as Transit TIP development following the Transit Asset Management (TAM) plan.
 - Presentation of asset management targets and system safety targets are presented to the MPO for adoption.
- EMTA will continue to use a data driven process in planning:
 - Projects are prioritized using TAM Performance Measures.
 - Origin and destination data is collected using Token Transit.
 - Transit Planning Software is used to enhance the efficiency and effectiveness of EMTA’s transit planning and Title IV analysis.
 - Schedule Masters software is used to plan and build fixed route vehicle schedules, routes, driver assignments and timetables. This software allows for continuous review of transit data.
 - EMTA continues to input data into the Capital Planning Tool and share that data with planning partners.
- Following the Erie MPO Memorandum of Understanding, all amendments to the transit elements of the FFY 2025-2028 TIP will be voted on according to the Erie MPO bylaws. EMTA staff will present a fiscal constraint chart to the MPO Coordinating Committee. Once approved, MPO staff will submit an eSTIP through SharePoint to PennDOT Program Center. FTA approves the amendment.
- EMTA will work with the Erie MPO, PennDOT Bureau of Public Transit (PennDOT BPT), and Federal Transit Authority (FTA) to update its Coordinated Public Transit-Human Services Transportation Plan.
- EMTA will maintain its Safety Management System Plan. This plan reflects 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 shared and adopted by the MPO.
- EMTA and the Erie MPO will collaborate to ensure both organization’s Title IV plans follow FHWA and FTA regulations. EMTA will share its DBE reporting with the Erie MPO.
- EMTA will implement strategies, programs and projects recommended in EMTA’s Strategic Plan and 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 operation planning for key tourism events such as Tall Ships America and 8 Great Tuesdays.
 - EMTA will support environmental initiatives to reduce emissions through conversion

of diesel buses to CNG and investigation of electric vehicle charging potential.

- EMTA will serve as the Secretary of the Transportation Council for the Elderly and Disabled of Erie County and its sub-committees. Work elements will 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.
- Erie County and EMTA will enter into a yearly agreement to pass through MPP funds. EMTA will develop and submits a reimbursement request 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 guidelines as needed.

Deliverables:

- The Coordinated Public Transit-Human Services Transportation Plan will be updated.
- Transit planning software subscriptions, such as for Token Transit, will generate ongoing planning data.
- Meetings of the Transportation Council for the Elderly and Disabled of Erie County will be held quarterly.
- Safety and asset management targets will be set and shared with the MPO for adoption annually.
- Yearly contracts will be executed between EMTA and Erie County to process UPWP funds.

Budget:

	FY Year 1 July 1, 2025-June 30, 2026	FY Year 2 July 1, 2026-June 30, 2027
FHWA PL/SPR funds	\$ 0	\$ 0
FTA MPP funds	\$ 93,000	\$ 93,000
State MLF funds	\$ 0	\$ 0
Local funds	\$ 23,250	\$ 23,250
TASK TOTAL	\$ 116,250	\$ 116,250

**ERIE MPO
UPWP BUDGET
YEAR 1 - July 1, 2025-June 30, 2026**

WORK TASK	TOTAL BUDGET	TOTAL HWY	FEDERAL PL/SPR	STATE MLF	LOCAL HWY	TOTAL TRANSIT	FEDERAL FTA MPP	LOCAL TRANSIT
I Plans and Programs	\$185,000.00	\$185,000.00	\$148,000.00	\$18,666.67	\$18,333.33	\$0.00	\$0.00	\$0.00
II Project Development and Delivery	\$93,750.00	\$93,750.00	\$75,000.00	\$9,459.46	\$9,290.54	\$0.00	\$0.00	\$0.00
III Data Collection and Analysis	\$62,500.00	\$62,500.00	\$50,000.00	\$6,306.30	\$6,193.70	\$0.00	\$0.00	\$0.00
IV Program Management	\$75,000.00	\$75,000.00	\$60,000.00	\$7,567.57	\$7,432.43	\$0.00	\$0.00	\$0.00
Sub-Total	\$416,250.00	\$416,250.00	\$333,000.00	\$42,000.00	\$41,250.00	\$0	\$0	\$0
V Safe and Accessible Program	\$9,000.00	\$9,000.00	\$9,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
VI Public Transportation	\$116,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$116,250.00	\$93,000.00	\$23,250.00
Sub-Total	\$125,250.00	\$9,000.00	\$9,000.00	\$0	\$0	\$116,250.00	\$93,000.00	\$23,250.00
Grand-Total	\$541,500.00	\$425,250.00	\$342,000.00	\$42,000.00	\$41,250.00	\$116,250.00	\$93,000.00	\$23,250.00

UPWP CONTRACT FUNDING BREAKDOWN:

