

# **EXHIBIT 1**

**PENNSYLVANIA  
PUBLIC UTILITY COMMISSION**

Public Meeting held October 27, 1988

**Commissioners Present:**

**Bill Shane, Chairman  
William H. Smith, Vice Chairman  
Linda C. Taliaferro, Commissioner  
Joseph Rhodes, Jr., Commissioner  
Frank Fischl, Commissioner**

**DOCUMENT  
FOLDER**

Investigation upon the Commission's  
own motion into matters pertaining to  
the maintenance of the rail-highway  
crossing (AAR 524 035 A) carrying Bort  
Road (7-756) over and above the grade  
of the tracks of Consolidated Rail  
Corporation, in North East Township,  
Allegheny County.

I-870042

**DOCKETED**  
NOV 17 1988

**ORDER**

**BY THE COMMISSION:**

We adopt as our action the Recommended Decision of  
Administrative Law Judge Michael A. Nemecek dated August 29, 1988;  
THEREFORE,

**IT IS ORDERED:**

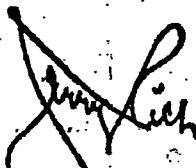
1. That the posting of the structure for 12 ton single and  
17 ton combination vehicles as existing at the crossing, be and  
is hereby approved.

2. That Consolidated Rail Corporation, at its sole  
cost and expense, furnish all material and do all work necessary  
to maintain the entire sub and superstructure of the bridge at  
the posted maximum load limits, except bituminous surface course  
if any on the deck, in a safe and satisfactory condition.

3. That North East Township, at its sole cost and expense, furnish all material and do all work necessary to maintain the approach roadways to the structure as well as bituminous surface course, if any on the deck, in a safe and satisfactory condition.

4. That the costs incurred by the parties, if any, in performing work at the crossing in accordance with the previous orders of the Commission issued in this proceeding, be borne by the parties involved.

BY THE COMMISSION,



Jerry Rich  
Secretary

APPROVED: October 27, 1988

FILED: OCT 31 1988

# **EXHIBIT 2**



2-1  
COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
P.O. BOX 3265, HARRISBURG, PA 17105-3265

IN REPLY PLEASE  
REFER TO OUR FILE

October 28, 2013

M-2013-2386854  
(Amended)

TO ALL PARTIES

In re: Bridge Structure where Bort Road (T-780) crosses above  
grade of the tracks of CSX Transportation Inc.,  
(DOT 524 035 A) in North East Township, Erie County.

To Whom It May Concern:

At a location in North East Township, Erie County, Bort Road (T-780)  
crosses above the grade of the tracks owned by CSX Transportation Inc., (CSX).

The existing structure consists of a three-span, steel girder bridge  
supported by steel pier bents with a timber deck. The length of the bridge is 151 feet  
with a single traffic lane. A Commission Order, I-870042, dated October 27, 1988,  
ordered the bridge be posted for a maximum load limit of twelve (12) tons single and  
seventeen (17) tons combination vehicles. Consolidated Rail Corporation was ordered to  
maintain the superstructure and substructure of the bridge at the posted maximum load  
limits, except for the bituminous surface course, if any, on the deck. North East  
Township was ordered to maintain the approach roadways.

By electronic mail with Pennsylvania Department of Transportation  
(PennDOT) personnel, the Commission was notified that the subject bridge was closed  
by North East Township on August 15, 2013 as a result of the findings of a recent bridge  
inspection by Infrastructure Engineers, Inc., on behalf of Pennsylvania Department of  
Transportation. Infrastructure Engineers, Inc., found structural deficiencies requiring  
repair work to the pier cap beams and steel columns of the subject bridge.

A field investigation and conference was arranged by a Commission staff  
engineer and held at the site of the crossing on September 26, 2013. All parties of record  
were notified of the conference and representatives of the following entities were in  
attendance.

CSX Transportation Inc.  
North East Township  
Erie County  
Pennsylvania Department of Transportation  
Macdonald, Illig, Jones & Britton LLP

Nauman, Smith, Shissler & Hall, LLP  
Arrowhead Wine Cellars  
Swan Merlot  
Infrastructure Engineers, Inc.

At the field conference it was noted that the subject bridge was closed due to severe deterioration and section loss on both bents and pier cap beams. It was also noted that several of the timber planks on the deck were deteriorated and need replaced. The bridge is listed for replacement in Bridge Bill II (Act 1986-100); however, no party has currently proceeded with any plans for replacement or programmed any funding.

The parties discussed remedial action to reopen the bridge safely to the traveling public. CSX stated it is now the current operator under the bridge and agreed to make repairs to the bridge. CSX stated that they will repair or replace deteriorated girders, pier bents and planking of the timber deck. The rehabilitation work will allow the bridge to be reopened to the former posted load limits; however, all the parties discussed and agreed that lowering the bridge posting to eight (8) tons for all vehicles will reduce the live loads subjected to the bridge, thus possibly extending the service life of the bridge. An exemption will be granted for emergency vehicle usage.

PennDOT agreed to perform future bridge inspections in accordance with the requirements of National Bridge Inspections Standards (NBIS), AASHTO standards and Pennsylvania Department of Transportation Policies and Procedures.

North East Township agreed to install and maintain eight (8) ton weight limit signs (R12-1) and to maintain the one-lane bridge signs (W5-3), on the approach roadways and agreed to maintain all guiderails approaching the bridge.

Upon full consideration of the matters involved, we will issue a Secretarial Letter affirming North East Township's closing of the subject bridge and to direct CSX to make all repairs to the bridge including repairs or replacement to the girders, bents, and timber plank deck, to ensure the bridge is capable of safely carrying vehicular traffic traversing the structure, and to direct the bridge to be reposted for a load limit of eight (8) tons.

The Commission issues this Secretarial Letter in accordance with Section 2702 of the Public Utility Code and finds that the alteration of the crossing is necessary and proper for the service, accommodation, convenience or safety of the public.

Upon review of the circumstances regarding the condition of the bridge and in the interest of the safety of the public, we affirm the action taken by North East Township in closing the bridge to all vehicular traffic; and will direct CSX to make repairs to safely reopen the bridge to an eight (8)-ton load limit, THEREFORE;

1. Pennsylvania Department of Transportation, Pennsylvania State Police, Norfolk Southern Railway Company, CSX Transportation Inc., Macdonald, Illig, Jones & Britton LLP, Nauman, Smith, Shissler & Hall, LLP, Arrowhead Wine Cellars, Swan Merlot, Infrastructure Engineers, Inc., North East Township and Erie County are made parties hereto.

2. The action taken by North East Township to close the bridge carrying Bort Road (T-780) above the grade of the tracks of CSX Transportation Inc., in North East Township, Erie County be and is hereby affirmed.

3. CSX Transportation Inc., at its sole cost and expense, on or before April 30, 2014, furnish all material and perform all work necessary to make repairs to the subject bridge, including repairs or replacement to the girders, bents, and timber plank deck, to ensure the bridge is capable of safely carrying vehicular traffic traversing the structure.

4. CSX Transportation Inc., at its sole cost and expense, furnish and maintain any flagmen, watchmen, and/or construction inspectors necessary to protect and safeguard its railroad operations during the time the subject crossing is being constructed along, above or adjacent to its tracks.

5. North East Township, at its sole cost and expense, furnish all material and do all work necessary to install an eight (8) ton weight limit sign (R12-1), conforming to the Manual on Uniform Traffic Control Devices, on each approach roadway on each end of the structure.

6. Any non-carrier public utilities, at their sole cost and expense, furnish all material and do all work necessary to make any temporary or permanent changes, alteration, adjustment and relocation of their facilities to permit CSX Transportation Inc., to repair, rehabilitate and alter the subject bridge; and such relocated or altered facilities thereafter be maintained by said public utility, at its sole cost and expense.

7. The parties to this proceeding shall cooperate with each other, so that in the rehabilitation of the bridge, the facilities of all parties will not be endangered or unnecessarily impacted.

8. All work necessary to complete the rehabilitation of the crossing project be done in a manner satisfactory to this Commission on or before April 30, 2014, and that on or before said date, CSX Transportation Inc., report to this Commission the date of actual completion of the work.

9. CSX Transportation Inc., pay all compensation for damages, if any, due to owners of property taken, injured or destroyed by reason of the construction; in accordance with this Secretarial Letter.

10. North East Township, at its sole cost and expense, maintain the approach roadways to the bridge, the entire guiderails installed on the approaches and on the bridge, the eight (8) ton weight limit signs (R12-1), and the one-lane bridge signs (W5-3) in a safe and satisfactory conation.

11. CSX Transportation Inc., at its sole cost and expense, furnish all material and do all work necessary to maintain the superstructure and substructure of the bridge, except for the guiderail, in a safe and satisfactory condition.

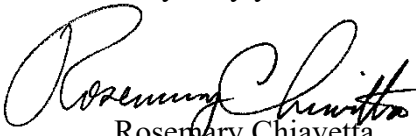
12. Pennsylvania Department of Transportation, at its initial cost and expense, perform all bridge inspections at the subject crossing; the inspection of the bridge should conform to all requirements of the National Bridge Inspection Standards, AASHTO Standards, and Pennsylvania Department of Transportation Policies and Procedures.

13. North East Township enforce the posted maximum load limit established herein, enlisting the assistance of the Commonwealth Weight Enforcement Teams, if necessary.

14. An exemption for vehicles in excess of eight (8) tons to utilize the bridge in emergency situations is hereby granted.

If you are dissatisfied with the resolution of this matter, you may, as set forth in 52 Pa. Code § 5.44, file a petition with the Commission within twenty (20) days of the date of this letter.

Very truly yours,

  
Rosemary Chiavetta  
Secretary

# EXHIBIT 3



Erie Metropolitan Planning Organization

# 2050

## LONG RANGE TRANSPORTATION PLAN

Adopted by the Erie MPO  
March 9, 2022



# Erie MPO 2050 Long Range Transportation Plan Final Plan

**Adopted by the Erie MPO on March 9, 2022**

## Prepared by the Consultant Team of:

Whitman, Requardt & Associates, LLP

## Prepared for:

Erie County Department Of Planning and Community  
Development

The Erie Area Transportation Study Metropolitan Planning  
Organization (Erie MPO)

*Credit/Disclaimer: This report was funded through the Erie MPO's Unified Planning Work Program (UPWP), which is funded through state and federal sources. The views and opinions of the authors or agencies expressed herein do not necessarily state or reflect those of the Pennsylvania Department of Transportation or US Department of Transportation.*

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# Executive Summary

## Introduction

This Erie County 2050 Long Range Transportation Plan (Erie LRTP) prioritizes transportation investments in Erie County over the next 20+ years and develops a financially-constrained project listing based on anticipated funding levels. The Erie LRTP is a locally-derived, multimodal transportation plan that is updated every five years to confirm the plan's consistency with current and forecasted trends in transportation and land use.

## Federal & State Planning Factors

All LRTPs must address the ten federal planning factors included in the Fixing America's Surface Transportation (FAST) Act of 2015. The Erie LRTP addresses the current federal planning factors and aligns with statewide planning policy. The process to develop the LRTP reflects the best practices of PennDOT Connects, a planning policy first introduced in 2016 to maximize the benefits of each project investment for the community and to improve the efficiency of project delivery. This LRTP included extensive public involvement, identification of potential impacts through meetings with various environmental and resource agencies, and close collaboration with interested stakeholders and municipalities.

## Local Focus

The most important component in creating a locally meaningful and relevant plan that Erie County citizens and officials can support and take ownership of, is to solicit as much input as possible from a diverse array of local stakeholders throughout the development of the plan. To achieve this goal, the project team conducted an extensive listening tour in mid-2021, gathering information regarding transportation-related concerns and visions for the transportation system in Erie County from municipal officials, stakeholders, and the public. Municipalities and the public in Erie County were invited to participate in a series of drop-in virtual meetings, an online public survey, and an online Wikimap tool that allowed users to communicate location-specific transportation concerns. The Erie County website provided links to these participation opportunities, as well as a link to a YouTube

video explaining the LRTP process and contact information for the project team. The survey received 477 responses, while the Wikimap received 387 total comments, plus an additional 15 uploaded photos. The compiled draft went through a second, 30-day public comment period before adoption. The identified local needs were documented and addressed in the LRTP as projects, policies and studies.

### 2017

**March 15th 2017:** Erie MPO Adopts the 2017-2042 Long Range Transportation Plan

### 2020

**October 2nd:** Kick-off meeting held for the 2022-2050 LRTP

**November-December:** Scope, timeline and budget developed

### 2021

**January-March:** Public Outreach Plan Developed

**April-June:** Survey and mapping tool publicized and listening tour conducted (virtually due COVID-19)

**July 20th:** PennDOT Financial Guidance Released

**August-September:** Public comments formulated into projects

**October-November:** Compiled projects were sent to municipalities and authorities to review, edits and additions \*new\*

**November:** New projects ranked and fiscally constrained

**December 7th:** Draft IJA/BIL financial guidance released by PennDOT

**December 30th:** Fiscally constrained project list submitted for Air Quality Conformity \*new\*

### 2022

**January:** Draft compiled

**January 26th:** Agency Coordination Meeting

**January 27th-February 25th:** Public Comment Period

**February 16th:** Virtual Public Meeting

**February 17th:** In-person public meeting

**March 9th:** MPO Coordinating Committee Meeting to adopt plan

## FEDERAL PLANNING FACTORS

- 1. ECONOMIC VITALITY** – Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2. SAFETY** – Increase the safety of the transportation system for motorized and non-motorized users;
- 3. SECURITY** – Increase the security of the transportation system for motorized and non-motorized users;
- 4. PERSONAL AND FREIGHT MOBILITY** – Increase accessibility and mobility of people and freight;
- 5. ENVIRONMENT** – Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- 6. MODE INTERCONNECTIVITY** – Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7. SYSTEM MANAGEMENT** – Promote efficient system management and operation;
- 8. SYSTEM PRESERVATION** – Emphasize the preservation of the existing transportation system;
- 9. RELIABILITY AND STORMWATER** – Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- 10. TOURISM** – Enhance travel and tourism

To illustrate local priorities, the goals and objectives were organized into seven primary themes that are consistent with the required federal and statewide guidance. The LRTP is organized according to the seven local goal areas:

- Economic Vitality
- Safety & Security
- Multimodal Accessibility & Mobility
- Freight Accessibility & Mobility
- Sustainability & Equity
- Project Feasibility
- Congestion & Maintenance

### Transportation System Characteristics

The transportation system in Erie County is characterized by two main types of areas: urban and rural. The urbanized area in downtown Erie consists of a robust grid of streets and traffic signals, with arterial roadways such as Route 5, US 20, and US 19 leading to outlying rural communities and town centers.

The multimodal transportation system in Erie consists of highway infrastructure connecting to three interstates (I-90, I-79, and I-86), trails and sidewalks, fixed transit routes, a working port, two public use airports, and active rail corridors throughout the county.

Tourism is a major economic driver in Erie County. Key draws to the area are Presque Isle and Erie Bluffs State Parks, conventions, shopping, fishing, wineries, recreational trails, and cultural and historical attractions.

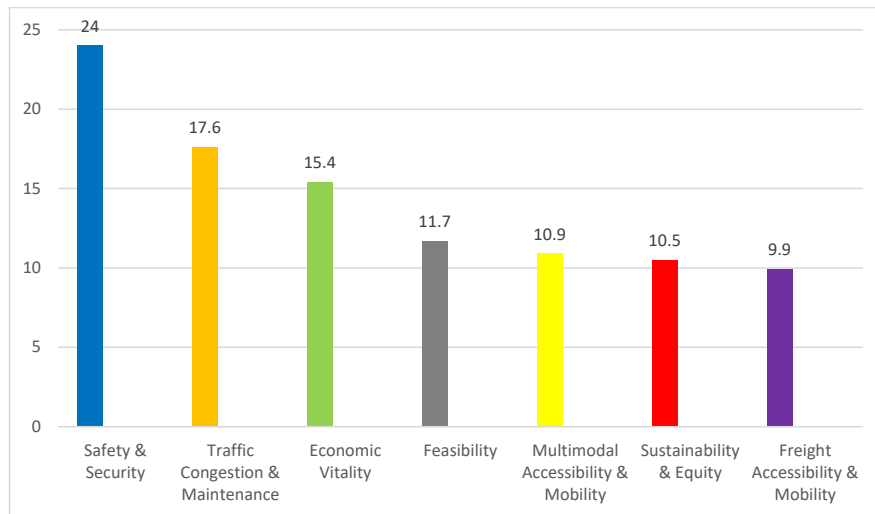
This plan covers the linkage between health and the built environment; to support this, the Erie Travel Demand Model predicts bicycle and pedestrian travel and uses a health performance measure following implementable research from the Erie County Community Health Needs Assessment (CHNA).

### Project Identification and Prioritization

Potential projects for the LRTP were identified through a thorough review of planning documents, local studies and municipal and public outreach.

Projects were prioritized according to a ranking of the plan's seven local objectives. The highest priority was safety and security (Exhibit ES-1). The project prioritization process is discussed in detail in Chapter 3.

**Exhibit ES - 1 – Project Prioritization Weighting**



### Project Listing

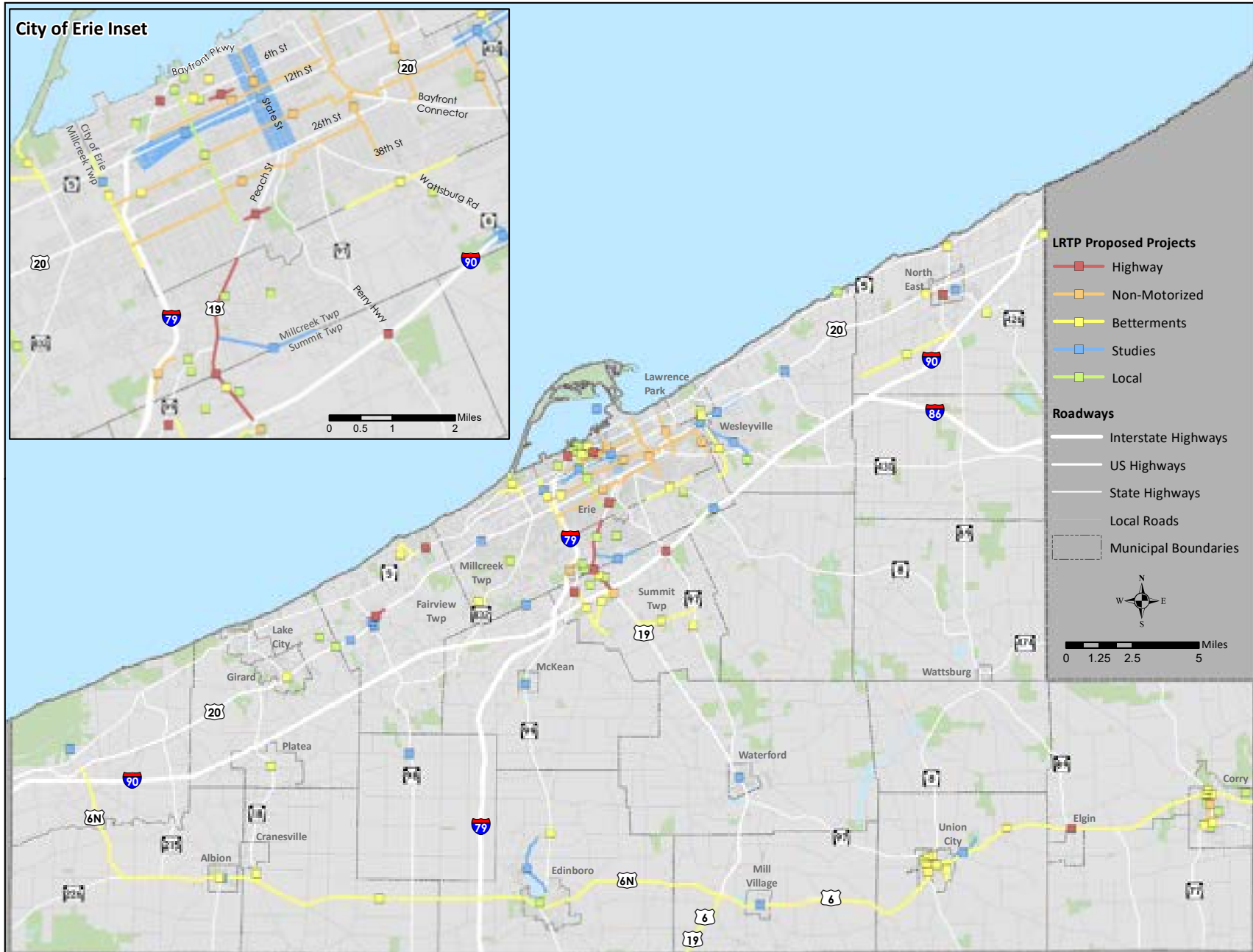
The preferred scenario includes projects that are well-developed and aim to improve accessibility, mobility, safety, congestion, aesthetics, equity, recreational access, health, and tourism. The recommended projects that were developed through the LRTP update included Highway Projects, Non-Motorized Projects, Betterments, Studies, Local Projects, and Policies (Exhibit ES-2). The LRTP is intended to be a living, breathing document so projects can be added to the listing and re-prioritized as needed by the Erie MPO. Further descriptions of LRTP projects can be found in Chapter 4 and Appendix C.

This plan identifies:

- 17 Highway Projects
- 17 Non-Motorized Projects
- 38 Betterments
- 25 Studies
- 25 Local Projects
- 24 Policies

Other planned projects shown in this Plan were developed by the Pennsylvania Department of Transportation (PennDOT), Erie Metropolitan Transit Authority (EMTA), Erie Western Pennsylvania Port Authority and Erie International Airport. These projects are included in Appendix C, labeled as the Highway/Other projects, District Bridges, Transit, Port and Aviation projects. Projects shown in Appendix C were not prioritized or funded through the LRTP.

### Exhibit ES - 2 – LRTP Project Location Map



### Fiscal Constraint

This plan is required to be fiscally constrained, meaning that it cannot recommend projects that exceed the projected funding available. Although the passage of the Federal Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), provided additional funding, a significant funding gap still exists when compared to the 2017-2042 L RTP (Exhibit ES-3). Reasons for the steep decline in funding from the previous L RTP include Erie MPO's lost eligibility for Congestion Mitigation and Air Quality Improvement (CMAQ) funds and the decline of gas tax revenue, both due to the COVID-19 pandemic as well as the rise of electric and hybrid vehicles.

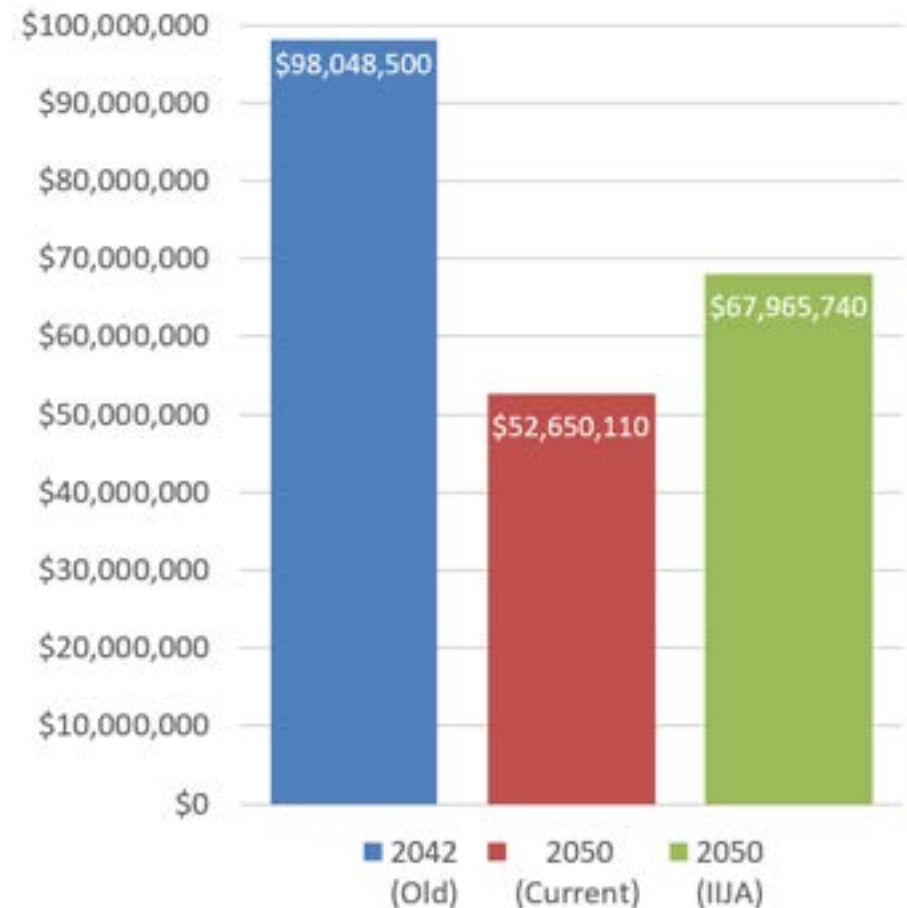
In an ideal situation, every project could be funded and built. However, the budget for new projects is limited to what's available after maintaining and operating the existing transportation system, which is aging and requiring more resources at the same time that funding revenues are decreasing. This requires the L RTP project listing be constrained to what is assumed to be available over the life of the plan (Exhibit ES-3). Funding was assumed to remain flat from 2027 onward. Cost estimates were prepared for each project by phase such as preliminary engineering, final design, right-of-way, utilities, and construction. The projects were programmed by phases in order of project prioritization ranking and available funding sources in Appendix A of this plan.