Source -	Amount
PA State Motor License Funds (MLF) 10.090%	\$42,000
FHWA Metropolitan Planning (PL/SPR) Funds 80%	\$333,000
Safe and Accessible 100%	\$9,000
FTA Metropolitan Planning Funds (MPP) 80%	\$93,000
Sub-Total:	\$477,000
Safe and Accessible Local Funds 0%	\$0
Erie County Local Funds 9.910%	\$41,250
EMTA Local Funds 20%	\$23,250
Total Local Funds:	\$64,500
Grand Total:	\$541,500

EMTA Tasks / Cost:

	Total	Fed \$	Loc \$
	\$116,250	\$93,000	\$23,250

EMTA SUB-CONTRACT FUNDING BREAKDOWN:

Source -	Amount
PA State Motor License Funds (MLF) 0%	\$0
FHWA Metropolitan Planning (PL/SPR) Funds 0%	\$0
FTA Metropolitan Planning Funds (MPP) 80%	\$93,000
Sub-Total:	\$93,000
EMTA Local Match Funds 20%	\$23,250
Total Local Funds:	\$23,250
Grand Total:	\$116,250

**ERIE MPO
UPWP BUDGET
YEAR 2 - July 1, 2026-June 30, 2027**

WORK TASK	TOTAL BUDGET	TOTAL HWY	FEDERAL PL/SPR	STATE MLF	LOCAL HWY	TOTAL TRANSIT	FEDERAL FTA MPP	LOCAL TRANSIT
I Plans and Programs	\$185,000.00	\$185,000.00	\$148,000.00	\$18,666.67	\$18,333.33	\$0.00	\$0.00	\$0.00
II Project Development and Delivery	\$93,750.00	\$93,750.00	\$75,000.00	\$9,459.46	\$9,290.54	\$0.00	\$0.00	\$0.00
III Data Collection and Analysis	\$62,500.00	\$62,500.00	\$50,000.00	\$6,306.30	\$6,193.70	\$0.00	\$0.00	\$0.00
IV Program Management	\$75,000.00	\$75,000.00	\$60,000.00	\$7,567.57	\$7,432.43	\$0.00	\$0.00	\$0.00
Sub-Total	\$416,250.00	\$416,250.00	\$333,000.00	\$42,000.00	\$41,250.00	\$0	\$0	\$0
V Safe and Accessible Program	\$9,000.00	\$9,000.00	\$9,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
VI Public Transportation	\$116,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$116,250.00	\$93,000.00	\$23,250.00
Sub-Total	\$125,250.00	\$9,000.00	\$9,000.00	\$0	\$0	\$116,250.00	\$93,000.00	\$23,250.00
Grand-Total	\$541,500.00	\$425,250.00	\$342,000.00	\$42,000.00	\$41,250.00	\$116,250.00	\$93,000.00	\$23,250.00

UPWP CONTRACT FUNDING BREAKDOWN:

Source -	Amount
PA State Motor License Funds (MLF) 10.090%	\$42,000
FHWA Metropolitan Planning (PL/SPR) Funds 80%	\$333,000
Safe and Accessible 100%	\$9,000
FTA Metropolitan Planning Funds (MPP) 80%	\$93,000
Sub-Total:	\$477,000
Safe and Accessible Local Funds 0%	\$0
Erie County Local Funds 9.910%	\$41,250
EMTA Local Funds 20%	\$23,250
Total Local Funds:	\$64,500
Grand Total:	\$541,500

EMTA Tasks / Cost:

Total	Fed \$	Loc \$
\$116,250	\$93,000	\$23,250

EMTA SUB-CONTRACT FUNDING BREAKDOWN:

Source -	Amount
PA State Motor License Funds (MLF) 0%	\$0
FHWA Metropolitan Planning (PL/SPR) Funds 0%	\$0
FTA Metropolitan Planning Funds (MPP) 80%	\$93,000
Sub-Total:	\$93,000
EMTA Local Match Funds 20%	\$23,250
Total Local Funds:	\$23,250
Grand Total:	\$116,250

Timothy May
Chairperson



Mark Welka
Vice-Chairperson

Coordinating Committee Meeting Minutes

This meeting was held December 11, 2024 at 10:00am at Summit Township municipal building at 1230 Townhall Road West Erie, PA 16509 in person and virtually.