### Performance-Based Planning

Federal legislation requires performance-based planning. The Erie MPO and EMTA have adopted targets for safety, asset management, bridge condition, pavement condition and network reliability. These targets are detailed in Chapter 4. New data tools such as the Bridge Asset Management System (BAMS), the Pavement Asset Management System (PAMS), and Highway Safety Network Screening Tool (HSNS) are also impacting the projects prioritized in the county.

### Exhibit ES - 3 – L RTP Funding

Total L RTP Funding Available over 26 Years



# Introduction

## Overview

The Erie Metropolitan Planning Organization (Erie MPO) is the official organization through which federal transportation funds are distributed, planned, programmed and implemented in Erie County. The Erie MPO operates via an agreement with the Pennsylvania Department of Transportation (PennDOT) to approve studies and capital improvements for highways, bridges, transit, bicycle/pedestrian facilities and other transportation concerns. Voting members include municipal representatives, PennDOT, the Erie Metropolitan Transit Authority (EMTA), Erie Regional Airport Authority, and the Erie Western Pennsylvania Port Authority. Together with the staff at the Erie County Department of Planning and Community Development and the services of Whitman, Request & Associates (WRA), the Erie MPO has updated the **Erie County Long Range Transportation Plan (LRTP)**.

This plan builds on the plan adopted by the Erie MPO in 2017. Discussed here are existing transportation facilities and transportation system needs along with policies, studies and local projects that will help to satisfy those needs. Most importantly, the LRTP prioritizes transportation investments in the county until 2050 with a financially-constrained project listing based on anticipated funding levels.

**The vision of this plan 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.**

The LRTP is a critical tool to help Erie County achieve its vision for the future while ensuring that we grow and invest in transportation in a manner that complements federal and state planning direction. The majority of Federal and state funds that are allocated to Erie County must be dedicated to maintenance of the existing system, requiring the Erie LRTP to focus on implementable projects that make the best use of available funding.

With strategic investments in our current transportation system, Erie County can improve the vitality, safety, and security of the region while providing transportation choices, encouraging sustainability, and focusing on system efficiency and preservation.



*The transportation system provides essential links to support daily life throughout the county.*



*Maintenance of existing transportation infrastructure is essential, especially due the county's winter weather. Photo Source: Mike Baker*

### Performance-Based Planning

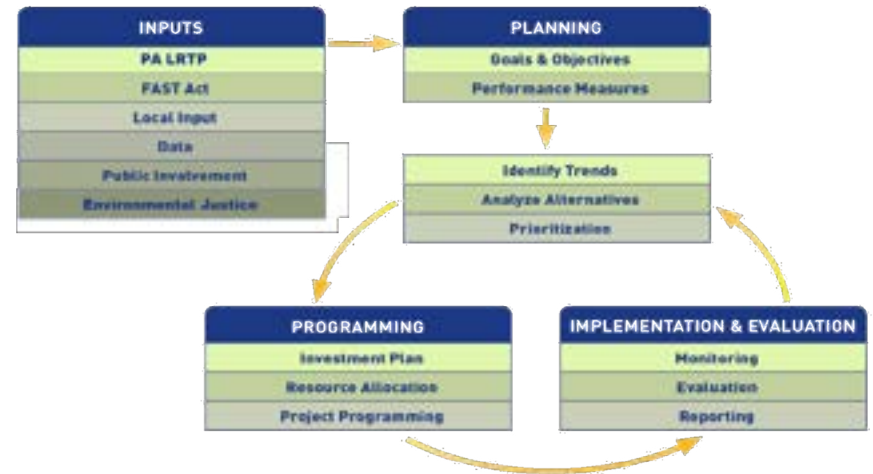
Federal legislation requires performance-based planning (Exhibit 1). Performance-based planning is a strategic approach that uses data to support decisions that will help to achieve desired outcomes. Federal performance management and performance-based planning is a critical endeavor from PennDOT and the Federal Highway Administration (FHWA). Performance measurement is required by the FAST Act (40 CFR 490). The FHWA final rule for performance measures became effective in June 2016. This rule established the statewide and metropolitan transportation process to support these performance measures.

Data such as condition and deterioration rates are used as tools to identify the status of the current system and then plan for the future, taking action to address issues before they become more costly. Performance Measures (PM) are adopted by the MPO in the following categories:

- Safety (PM-1)
- Pavement and Bridge Condition (PM-2)
- System Performance (PM-3)

The Federal Transit Administration (FTA) also requires Transit Asset Management (TAM) and a transit safety plan and review to be completed.

**Exhibit 1 – Performance-Based Planning Flowchart**



Performance-based planning is a strategic approach that uses data to support decisions that will help to achieve desired outcomes. In other words, performance measures are used to ensure that the planning process is achieving local goals.

## Federal Planning Factors

The Erie County LRTP addresses federal and state planning criteria set forth by the Federal Highway Administration (FHWA) and PennDOT. On December 4th, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST Act), which outlines the 10 federal planning factors that should be addressed by all LRTPs through projects, plans, or policies. The federal planning factors are described below:

1. **Economic Vitality** – support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. **Safety** – increase the safety of the transportation system for motorized and non-motorized users;
3. **Security** – increase the security of the transportation system for motorized and non-motorized users;
4. **Personal and freight mobility** – increase accessibility and mobility of people and freight;
5. **Environment** – protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. **Mode interconnectivity** – enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. **System management** – promote efficient system management and operation;
8. **System preservation** – emphasize the preservation of the existing transportation system;
9. **Reliability and stormwater** – improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
10. **Tourism** – enhance travel and tourism.

## State Planning Factors

PennDOT released Pennsylvania 2045 Long Range Transportation Plan in December 2021. This plan analyzed the current state and future of Pennsylvania's various transportation systems. The plan's strategic direction translated the federal planning factors to seven primary Pennsylvania-specific goals, described below:

- A. **Safety** – enhance safety and security for both motorized and non-motorized modes throughout Pennsylvania's transportation system;
- B. **Mobility** – strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors;
- C. **Equity** – improve transportation access and equity throughout Pennsylvania;
- D. **Resilience** – strengthen Pennsylvania transportation's resilience to climate change and other risks and reduce transportation's environmental impacts;
- E. **Performance** – improve the condition and performance of transportation assets; and,
- F. **Resources** – structure transportation funding and finance approaches that allocate sufficient resources for system safety, maintenance, preservation, and improvement.

These goals identified a set of performance measures that will be used to track the state's success in meeting its transportation goals (Exhibit 2).

**Exhibit 2 – State Planning Factors**

<b>PA LRTP Goal Areas</b>	<b>PA LRTP Performance Measures</b>
Safety	Change in highway fatalities (number and rate) Change in serious injuries (number and rate) Change in non-motorized fatalities and serious injuries Change in number of work zone crashes Change in Airport Hazard Zoning compliance Total number of at-grade rail crossings eliminated
Mobility	Incident clearance time Transit ridership change Keystone Corridor ridership change Congestion/Travel Time Travel time reliability Rate of Interstate/Non-Interstate reliability Progress – local traffic signal evaluation improvement
Equity	Equity task force established Transportation Equity Summit convened and extent of follow-up Extent of recommendations acted upon from PennDOT’s “Dismantling Systemic Racism and Inequity” (DSRI) report Number and percentage of ADA-accessible stations along Keystone Corridor Extent of diversity on transportation advisory bodies over time
Resilience	Emissions reduction Average incident clearance time Average incident influence time Weather impacts mitigation capabilities over time Percentage of recycled pavement over time Number of electric vehicle charging stations over time
Performance	Percentage of NHS Interstate pavement in good condition/poor condition Percentage of NHS Non-Interstate pavement in good condition/poor condition Percentage of total bridge deck area in good and/or poor condition Development of outcome-oriented Transit Performance Measures
Resources	Transportation Revenue Options Commission (TROC) strategic funding proposal implemented in its entirety or modified TROC annual funding targets – extent to which targets are being achieved Extent and variety of public-private partnerships across modes Qualitative assessment of mileage-based user fee (MBUF) preparation and readiness On-time, on-budget project delivery rate Establishment of asset management training for districts and MPOs/RPOs PennDOT Connects progress and results as reflected in periodic progress reports

## PennDOT Connects

PennDOT Connects is a planning policy first introduced by PennDOT in 2016 designed to maximize the benefits of each project investment for the community, and to improve the efficiency of project delivery. PennDOT acknowledges that a common issue in many projects is a lack of thorough collaboration with the community during project planning, leading to missing crucial elements during scoping which results in project delays and higher costs when they are discovered. Early collaboration and community input are needed to address this issue.

PennDOT Connects requires local governments be given a chance to collaborate through the PennDOT Connects Portal or through in-person meetings. This process begins when projects are added to the LRTP and continues when projects are programmed on the 4-year Transportation Improvement Program (TIP).

The objective is to fully consider all features for projects in planning before projects are programmed. Specific areas include, but are not limited to:

- Problem analysis
- Land use and economic development
- Community issues and opportunities
- Environmental screening and impacts
- Conceptual engineering
- Design criteria
- Traffic control measures



## Local Emphasis

### Listening Tour

The most important component in creating a locally meaningful and relevant plan that Erie County citizens and officials can support and take ownership of is to solicit as much input as possible from a diverse array of local stakeholders and use it to develop the plan. This approach is directly in line with PennDOT Connects policy. To achieve this goal, the project team conducted an extensive listening tour in mid-2021, gathering information regarding transportation-related concerns and visions for the transportation system in Erie County from municipal officials, stakeholders, and the public. The results of the outreach are discussed further in Chapter 2. This outreach effort allowed the plan to put a local, Erie-centered emphasis on the federal and statewide guidance and determine how targeted transportation investments can help Erie meet its goals.

### COVID-19

The COVID-19 pandemic had a significant impact on outreach. Meetings and interviews that would have otherwise been held in person were conducted virtually. Electronic communication methods were expanded to include a website, social media advertisement, a YouTube video, an online survey, and a Wikimap.

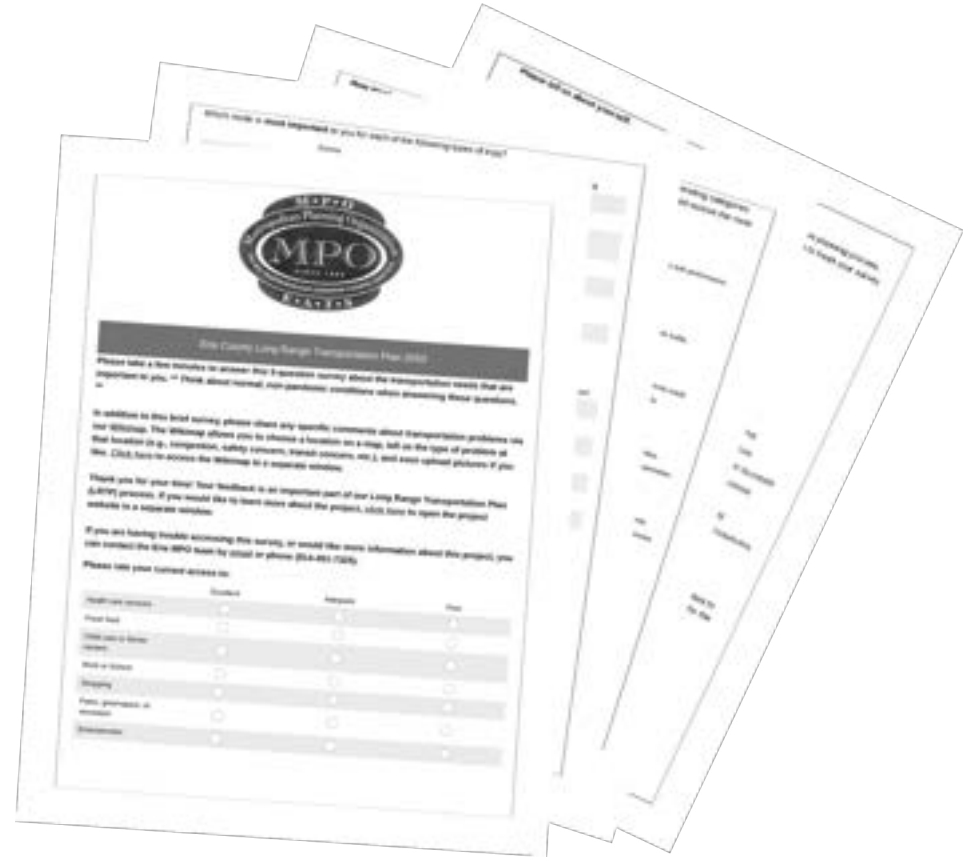
### Municipal Officials & Public Outreach

Municipalities and the public in Erie County were invited to participate in a series of drop-in virtual meetings held in mid-May 2021. Targeted email invitations for the drop-in meetings were sent to specific stakeholder groups, including:

- 2017 LRTP survey participants
- All 38 municipalities, plus local and state elected officials
- Environmental stakeholders
- Freight stakeholders, including farming organizations
- Environmental Justice stakeholders, including tribal contacts
- PennDOT local and state programming staff
- Active transportation stakeholders
- Economic stakeholders

### Project Website

The Erie County website provided information on the previous LRTP, a link to a YouTube video explaining the LRTP process, information on a public survey, the Wikimap tool, drop-in meeting information, and contact information for the project team.



### Transportation Survey & Wikimap

In addition to the drop-in meetings, the public was also invited to participate in a transportation survey and Wikimap as another avenue to help guide the plan. The online survey and Wikimap were live for six weeks in May/June 2021 and were advertised in the Erie Times News, on local news stations and radio stations, on the county library's social media, through flyers on buses and through Erie County's social media. A paper version of the transportation survey was made available at the Erie County Planning Offices on the Bayfront. Translation services were offered for all MPO-related material upon request.

The survey received 477 responses from residents. The survey gathered information such as the resident's home, work, and school zip codes, their access to common destinations such as health care, fresh food, and parks/greenspace, their rating of the importance and condition of available infrastructure, and how much they would spend on categories such as preservation, bicycling, and economic support. Respondents could voluntarily provide contact information for further follow-up and invitations to upcoming public meetings.

The Wikimap (Exhibit 3) received 387 total comments, plus an additional 15 uploaded photos. The Wikimap allowed participants to drop points on the map and describe issues related to:

- Traffic concerns
- Pedestrian concerns
- Bicycling concerns
- Transit concerns
- Safety concerns
- Land use / development concerns
- Freight concerns
- Stormwater concerns
- Other concerns or ideas

Summaries of the survey and Wikimap results are included in Appendix B.

### Exhibit 3 – Erie County LRTP 2050 Wikimap



### Planning Organizations

Additional planning organizations were engaged by means of targeted interviews due to their expertise in specific components of transportation and related areas. Interviews were conducted virtually, and included:

- Erie Area Council of Governments
- City of Erie Mayor's Business Council
- MPO Technical Advisory Committee
- City of Erie Neighborhood Growth Partnership
- Erie Redevelopment Authority
- Erie County Planning Commission
- Pennsylvania Historical and Museum Commission
- City of Erie Planning Commission
- PennDOT District 1-0 Safety, Bridge & Programming Units
- City of Erie Mayor's Disability Roundtable
- New American Council

### Draft Document Comment Period

A compiled draft was made available for public comment before adoption. This 30-day public comment period lasted from January 27th to February 25th 2022. It was advertised with a legal add, press release, Facebook posts and on the project website. During this time two public meetings were held. A virtual meeting was conducted from noon to 2:00pm on February 16th. A pre-recorded presentation was shown followed by open discussion and breakout rooms to discuss specific project groups. The presentation video was made available on YouTube for those who could not attend the meeting. A second meeting was held in-person from 4:00pm to 6:00pm at the Blasco Memorial Library.

Comments received during this period were compiled and integrated into the text where feasible. The final MPO meeting to adopt the plan also was open for additional comments from the public and the board before adoption.

Summaries of the survey and Wikimap results are included in Appendix B.



*Both a virtual and an in-person public meeting were held during the draft public comment period. A video describing the draft was also created for those who were unable to attend the meetings.*

## Erie County Goals & Objectives

The goals and objectives of the LRTP are organized based on seven major categories, providing local emphasis while aligning with the federal and state planning factors. The main goals of the LRTP are focused around improving the quality of life and economic vitality of Erie County. They prioritize maintaining and improving the condition of existing infrastructure and investing in targeted multimodal improvements to enhance safety and accessibility. A set of measurable objectives are laid out following each goal to help Erie County achieve its vision for the future.

### Economic Vitality

**Goal** – Ensure that transportation investments support the economic vitality of Erie County and enable regional and global competitiveness, productivity, and efficiency, as well as enhance reasons to consider Erie County for businesses and travelers.

#### Objectives:

- Improve access to targeted investment areas and planned development to support job growth, freight access, and employee retention
- Improve access to the interstate
- Support revitalization efforts
- Improve multimodal access to tourist attractions
- Enhance multimodal recreational opportunities for residents and visitors

### Safety & Security

**Goal** – Increase the safety and security of the transportation system for all users.

#### Objectives:

- Reduce the number of motorized and non-motorized crashes
- Reduce hazard potential in school zones, at highway-rail crossings, and other sensitive locations
- Improve safety, reliability, and accessibility along emergency detour routes
- Improve emergency response time



### Multimodal Accessibility & Mobility

**Goal** – Improve the integration and connectivity of the transportation system across modes to increase accessibility and mobility options for people.

#### Objectives:

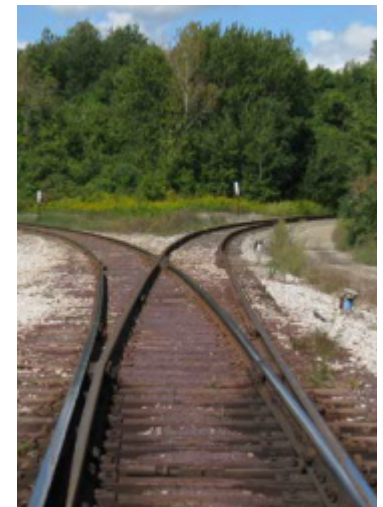
- Improve walking and bicycling accessibility
- Improve public transportation and ride-share accessibility

### Freight Accessibility & Mobility

**Goal** – Improve the integration and connectivity of the transportation system across modes to increase accessibility and mobility options for freight.

#### Objectives:

- Improve freight services for air, rail, waterborne transportation



### Sustainability & Equity

**Goal** – Ensure that transportation investments protect and enhance natural and historic resources and ensure equitable access to all Erie County residents.

**Objectives:**

- Reduce impacts to environmental, natural, and cultural resources
- Ensure the equity of transportation investments
- Improve the health, quality of life and accessibility to jobs and resources for under served populations
- Combat climate change and improve the resiliency of transportation infrastructure

### Project Feasibility

**Goal** – Streamline project implementation and improve project delivery.

**Objectives:**

- Support locally-derived land use and transportation planning projects
- Improve the linkage between municipal plans, planning studies, and project development
- Ensure that right-of-way, utility, and railroad coordination are conducted early in the planning process

### Congestion & Maintenance

**Goal** – Ensure efficient system management and operations that emphasize preservation of the existing transportation system and the correction of existing deficiencies.

**Objectives:**

- Improve vehicular efficiency and reduce congestion
- Address one or more maintenance or operational deficiencies such as sidewalk gaps, poor maintenance, poor traffic signal coordination, or lack of stormwater infrastructure

Exhibit 4 compares the federal planning factors to the LRTP's goals.



*Photo Source: USFWS Wetlands of Pennsylvania's Lake Erie Watershed*

**Exhibit 4 – Federal Planning Factors vs LRTP Goals**

FAST Act MPO Planning Factors	LRTP Goals						
	Economic Vitality	Safety & Security	Multimodal Accessibility & Mobility	Freight Accessibility & Mobility	Sustainability & Equity	Project Feasibility	Congestion & Maintenance
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	X					X	X
Increase the safety of the transportation system for motorized and non-motorized users.		X					X
Increase the security of the transportation system for motorized and non-motorized users.		X					
Increase accessibility and mobility of people and for freight.	X		X	X		X	
Protect and enhance the environment, promote energy conservation and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.					X		
Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.	X				X	X	
Promote efficient system management and operation.						X	X
Emphasize the preservation of the existing transportation system.					X		X
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.					X	X	X
Enhance travel and tourism.	X						

# Transportation System & Needs

A goal of this plan was to take inventory of the **transportation system** and investigate the **transportation needs** of residents, visitors and businesses. The following chapters are organized by the seven local goal areas discussed in Chapter 1 and explain how Erie County's transportation system stands in regard to those goals. The goal areas are:

- Economic Vitality
- Safety & Security
- Multimodal Accessibility & Mobility
- Freight Accessibility & Mobility
- Sustainability & Equity
- Project Feasibility
- Congestion & Maintenance

## Economic Vitality

The economic vitality of Erie County is tied to numerous factors, which include its geographic location, population, employment, land use, and tourism generators. However, at the time of this plan the COVID-19 pandemic is still playing a role in the County's economy. Shut-downs, supply chain delays, inflation and worker shortages are some of the problems facing the current economy. In addition, the Federal pandemic relief measures have impacted local business such as Coronavirus Aid, Relief, and Economic Security (CARES) from March 2020 and American Rescue Plan from March 2021. It is too early to determine the long range economic impact of these changes.

As part of this long range plan, the project team reached out to the Mayor's Business Council for the City of Erie, the Erie Western Pennsylvania Port Authority, the Erie Regional Chamber and Growth Partnership and the Erie County Redevelopment Authority. Despite the pandemic, leaders were optimistic about the future economic vitality of the region citing COVID-19 relief funds, the region's first Amazon Warehouse and the City of Erie's LERTA tax abatement program.

## Location

Erie County is in the northwest corner of the state and encompasses the entire Great Lake shoreline in Pennsylvania (Exhibit 5). While the commercial fishing industry and the Lake Erie Extension Canal no longer drive the economy, the Erie Western Pennsylvania Port Authority exports and receives about 675,000 tons of goods annually.

In addition to the port, Erie County is located at a critical point between land and rail routes. The county is a two hour's drive from major markets in Pittsburgh, Buffalo, and Cleveland, as well as Canada, and has been gaining visibility in recent years as a regional tourist destination by leveraging its natural resources to provide recreational opportunities for visitors and residents alike.

*Exhibit 5 – Location Map*



### Rail Crossings

Based on a 2021 inventory by the US Department of Transportation's (USDOT) Federal Railroad Administration (FRA), approximately 158 public at-grade highway-rail intersections were identified in Erie County. Conditions at these crossings (e.g., the historic number of accidents, types of warning devices, daily train volumes, or daily highway crossing volumes) can be reviewed via the FRA's Web Accident Prediction System (WBAPS). The WBAPS data is not intended to rank crossings as most to least dangerous. WBAPS is a tool that can help guide financial resources based on forecasted collisions.

Future planning efforts should embrace or explore local knowledge, site planning, potential traffic pattern changes, crossing volume reductions, and data sources such as the FRA's WBAPS model, to give special attention to ensure and improve safety at all of the county's highway-rail crossings. Such efforts will help to apply scarce highway-rail crossing resources where they might be best utilized.



*There are 498 rail crossings in Erie County. While some of the crossings are separated from traffic with bridges or underpasses, many more require drivers, pedestrians and others to cross over the tracks in the roadway surface, creating the potential for collisions.*

## Freight Accessibility & Mobility

Personal and freight mobility and economic competitiveness are two Federal planning factors that lead to an analysis of how the transportation systems impact the economy in Erie County. In support of freight planning, PennDOT Connects requires project managers to give early consideration to the presence of and impacts from current and future freight-generating land uses.

Erie's proximity to population centers, as well as industrial infrastructure that developed in the early days of the steel industry and railroad boom, along with its active rail lines, an international airport, water port access to the Atlantic Ocean and Canada, and interstate access provide Erie unique economic capacity. Erie County's freight system was inventoried as part of the LRTP (Exhibit 25). According to the 2021 Pennsylvania Freight Movement Plan, Erie handled approximately 695,000 tons of cargo in 2019.

**Interstates** 90, 79, and 86 run through Erie County, providing access to markets within an approximate two-hour driving time in Pittsburgh, Cleveland, and Buffalo.

The majority of freight in Erie County is transported by **truck**, though the City of Erie and outlying municipalities are still tied directly into the **railroad system**, as most of the settlement in the county developed around freight movement. The Erie Extension Canal was the first freight thoroughfare in the County, but was quickly supplanted by the rail lines. Rail carriers include:

- Canadian National / Bessemer & Lake Erie Railroad through Albion and Girard
- Buffalo & Pittsburgh Railroad from City of Erie through Corry
- Western NY & PA Railroad between Mill Village and Corry southward
- East Erie Commercial Railroad adjacent to Wabtec
- West Erie Shortline Railroad connecting the Bayfront with the Norfolk Southern tracks



*Transportation of goods in bulk is primarily accomplished via freight rail and freight trucks in Erie County. Additional freight is transported by water and air through the Port and the International Airport.*

More information about freight transportation by rail can be found in the [Pennsylvania State Rail Plan 2020](#).