In attendance:

Coordinating Committee Voting Members		Non-Voting Members	
Organization	Representative	Organization	Name
City of Corry	None	DEP	
City of Erie	Jason Sayers	FHWA	Ronique Bishop
	Jacqueline Spry	FTA	
	Chuck Scalise (alt)	HUD	
	Jake Welsh (alt)	DCED	Joy Fronzoli
	Chris Groner		John McGranor
	Joseph Schember	Chairman Emeritus	David Mitchell
	Renee Lamis		
County of Erie	Jessica Horan (ALT)	Guests	
Boroughs	Bill Kuhn		Freda Tepfer
Townships	Ron Bole		Anne Hall
EMTA	Dave Robinson	Urban Engineers	Charity Stover
Airport	None	PennDOT Co Maint	Jim Shaut
Port	None	PennDOT 1-0	Mark Nicholson
Fairview Twp	Brandon Pratt		Troy Cyphert
Harborcreek Twp	Timothy May (Chairman)		Ron Johnson
Lawrence Park	None		Courtney Lyle
Millcreek Twp.	Matt Waldinger		Sara Tassone
	Gene Clemente (ALT)	Nate Nunez	
	Chad McConnell (alt)	Dax Nulph	
PennDOT CPDM	Julia Cornell (ALT)	GPI	Darin Hettich
PennDOT D 1-0	Brian McNulty	EC Planning	Emily Aloiz
	Tom McClelland (alt)		Nancy Blimmel
Summit Twp	Matt Jonas (alt)	PennDOT Central	Kimberly Yeakle
	Mark Welka (Vice Chair)		Brandon Leach
Wesleyville Boro.	Paul Johnson		
	Marcus Jacobs (alt)		

There were 14 voting members and an additional 3 voting alternates (ATL). A quorum was reached.

1. The meeting was called to order at 10:02 by Chairperson Tim May.

2. Public Comment on Agenda Items:
Freda Tepfer provided public comment regarding more funding for betterment projects, better preparation for storms, and public involvement in the EMTA planning process.
3. A motion to approve the Coordinating Committee Meeting minutes from September 11, 2024 was made by Ron Bole with a second from Brian McNulty.
The September 11th minutes were approved unanimously.
4. Julia Cornell from PennDOT described the 2025-2028 Administrative Modifications and informational items. She specifically addressed Informational Item, Action Sheet 1 which addressed the need to increase the CON phase on the Huntley Road RR Crossing project to cover the final invoice. The RRX Reserve was utilized as the source of the funds. See spreadsheet provided by PennDOT for additional TIP Modifications.
5. Dax Nulph from PennDOT gave an overview of summer projects:
 - Central Bayfront – work has begun, expected to be complete by 2028
 - Depot Road – 1.5 miles of reconstruction/resurfacing from Prindle to McGill Rad, expected to be complete in 2026
 - US 19 – Oliver Rd to Rotunda Drive resurfacing (2.2 miles) was completed
 - Bayfront resurfacing from East 12 St to East Bay Drive is completed
 - US 20 resurfacing from Old Ridge Rad to Imperial Parkway is completed
 - Barton Road resurfacing from US 8 to Lake Pleasant Road (2.1 miles) is completed
 - I90 reconstruction (7 miles) from mile post 3.5 to mile post 10.5 to add skip resistance is expected to be complete by spring, 2025
 - Safety improvement High Friction Surface Treatment was done on State Routes 8 and 18 in Venango and Conneaut Townships was completed
 - Twenty Mile Creek Bridge, which is currently closed, is expected to be complete by Spring, 2026
 - Bargain Road Bridge over I-90 is complete
 - Niemeyer Road Bridge (covered timber bridge preservation) is complete
 - Jordan Road Bridge replacement over I90 will begin in early 2025
 - Bridge shotcrete bundle – 2 bridges, SR 530/Station Road and SR 4024/Robinson Road will receive a shotcrete lining; work expected to begin in Spring, 2025
 - Zuck Road – Chestnut to 26th Street Signal Project is partially complete as there were delays in shipment of the poles/mast arms
 - Cranberry Street Signal Project – awaiting pole erection for signals
 - ITS Addition – message boards have been installed
 - Old Rte 99/Lamson Road Bridge Project – 3 existing single span structures to be removed and replaced with new structures; work to begin in Spring 2025
 - Bridge Waterproofing Projects – 2 bridges, Evans Road and Old Lake Road in Millcreek and Springfield Townships; work to begin in early 2025
 - Union City Boro TASA Project – pedestrian facilities added to the east side of Bridge Street from Concord to High Street, on Willow Street from Bridge St to Market Streets and a section of Concord Street from the school entrance to Bridge Street – work is complete
 - Nagle Road resurfacing project is completed
 - Greengarden Blvd Bikeway Loop is completed
 - Downtown Erie ADA and Signing Project is completed

- Edinboro TASA Project – Pedestrian Safety along Route 6/Waterford Street from edge of business district to Edinboro University entrance is expected to begin in early 2025
6. Matt Jonas provided an update on the Local Use Fee Program. The committee was in favor of starting a grant process going forward for project selection. The process would have a set of certain criteria to be met.
 7. Emily Aloiz discussed the 2025-2027 Unified Planning Work Program (UPWP) and the need to adopt it every 2 years. Additions have been made to the draft, specifically, any future changes to the document must be reviewed by FHWA. A motion to approve the UPWP was made by Matt Waldinger with a second from Mark Welka.