### Exhibit 25 – Freight Network



### Major Employers

Notable industrial and manufacturing firms operate in Erie County, including Wabtec who produces rail, marine, drilling, and mining technology. Other companies specialize in metals and plastics such as the Parker-Lord Corporation, or in prepared foods, such as Welch Foods. The Erie Regional Chamber and Growth Partnership tracks the locally controlled company employment in Erie County (Exhibit 26), which was used to summarize the large industrial and manufacturing employers within Erie County.

**Exhibit 26 – Erie County Industrial Employers (2021)**

Local Company	Industry Description	Employees
Parker-Lord Corporation	Aerospace and industrial products	1,100+
Plastek Industries	Precision molds and plastic	700+
PHB/Reddog Industries	Die cast, rubber and plastic	650+
Eriez Magnetics	Metal detection, separation and recycling	450+
Port Erie Plastics	Custom injection molding	400+
Welch Foods, Inc.	Processed grape juice, jelly, jam	400+
Pinnacle Foods/Better Baked Foods	Frozen foods	300+
Bay Valley Foods	Food supplier	300+
EMSCO Group	Custom injection molding	250+
Shearer's Foods	Snack products	250+
Great Lakes Data Racks and Cabinets	IT equipment	250+
Ridg-U-Rak	Rack storage systems	250+
Logistics Plus	Warehousing and fulfillment	200+



*Erie County manufacturing requires transportation of goods through the freight movement network*

**Freight Tonnage**

PennDOT’s Statewide Commodity Flow Tool was most recently updated in 2017, and was used to analyze the commodities being transported into and out of Erie County through all modes of transportation (Exhibit 27). Erie’s top five outbound commodities by tonnage include:

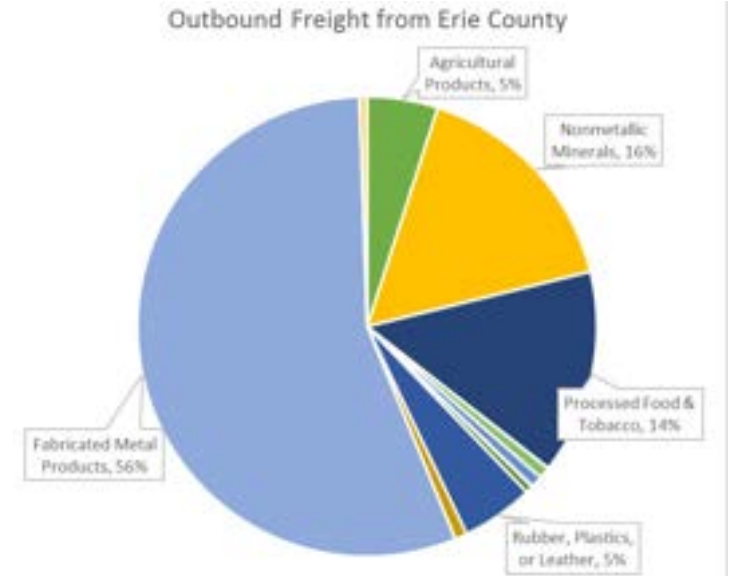
- Fabricated Metal Products
- Nonmetallic Minerals
- Processed Food & Tobacco
- Rubber, Plastics, or Leather
- Agricultural Products

The top five inbound commodities by tonnage include:

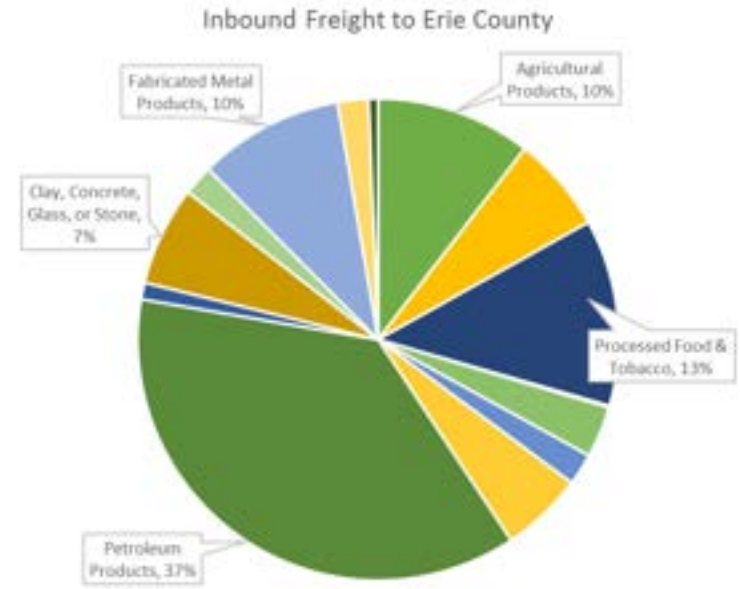
- Petroleum Products
- Processed Food & Tobacco
- Agricultural Products
- Fabricated Metal Products
- Clay, Concrete, Glass or Stone

It is important to note that the ranked commodities do not include Secondary Traffic, which makes up a large proportion of freight tonnage from Erie (33% outbound). Secondary traffic is defined as freight flows to and from distribution centers or through intermodal facilities. No commodity type is assigned to these intermediate destinations. For example, a truck carrying agricultural products from Buffalo, NY and stopping in Erie, PA to pick up or drop off goods and traveling onward to Cleveland, OH would only be accounted for as “secondary traffic” for Erie and “agricultural product” between Buffalo and Cleveland. Secondary traffic is often related to warehousing and distribution, parcel shipments and deliveries, and shipments of consumer goods with strong ties to retail business.

**Exhibit 27 – Erie County Freight Tonnage**



- Agricultural Products
- Metallic Ores
- Nonmetallic Minerals
- Coal
- Processed Food & Tobacco
- Textiles & Apparel
- Lumber & Wood Products
- Pulp & Paper Products
- Chemical Products
- Petroleum Products
- Rubber, Plastics, or Leather
- Clay, Concrete, Glass, or Stone
- Primary Metal Products
- Fabricated Metal Products
- Waste
- Miscellaneous or Mixed Shipments

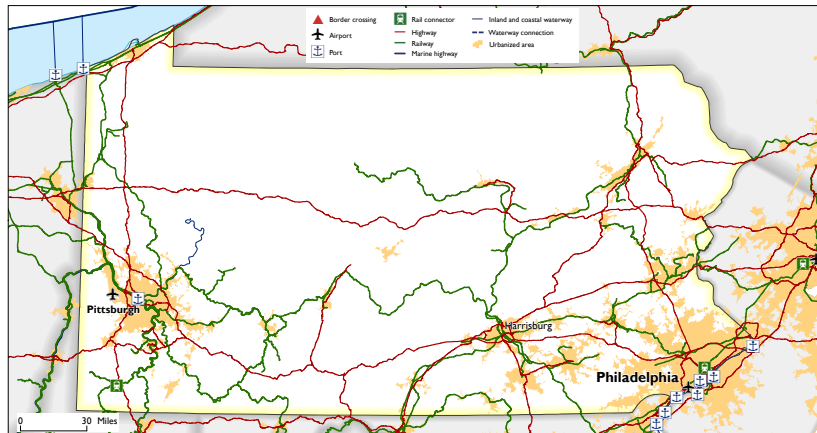


The Fixing America's Surface Transportation Act (FAST Act) of 2015 established the National Multimodal Freight Network (NMFN), shown statewide in Exhibit 28 and for Erie County in Exhibit 25. The purpose of the NMFN is:

- to assist States in strategically directing resources toward improved system performance for the efficient movement of freight on the Network
- to inform freight transportation planning
- to assist in the prioritization of Federal investment
- to assess and support Federal investments to achieve the national multimodal freight policy and program goals

### Exhibit 28 – Pennsylvania Multimodal Freight Network

Pennsylvania Interim Multimodal Freight Network



Note: For information on methodology used for feature selection in this map, please see U.S. Department of Transportation, Establishment of Interim National Multimodal Freight Network, Docket Number: DOT-OST-2014-0033.

Source: US Department of Transportation, Multimodal Freight Network Map



*Railroads and roadways move freight in and out of Erie County.*

The **National Multimodal Freight Network (NMFN)** consists of:

- **National Highway Freight Network (NHFN)**, which is further divided into:

**Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. In Erie County, I-90 is part of this system.

**Other Interstates not on the PHFS:** These routes provide important continuity and access to freight transportation facilities. In Erie County, I-79 and I-86 are part of this group.

**Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities. There are no CUFCs designated in Erie County.

**Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities. There are no CRFCs designated in Erie County.

- Class I freight **railroads**. Several railroads in Erie County are part of this system, as shown on Exhibit 25.
- Public **ports** with annual trade of at least 2 million short tons
- Inland and intracoastal **waterways**
- **The Great Lakes, St. Lawrence Seaway**, and coastal and ocean freight routes
- Top 50 **airports** based on the highest annual landed weight
- **Other strategic freight assets** designated as critical to interstate commerce

The National Highway Freight Network is maintained by the Federal Highway Administration (FHWA) and is directly tied to funding through the National Highway Freight Program (NHFP) and the FASTLANE discretionary program. PennDOT determined its Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFC) network as part of its [2020 Freight Planning Guidance](#). These corridors were determined in consultation with the MPOs, and are also eligible for NHFP funding. No CUFCs or CRFCs were designated in Erie County.



*While railroads transport freight, railroad bridges often cause difficulties for large trucks underneath creating breaks in urban freight corridors.*

### Project Feasibility

Project feasibility aims to ensure that the MPO advances projects that support the goals and objectives of the community. PennDOT Connects requires early collaboration between officials and the public on projects regarding utility issues, right-of-way considerations, and consistency with local and regional planning studies. This helps to ensure that each project likely has a champion in the community who is willing to advance the project into programming. To understand public support for projects, the project team reviewed planning studies, conducted extensive public outreach, and interviewed municipal officials and stakeholders.

### Planning Studies

The project team undertook a literature review of plans completed since the 2042 LRTP as an initial way to identify supported projects (Exhibit 40).

### Exhibit 40 – Literature Review

Title	Year
2042 Erie Long Range Transportation Plan	2017
Shorewood Park Master Plan	2016
Erie County Cultural Heritage Plan	2017
Edinboro Road Study	2018
Embrace Millcreek	2018
Erie Western Port Authority Master Plan	2018
Our West Bayfront Community Plan	2018
Pennsylvania State Rail Plan Phase 1	2018
Presque Isle State Park Multimodal Improvements	2018
Securing Summit's Success	2018
Albion Borough Comprehensive Plan	2019
EMTA Transit Development Plan	2019
Erie to Pittsburgh Trail/PA Wilds Gap Assessment Report	2019
Lawrence Park Main Street Streetscape	2019
PennDOT Western Regional Operations Plan	2019
City of Cory Active Transportation Plan	2020
City of Erie Active Transportation Plan	2020
Erie County Parks, Trails and Recreation Plan	2020
Greene Township Comprehensive Plan	2020
PennDOT District 1 Core Bicycle Network Report	2020
East-West Pedestrian Connections across the Bayfront Connector	2020
Fairview Township Master Plan	2021
PennDOT District 1-0 Report Card	2021
Union City Active Transportation Plan	2021
City of Erie 38th Street Operation Movement Study	Draft
Millcreek Township Intersection Study	Draft

**Local Bridges**

While Erie County does not own any bridges, the County and MPO support the 30 municipalities in the county that do maintain these vital crossings. Erie County administers two programs to assist the municipalities to maintain these bridges. The first program is the **\$5 Local Use Fee**. Erie County enacted legislation to allow the collection of \$5 on qualified vehicle registrations in 2017. These funds are assigned to locally owned, poor condition bridges over 21 feet, which are prioritized through the MPO. The bridges are ranked based on condition, average daily traffic and detours. There are a total of 111 locally owned bridges over 21 feet, of which 25 bridges, or 22%, are in poor condition.

The second program is the **Erie County At-Risk Bridge Program** funded with Act 13 Marcellus Shale Impact Fee funding. These funds are available to municipalities by application when a bridge becomes structurally deficient. These funds are available to smaller bridges owned by the municipalities. There are an additional 295 of these small bridges, which are not prioritized because comprehensive inspection data is not available for bridges and culverts under 20 feet in length. Without a comprehensive and standardized inspection, these small bridges cannot be prioritized. However, whenever a project is approved, it is added to the Erie MPO TIP.

Additional federal funding is available through the TIP for locally owned bridges. These are the Bridge Off-System Program (BOF) and Bridge Investment Program (BRIP). The latter is a new funding source from the Infrastructure Investment and Jobs Act (IIJA) of 2021. As federal funds, only bridges over 21 feet can receive these funds; these funds are programmed alongside the \$5 Local Use Fee projects. Exhibit 47 shows the funding sources for local bridges.

**Exhibit 47 – Local Bridge Funds**

Funding Category	Funding Program
Local Funding	Erie County At-Risk Bridge Program (Act 13)
	\$5 Local Use Fee Program
Federal Funding	Bridge Off-System Program
	Bridge Investment Program



*Himrod Road Bridge is in the process of being Local Use Fee funds (Above). The Depot Road Bridge replacement project used the County's At-Risk Bridge Program (Left).*

# Evaluation Criteria

## Project Evaluation Criteria

Development of appropriate project evaluation criteria is crucial to ensuring a fair, balanced, and objective view of the numerous candidate projects that were identified through public outreach. The first step was to divide out projects that could be completed with funding available to the MPO. Candidate highway and bike/pedestrian projects were prioritized based on an objective rating and ranking process.

It is important to note that not all projects in this plan have been prioritized. Distinct assets with different funding availability are ranked separately. These processes are described in detail every two years with the Transportation Improvement Program:

- Transit Projects
- Aviation Projects
- Erie Western Pennsylvania Port Authority Projects
- Local Bridges
- PennDOT's Highway/Bridge Projects and Interstate Projects

There are also lists in this plan that are not prioritized:

- Local Projects
- Betterments
- Studies
- Policies

The seven objectives found in Chapter 1 were ranked and divided into measurable subcategories. In 2016, the Erie MPO Technical Advisory Committee used Decision Lens to compare the categories to one another using a pair-based survey technique to establish a weight. The weighted value is out of a total score of 100% for each category and represents the relative importance of each to the transportation needs in Erie County (Exhibit 50). The Erie MPO agreed that these categories and weights should remain the same for this plan update.

Within each category, individual **evaluation criteria** were defined to determine to what degree a project meets the goals of a

specific category. These were refined for this plan to incorporate performance measures and public comment.

**Exhibit 50 – Criteria Weightings**

Category Weight %	Goal Category	Subcategory Weight %
<b>Safety &amp; Security</b>		
24.0	Network Screening Tool	16.0
	Reduction in Multimodal Hazards	4.0
	Reliability	4.0
<b>Traffic Congestion &amp; Maintenance</b>		
17.6	Congestion	4.2
	Existing Deficiency	13.4
<b>Economic Vitality</b>		
15.4	Economic Benefit	4.9
	Interstate Access	2.1
	Revitalization	4.0
	Tourism	1.8
	Recreation	2.6
<b>Feasibility</b>		
11.7	Project Readiness	3.5
	Municipal Support	3.4
	Planning Consistency	4.8
<b>Multimodal Accessibility &amp; Mobility</b>		
10.9	Pedestrian Access	4.9
	Bicycle Access	3.2
	Public Transportation	2.8
<b>Sustainability &amp; Equity</b>		
10.5	Minority Population	3.0
	Low Income Population	3.0
	Environmental Resources	4.5
<b>Freight Accessibility &amp; Mobility</b>		
9.9	Rail Service	4.0
	Air Travel	4.2
	Waterborne Transportation	1.7
	Totals	100.0

The top priority of the Erie MPO was **Safety and Security**. In order to identify projects that will work towards meeting safety performance measures and quality for Highway Safety Improvement Program funding, the Highway Safety Network Screening (HSNS) tool was used. For this prioritization, HSNS quartiles were calculated for county-wide categories: urban, rural, intersections and segments. Projects with a positive cost (benefits exceed cost) were given a score from 0.25 to 1.00. Projects with a negative cost (cost exceeds benefits) or projects not on the network were scored a 0.

Also within the safety and security category, the reduction of hazards was measured for the impact on all modes of transportation, regardless if the project had a positive cost in HSNS. For example, an upgrade to a rail crossing was given a score of 1, even though it may not be linked to crash data. Reliability evaluated if the project would positively impact emergency detour routes or emergency response times.

The second highest ranked category was **Traffic Congestion and Maintenance**. Congestion was given less priority in this plan in response to public comments emphasizing the need for multimodal access. It was measured using roadway or intersection Level of Service (LOS) determined by the TDM, which measures the difference between real-time traffic speed and free-flow traffic speed. In previous plans, route significance, Average Annual Daily Traffic (AADT) and Average Annual Daily Truck Traffic (AADTT), were used in this category. However, LOS better reflects traffic congestion than AADT since a roadway can have a high AADT but not be congested. In the same way, truck traffic and route significance do not directly indicate traffic congestion.

**Existing Deficiency**, in turn, was given more priority within the category than congestion. Maintenance addressed one or more deficiencies (e.g., sidewalk or bicycle facility gap or deterioration, traffic signal coordination or improvements, poor pavement quality, ADA inaccessible curb ramps, etc.). Adding

more emphasis to the existing deficiencies prioritized small-scale, big-impact improvements to the existing transportation network identified by the community during public outreach.

**Economic Vitality** was the third most important category. Benefits were measured for their impact on one or more municipalities. Regional impact was removed. Revitalization was revised to include the City of Erie's Flagship Opportunity Zones. The tourism and recreation categories measured if projects improved access for multiple modes of transportation. The new multimodal emphasis reflects the community desire to access destinations by modes other than cars that was expressed during public outreach.

**Feasibility** was also an important factor in project prioritization. As part of this plan's development, municipalities were given the chance to review potential projects and indicate their level of support. This allowed a criterion to be added for municipal support. Project readiness and planning consistency were evaluated the same way as the previous plan, by current project phase and if the project was identified in a previous plan.

Another important consideration was **Multimodal Accessibility and Mobility**. Updates to this section include the simplification of criteria to better reflect the small scale and local nature of walking and biking, as well as maintenance issues and gaps identified by the public and municipalities. The ranking prioritized creating multimodal connections to important destinations such as parks and grocery stores. Preference was also shown to projects that would benefit more than one municipality.

The **Sustainability and Equity** category underwent the most significant update from the previous LRTP Plan. The sustainability criterion was changed to incorporate both positive and negative impacts, instead of only negative. Increasing environmental concerns related to climate change and the resiliency of infrastructure were considered. Projects with the potential to increase resilience, such as improving stormwater facilities or reducing vehicular emissions, were given higher scores. Projects with adverse environmental impacts, such as increasing impermeable surface area or impacting critical animal habitats, were given lower or zero scores. Environmental concerns also involve the protection of historic assets. If the project could enhance historic preservation or interpretation, such as the restoration of a historic truss bridge, the project was given a higher score. If the project could harm historic features, such as damaging archeological sites, it was given a lower score.

Equity was also changed significantly from the previous LRTP. Environmental Justice maps illustrate concentrations of low-income and minority populations by census block, relative to the countywide averages of 15.3% for low-income and 15.8% for minority populations. Projects received higher scores when located in census blocks with greater low-income or minority populations. For example, a project located in a census block with greater than 63.2% minority population (more than four times the county average), would receive four times the score for this criterion compared to a project located in a census block with less than 15.8% minority population. Low-income and minority populations were considered separately, so that projects could receive scores for each category, and projects located in more than one census block received the greatest of the census block values.

Comparing the final LRTP projects to areas with relatively high low-income and minority populations (Exhibit 51), shows that many of the recommended projects are directed toward these areas. The LRTP recommended projects are discussed in more detail in Chapter 4. In addition, the emphasis on multimodal projects in project prioritization would enhance transportation

accessibility for low-income residents without access to a vehicle. Non-motorized projects have the potential to increase access to schools, employment, and fresh food without the need for a vehicle.

The category with the least weight was **Freight Accessibility and Mobility**. This category did not change from the last plan. Projects were judged whether or not they would enhance, expand or benefit access to rail, air and water for freight.

**Exhibit 52 – Project Programming Phases**

Phase	Years	Additional Information
Current	2022-2025 2026-2027 (years 1-4, 5-6)	This phase is the current TIP + 2 years. Projects on this list are occurring at the present time, may have already occurred, or are planned to begin over the next few years. Some studies fall into this category to kick off a list of projects that could be included and resolved in the next LRTP update.
Mid-Range	2028-2033 (years 7-12)	These are the higher priority projects that will ideally advance to the TIP within the next dozen years. Some projects in this phase are split-funded between this phase and the long-range phase. This covers the rest of the Twelve Year Plan.
Long-Range	2034-2050 (years 13-28)	Projects in this phase are supported but will not likely occur within the next 12 years for a variety of reasons including funding, cost, and lower priority.

**Fiscal Constraint**

In order to plan how the recommended LTRP projects can be financially implemented within the time horizon of the plan, a fiscal constraint was applied using an assumption of yearly funds to be available to Erie County over the life of the plan.

Cost estimates were prepared for each project at a planning-level using unit prices and estimates of construction quantities, such as total area of roadway reconstruction, with a percentage of construction (C) cost set aside for preliminary engineering (P), final design (F), right-of-way (R), and utilities (U). Rates were applied to the construction cost to determine cost for Maintenance & Protection of Traffic, Mobilization, Contingencies, and Construction Inspection. Preliminary Engineering and Final Design were assumed at 7.5% of construction cost, with Right-of-way and Utilities at 5% of construction cost unless otherwise known to be none or greater. A contingency of 40% was added to the construction cost to account for unknown or unforeseen costs. All planning-level forecasts should be carefully reviewed before advancing a project to account for new information and fluctuations in unit costs.

Long range transportation plans are required by PennDOT to account for Year of Expenditure (YOE) project costs. The YOE cost of a project is the current cost plus the anticipated rate of inflation added annually to the projected start date of the project. In this way, the plan can realistically account for anticipated escalations in construction cost and the anticipated level of funding. Based on historic levels of escalation in construction costs, YOE costs were assumed to escalate at 3% per year over the life of the plan.

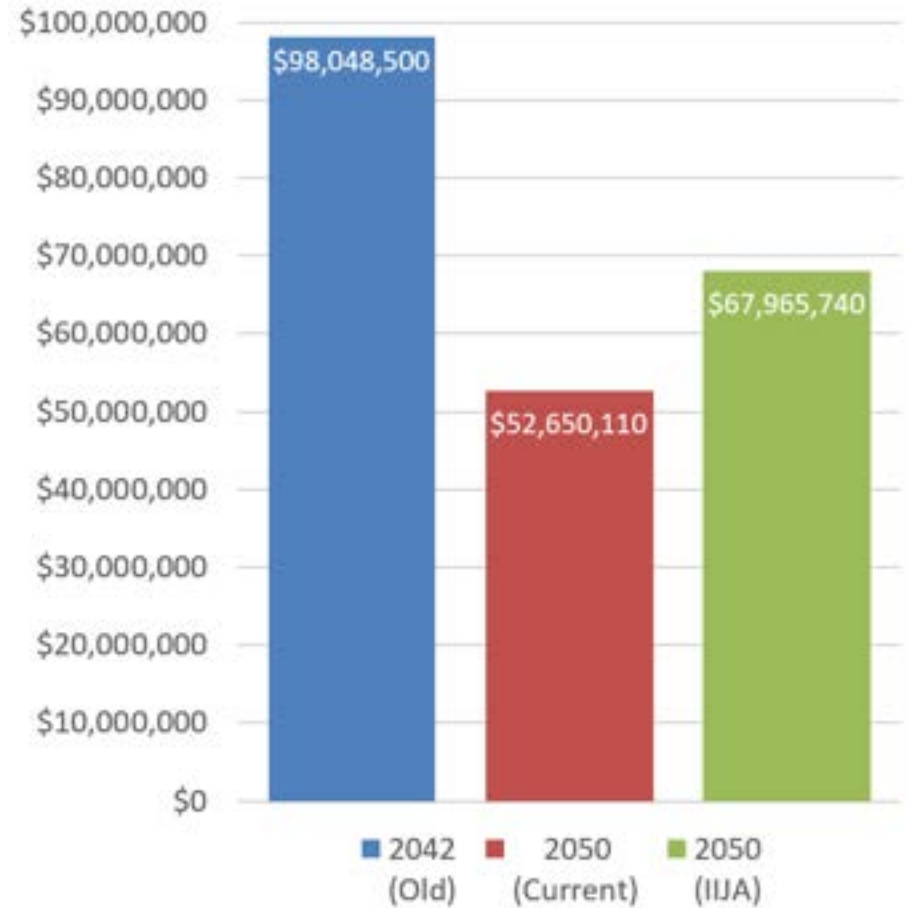
Exhibit 52 shows three different “Phases” of the plan. The Current phase covers the current TIP plus two years, 2022 through 2027. The next phase Mid-Range covers 2028 through 2033 through the remainder of the current TYP. The Long-Range portion of the plan covers the years 2034-2050, which would cover the next full Twelve Year Plan (TYP) cycle, and end 28 years in the future.

Erie County contains a wide variety of transportation assets governed and funded by diverse entities, from low traffic gravel roads maintained by one of the 38 Erie County municipalities to interstate highways overseen by the Interstate Steering Committee in Harrisburg. The County also contains a port, airport, freight and passenger rail, fix route bus service, sidewalks, and trail facilities. Each mode of transportation has different maintenance funding sources and different officials who make decisions about the future.

The goal of this Long Range Transportation Plan is to identify needs in the system and add publicly-supported projects, policies, and studies.