The 2025-2027 UPWP was approved unanimously.

8. Emily Aloiz presented the 2025 Safety Performance Measure Targets that were calculated by PennDOT given a target 2% reduction in annual fatalities and maintaining the levels of serious injuries. While the state overall has not met those targets, Erie County has. A motion to approve the Safety Performance Measure Targets provided by PennDOT was made by Mark Welka with a second from Brian McNulty.

The 2025 safety targets passed unanimously.

9. Emily Aloiz discussed the Title VI/Nondiscrimination Implementation Plan. This is an update that adds Spanish translation to part of the policy as well as mandates a 3 year adoption cycle. A motion to add the updates to the Title VI/Nondiscrimination Implementation Plan was made by Bill Kuhn and seconded by Matt Waldinger.

The Title VI/Nondiscrimination Plan was approved unanimously.

10. A 2025 Meeting Schedule was provided by Emily Aloiz as follows: Technical Advisory Committee Meetings to be held at the Erie Metropolitan Transit Authority, 127 East 14th Street, Erie, PA at 10:00 on Wednesday, February 12, Wednesday, May 14, Wednesday, August 13, and Wednesday, November 12, 2025; the Coordinating Committee Meetings to be held at the Summit Township's Municipal Building, 1230 Townhall Road, Erie, PA beginning at 10:00 on Wednesday, March 12, Wednesday June 11, Wednesday September 10 and Wednesday December 10, 2025. The meetings will be in person as well as via Microsoft Teams. A motion to approve the schedule was made by Jason Sayers with a second by Mark Welka.

The 2025 meeting schedule was adopted unanimously.

11. Mark Nicholson provided updates from PennDOT District 1:
 - The district is in the process of developing a new newsletter.
 - State Route 832, Sterretania to Presque Isle Park, a betterment project, is currently wrapping up the engineering phase and it should be let next year
 - Corry/Rt 77 and 426 – this is a paving project and is wrapping up engineering, will begin the public comment period and should be let in Fall of 2025.
 - I-79 Bridges in Erie over railroad tracks – currently being inspected and they met with the consultants who provided a list of recommended repairs. The engineering phase will begin next year and it is expected to be let in early 2026.
 - Peach Street – this is a widening project from Dorn to Robinson Roads. It is expected to be let by the end of 2026 or beginning of 2027. There are still a lot of preliminary steps to be done.

- Sassafra Street Bridge over the Bayfront – they are early in the preliminary engineering stage.
12. Ronnique Bishop from FHWA provided some announcements:
 - The US DOT has funding available through the RAISE grant program for surface transportation infrastructure projects and the application deadline is January 30, 2025.
 - PennDOT has been awarded \$31.9 million in funding from the Low Carbon Transportation Materials Grant Program.
 - PennDOT has received 2 AID Awards for adaptive signal control and targeted overlay pavement solutions.
 - A complete list of FHWA announcement will be emailed to Emily Aloiz for distribution.
 13. Julia Cornell from PennDOT Central Office announced:
 - On November 22, 2024, Governor Shapiro made an announcement that PennDOT will be flexing \$153 million in Federal Highway Funds to Septa, the regional rail system in the Philadelphia area. This allows for continued service and avoids service cuts and fare increases. No funds were directly taken from the Erie TIP however this will ultimately affect the entire Interstate TIP.
 - PennDOT is in the process of developing the 2025 State Rail Plan. They are working with the Federal Railroad Administration. It will evaluate and document State rail needs over the next 20 years to guide investments. They are currently gathering input from public and stakeholders through a survey. She will forward a link to Emily Aloiz.
 14. Dave Robinson from EMTA noted that the storm created problems for EMTA. Service needed to be cut at times for safety reasons. Crews were working hard to clear the roads and shelters. Also, as far as the Transit Development Plan, they are waiting on PennDOT to make funding determination. He noted that winter is not the time to start the survey and will wait for spring.
 15. Other Business:

Tim May spoke about the storm and the cooperation between all of the entities to overcome the obstacles everyone faced.
 16. Hearing of the Public:

Freda Tepfer noted that:

 - Pedestrians are still facing challenges with all of the snow. There needs to be a long term solution.
 - Addition of sidewalks on West 26th was needed and appreciated.
 - Native plants need to be used on the Bayfront landscaping plan.
 - Better pedestrian access is needed during construction and snowstorms.
 17. A motion to adjourn was made by Brian McNulty and the meeting adjourned at 11:02 am. The next meeting is on Wednesday, February 12, 2025 at EMTA.