During the development of this LRTP, there were many unknown funding concerns. PennDOT released financial guidance to all planning partners in July 2021. There were many funding challenges due to the pandemic reduced travel, more fuel-efficient vehicles reduced income from the gas tax, and lack of federal legislation. The [Transportation Revenue Options Commission \(TROC\)](#) was established in March 2021 to investigate long-term and short-term funding solutions as gas tax revenue declines in Pennsylvania. The commission considered options such as mileage-based user fees, congestion pricing, bridge tolling, and managed lanes. In Erie County, the loss of CMAQ funding due to decreased congestion compounded the problem, especially when compared to the funding projected during the previous LRTP completed in 2017 (Exhibit 53).

**Exhibit 53 – LRTP Funding**



Some projects developed during this planning process are on state roads or the federal aid system. Funding for those projects can be drawn from the Erie MPO’s allocation of federal and state funds for Highway and Bridge Projects. Even with the loss of CMAQ and declining gas tax revenue, Erie County is allocated over \$17 million annually to fund these activities. The vast majority of those funds are used for ongoing projects and required maintenance activities. The leftover funding, about 15% annually, is allocated to projects in this plan. PennDOT’s financial guidance from July 20, 2021 for Highway and Bridge funding is shown in Exhibit 54. Detailed descriptions of federal and state funding sources can be found in Appendix F.

**Exhibit 54 – Highway/Bridge Base Funding Allocation (\$) From July 2021**

	NHPP	STP	HSIP	BOF	185	581	
Current	2021	2,687,000	4,138,000	1,679,000	2,210,000	5,974,000	4,571,000
	2022	2,375,000	4,119,000	1,679,000	2,210,000	5,974,000	4,934,000
	2023	3,588,000	3,051,000	1,673,000	1,353,000	3,376,000	4,820,000
	2024	3,029,000	3,020,000	1,673,000	1,353,000	3,315,000	5,206,000
	2025	2,494,000	3,018,000	1,673,000	1,353,000	3,315,000	5,299,000
	2026	1,958,000	3,016,000	1,673,000	1,353,000	3,303,000	5,808,000
Mid-Range	2027	1,423,000	3,016,000	1,673,000	1,353,000	3,303,000	5,808,000
	2028	1,033,000	3,016,000	1,673,000	1,353,000	3,303,000	5,808,000
	2029	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,808,000
	2030	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2031	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2032	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
Long-Range	2033	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2034	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2035	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2036	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2037	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2038	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2039	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2040	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2041	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2042	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2043	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2044	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2045	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
	2046	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000
2047	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000	
2048	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000	
2049	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000	
2050	1,033,000	3,016,000	1,673,000	1,353,000	3,302,000	5,807,000	

**Federal Funding Categories**

**NHPP – National Highway Performance Program:** funding for facilities located on the National Highway System (NHS).

**STP – Surface Transportation Block Grant (STBG) Program:** funding for projects that preserve and improve the conditions and performance on any Federal-Aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

**HSIP – Highway Safety Improvement Program:** funding with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads, including local public roads.

**BOF – Federal Bridge Off-System Program:** this category of funds may be used for off system bridges that are defined with a functional class of 08, 09, or 19 only.

**FHWA PL/FTA MPP – Metropolitan Planning Program:** funding for metropolitan planning activities to provide for a continuing, comprehensive, and cooperative transportation planning process.

**UAFF – Urbanized Area Formula Funding:** funding for capital projects, planning, operating costs for equipment, and facilities for use in public transportation in an urbanized area with a population of less than 50,000.

**State Funding Categories**

**Appropriation 185:** state funding that can be applied to state bridge projects.

**Appropriation 581:** state funding that can be applied to highway or bridge projects on the State highway system.

**Section 1514 – Asset Improvement Program:** state funding that can be used for financial assistance for improvement, replacement, or expansion of capital projects.

The following percentages were removed from each category for PennDOT to program ongoing projects or maintenance projects:

- 93% of NHPP
- 91.4% of STP
- 96% of 581
- 100% of 185
- 43% of BOF
- 20% of HSIP

The remaining funds are shown in Exhibit 55.

Less than a month away from this plan’s completion, on December 7, 2021, new financial guidance was released by PennDOT. It incorporated the projected federal funding from the Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021. While not shown in the charts here, the Highway and Bridge Base Funding Allocation would increase by approximately 40% with the IIJA funds, and the funds available for the LRTP would increase as well. Evaluation of the full extent of the IIJA funding impact was outside of the scope and timeframe for this plan; however, projects that could potentially be funded through the increase in revenue are listed in Appendix C, labeled as “Potential IIJA/BIL Funded Projects.” The increased revenue will likely advance many of the funded projects shown in Appendix C, but this was not fully evaluated due to time constraints.

**Exhibit 55 – Erie LRTP Estimated Funding (\$)**

		NHPP	STP	HSIP	BOF	185	581
<b>Current</b>	2021	188,090	413,800	1,343,200	1,259,700	0	182,840
	2022	166,250	411,900	1,343,200	1,259,700	0	197,360
	2023	251,160	305,100	1,338,400	771,210	0	192,800
	2024	212,030	302,000	1,338,400	771,210	0	208,240
	2025	174,580	301,800	1,338,400	771,210	0	211,960
<b>Mid-Range</b>	2026	137,060	301,600	1,338,400	771,210	0	232,320
	2027	99,610	301,600	1,338,400	771,210	0	232,320
	2028	72,310	301,600	1,338,400	771,210	0	232,320
	2029	72,310	301,600	1,338,400	771,210	0	232,320
	2030	72,310	301,600	1,338,400	771,210	0	232,280
<b>Long-Range</b>	2031	72,310	301,600	1,338,400	771,210	0	232,280
	2032	72,310	301,600	1,338,400	771,210	0	232,280
	2033	72,310	301,600	1,338,400	771,210	0	232,280
	2034	72,310	301,600	1,338,400	771,210	0	232,280
	2035	72,310	301,600	1,338,400	771,210	0	232,280
	2036	72,310	301,600	1,338,400	771,210	0	232,280
	2037	72,310	301,600	1,338,400	771,210	0	232,280
	2038	72,310	301,600	1,338,400	771,210	0	232,280
	2039	72,310	301,600	1,338,400	771,210	0	232,280
	2040	72,310	301,600	1,338,400	771,210	0	232,280
	2041	72,310	301,600	1,338,400	771,210	0	232,280
	2042	72,310	301,600	1,338,400	771,210	0	232,280
	2043	72,310	301,600	1,338,400	771,210	0	232,280
	2044	72,310	301,600	1,338,400	771,210	0	232,280
	2045	72,310	301,600	1,338,400	771,210	0	232,280
2046	72,310	301,600	1,338,400	771,210	0	232,280	
2047	72,310	301,600	1,338,400	771,210	0	232,280	
2048	72,310	301,600	1,338,400	771,210	0	232,280	
2049	72,310	301,600	1,338,400	771,210	0	232,280	
2050	72,310	301,600	1,338,400	771,210	0	232,280	

EMTA’s transit projects are funded at the federal level by FTA Section 5307 Urbanized Area Formula Funding (UAFF), which is an annual apportionment, and FTA Section 5310 funds. The state operating assistance is provided through EMTA’s Section 1514 formula apportionment. Local funds are provided by the City of Erie, the County of Erie, and other local sources. Since Erie is a cooperative program of two municipalities (City of Erie, County of Erie), the municipalities annually provide grants to EMTA which are determined by their respective councils. EMTA’s financial guidance from May 25, 2021 for Transit funding is shown in Exhibit 56.

As was previously mentioned, the IJA funding came about less than a month before this plan’s completion. While not shown in the charts here, the Transit Base Funding Allocation would increase by approximately 27% for FY 2022 with the IJA funds. However, evaluation of the full extent of the IJA funding impact was outside of the scope and timeframe for this plan.

**Exhibit 56 – Transit Base Funding Allocation (\$) From May 2021**

		UAFF	1415	LOCAL
<b>Current</b>	2021	4,261,473	12,098,000	1,107,890
	2022	4,261,473	12,098,000	1,107,890
	2023	4,261,473	12,098,000	1,107,890
	2024	4,261,473	12,098,000	1,107,890
	2025	4,261,473	12,098,000	1,107,890
	2026	4,261,473	12,098,000	1,107,890
<b>Mid-Range</b>	2027	4,261,473	12,098,000	1,107,890
	2028	4,261,473	12,098,000	1,107,890
	2029	4,261,473	12,098,000	1,107,890
	2030	4,261,473	12,098,000	1,107,890
	2031	4,261,473	12,098,000	1,107,890
	2032	4,261,473	12,098,000	1,107,890
<b>Long-Range</b>	2033	4,261,473	12,098,000	1,107,890
	2034	4,261,473	12,098,000	1,107,890
	2035	4,261,473	12,098,000	1,107,890
	2036	4,261,473	12,098,000	1,107,890
	2037	4,261,473	12,098,000	1,107,890
	2038	4,261,473	12,098,000	1,107,890
	2039	4,261,473	12,098,000	1,107,890
	2040	4,261,473	12,098,000	1,107,890
	2041	4,261,473	12,098,000	1,107,890
	2042	4,261,473	12,098,000	1,107,890
	2043	4,261,473	12,098,000	1,107,890
	2044	4,261,473	12,098,000	1,107,890
	2045	4,261,473	12,098,000	1,107,890
	2046	4,261,473	12,098,000	1,107,890
2047	4,261,473	12,098,000	1,107,890	
2048	4,261,473	12,098,000	1,107,890	
2049	4,261,473	12,098,000	1,107,890	
2050	4,261,473	12,098,000	1,107,890	

## Recommendations & Implementation

### L RTP Recommendations

The projects in this chapter were developed as a result of the extensive public and stakeholder outreach; projects were categorized by type of project (Exhibit 57): Highway Projects, Non-Motorized Projects, Betterments, Studies, Local Projects, and Policies.

The projects prioritized and funded by this plan are the Highway and Non-Motorized Projects. It is the recommendation of this plan that those projects join PennDOT's projects in the Erie MPO's Highway/Bridge TIP. While not prioritized or funded in this plan, it is recommended that the MPO and municipalities work together to fund the studies listed here and seek external funding for local projects. This plan also recommends that the policies listed are adopted as applicable by the governing bodies of various organizations.

This plan further recommends interagency coordination as the Erie Metropolitan Transit Authority, the Erie International Airport, the Erie Western Pennsylvania Port Authority and PennDOT carry out their projects listed in Appendix C. As PennDOT agencies move through their TIP and TYP projects, this plan recommends that Betterments listed in this chapter are integrated into those projects.

Exhibit 57 shows the location of all L RTP recommendation projects throughout Erie County. Project descriptions and maps follow for each of the L RTP project categories (Exhibit 59 through Exhibit 73).

**Please note that the numbers assigned to projects in this chapter are not a ranking. They are only used to note the location on the maps. The ranked Highway and Non-Motorized Projects are found in Appendix C.**



In an ideal world, all projects in this plan could be funded and built. However, difficult decisions have to be made. As mentioned elsewhere in the report, the loss of CMAQ funds has placed the Erie MPO in worse financial condition than during the last update five years ago. During this plan, the choice was made to maximize the amount of projects that could be completed by 2050.

The result of this choice was that some very highly ranked projects were not programmed. Specifically, projects ranked fifth, sixth and seventh were not assigned funds in the plan.

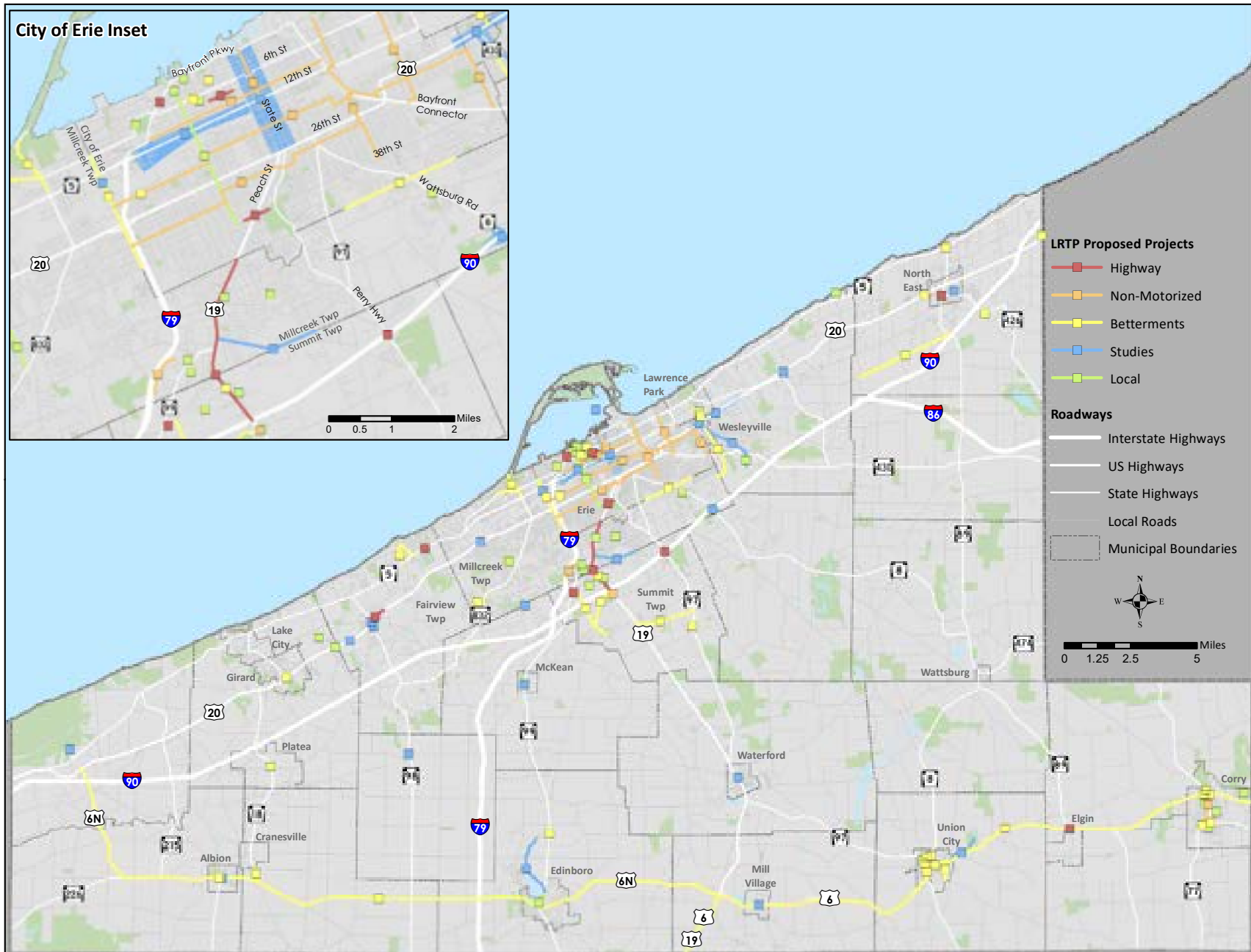
- Ranked 5th: Lawrence Park Main Street Streetscape
- Ranked 6th: Sixth Street Bikeway from Pittsburgh Ave to Franklin Ave
- Ranked 7th: Sassafra Pedestrian Bridge over the Bayfront Parkway

The MPO is fully supportive of these projects and will work with the Municipalities to secure funding for these projects. If other funding avenues fail, their aspirational status will be reevaluated.

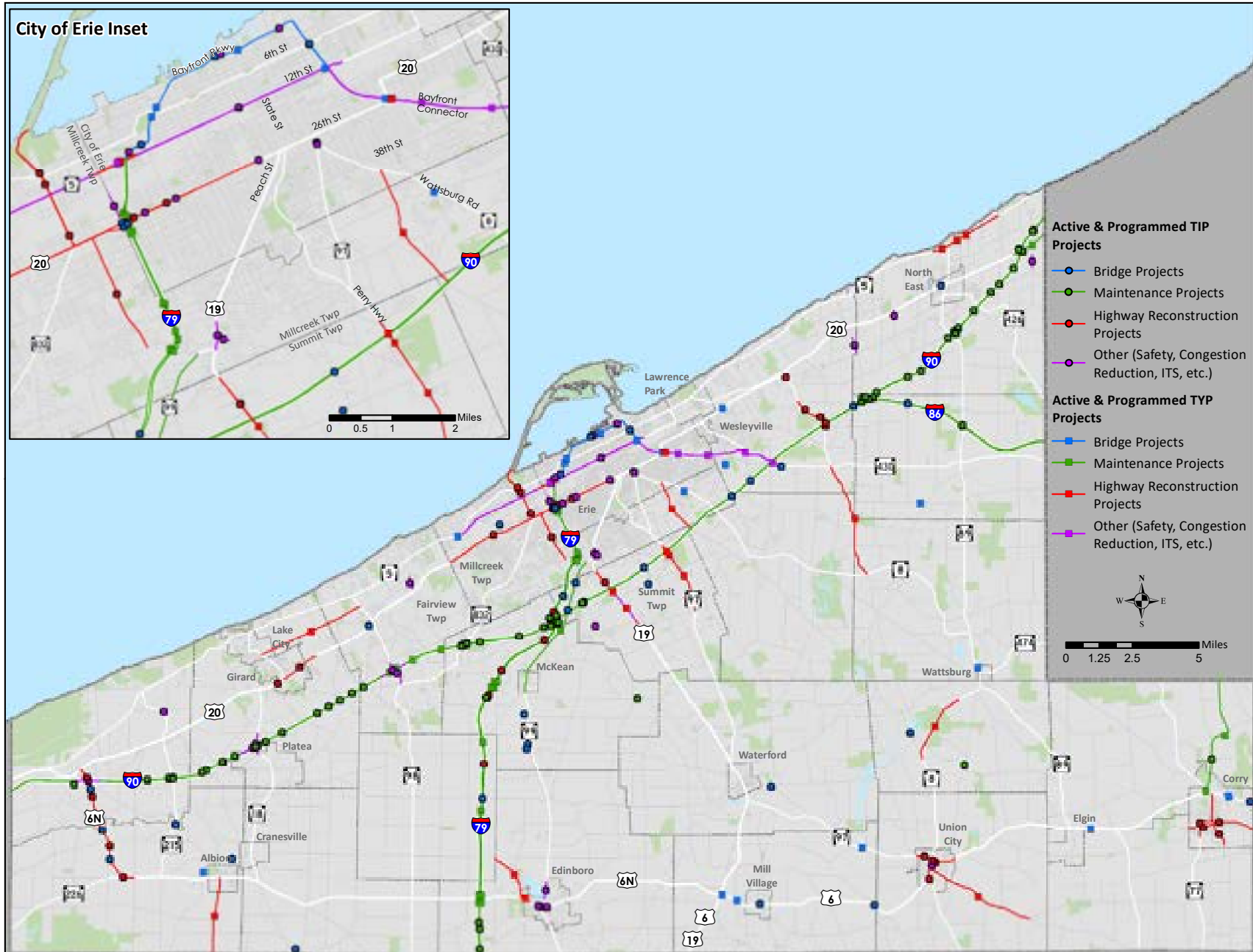
**Exhibit 57 – LRTP Recommendation Categories**

<b>Category</b>	<b>Description</b>	<b>Source</b>
Highway Projects	Projects affecting automobile and freight travel that are well-developed; these projects aim to improve accessibility, mobility, safety, congestion, and aesthetics	LRTP
Non- Motorized Projects	Projects affecting pedestrian and bicyclist travel that are well-developed; these projects aim to address accessibility, mobility, safety, equity, recreation, and improve health and expand tourism	LRTP
Betterments	The purpose of this listing is to identify critical gaps in pedestrian and bicycle infrastructure, as well as roadway maintenance, so upgrades can be considered during routine roadway improvement or maintenance projects along the identified routes	LRTP
Studies	Studies were recommended when groups of comments focus on a particular area, but there is insufficient information currently available to develop a specific project to address the area's needs	LRTP
Local Projects	Projects similar to the Highway Projects that should be locally-focused and developed; these projects were mapped and included in the plan so that they can be incorporated into future municipal planning and project development efforts	LRTP
Policies	Policy statements can encompass recommendations such as land use changes, municipal coordination, and improved procedures	LRTP
Highway / Other	List of highway projects on PennDOT's current TIP, TYP, and post-TYP with cost estimates (found in Appendix C)	PennDOT
District Bridges	List of State Bridges for rehabilitation on PennDOT's current TIP, TYP, and post-TYP with cost estimates (found in Appendix C)	PennDOT
Local Bridges	A list of Local Bridges over 20 feet in need of repair, rehabilitation and preservation that has been prioritized by the MPO for funding with the \$5 Local Use Fee	MPO
Transit	A list of planned transit projects from EMTA (found in Appendix C)	EMTA
Port	A list of planned transit projects from EWPPA (found in Appendix C)	EWPPA
Aviation	A list of planned aviation projects from PennDOT Bureau of Aviation and Erie International Airport (found in Appendix C)	BOA/ERI

### Exhibit 58 – Proposed L RTP Projects



### Exhibit 73 – TIP/TYP Projects



## Implementation Evaluation

Federal Transportation bills, starting in 2012 with the Moving Ahead for Progress in the 21st Century Act (MAP-21) formalized the requirement for performance measurement, which is consistent with the overall performance-based planning approach used throughout the LRTP. The Erie MPO and EMTA are required to adopt performance targets.

These agreements are separated into Performance Measure (PM) categories.

Performance Measure	Factors Measured	Timeframe
PM1	Safety performance measures	Every Year
PM2	National Highway System (NHS) pavements, bridges carrying the NHS, and pavements on the Interstate measures	Every 4 years (option to revise at 2 years)
PM3	Performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Every 4 years (option to revise at 2 years)
TAM	Public Transit Asset Management	Every Year
Transit Safety	Public Transit Safety targets	Every Year

### Safety (PM1)

Safety performance measures are broken down into five categories: number of fatalities per 100 million vehicle miles traveled, number of serious injuries, rate of serious injuries per 100 million vehicle miles traveled and number of non-motorized fatalities and serious injuries. Targets are based on a 1% reduction, which was derived from the actions listed in PennDOT's [Strategic Highway Safety Plan \(SHSP\)](#), crash data analysis and the desire to support the national initiative Toward Zero Deaths. The Erie MPO has chosen to adopt the targets developed by PennDOT for Erie County. These targets are adopted annually.

2021 Erie County Safety Measures and Targets				
Measure	Baseline (2014-2018)	Baseline (2016-2020)	Target (2016-2020)	Target (2018-2022)
Number of fatalities	23.3	23.2	27.2	<b>18.2</b>
Rate of fatalities per 100 million VMT	1.085	1.129	1.301	<b>0.958</b>
Number of serious injuries	83.1	85.8	78.8	<b>79.4</b>
Rate of serious injuries per 100 million VMT	3.871	4.175	3.768	<b>4.180</b>
Number of non-motorized fatalities & serious injuries	20.5	18.0	16.4	<b>14.6</b>

**Pavement/Bridge Condition (PM2)**

National pavement and bridge performance measures (82 FR 5886) defined six measures related to the condition of the infrastructure on the National Highway System (NHS). The targets are consistent with PennDOT’s objective of managing to lowest life cycle costs. Pavement condition is measured as Good, Fair or Poor based on International Roughness Index (IRI), cracking, rutting and faulting. Performance targets are reviewed biennially for these measures as part of a four-year cycle, the first of which began in 2018. Although FHWA has not established a minimum condition for NHS non-Interstate roadways, PennDOT has established performance targets for the non-Interstate NHS roadways. The Erie MPO has adopted PennDOT’s pavement targets. These targets were created at a state level only.

2023 Statewide Pavement Performance Measure Targets					
Measure	Baseline Performance 2017	2-Year Performance 2019	2-Year Target 2019	4-Year Target 2021	4-Year Target 2023
% of Interstate pavements in Good condition	67.2 %	71.5%	N/A	60.0 %	60.0 %
% of Interstate pavements in Poor condition	0.4 %	0.4%	N/A	2.0 %	2.0 %
% of non-Interstate NHS pavements in Good condition	36.8 %	37.6%	35.0 %	33.0 %	33.0 %
% of non-Interstate NHS pavements in Poor condition	2.3 %	2.0%	4.0 %	5.0 %	5.0 %

Bridge condition is rated in good and poor condition by deck area of bridges or culvert rating for culverts over 21 feet in length on the NHS. Data is collected from inspections using the National Bridge Inventory (NBI) Standards. The Erie MPO has adopted PennDOT’s bridge condition targets. As with pavement, the adopted targets are for statewide performance and are adopted in a four-year cycle that is evaluated every two years.

Bridge Statewide Performance Measure Targets					
Measure	Baseline 2017	2-Year Performance 2019	2-year Target 2019	4-Year Target 2021	4-Year Target 2023
% of NHS bridges in Good condition	25.6 %	27.0%	25.8%	26.0 %	26.0 %
% of NHS bridges in Poor condition	5.5 %	5.1%	5.6%	6.0%	6.0%

**System Performance Measures (PM3)**

The FHWA final rule for the National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program was published in the Federal Register (82 FR 5970) and became effective on May 20, 2017. Statewide targets are established biennially by PennDOT as part of a four-year performance period, the first of which began in 2018.

PM3 statewide targets that are applicable to Erie County are

- Percent of Person-miles Traveled on the Interstate System that are Reliable
- Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
- Truck Travel Time Reliability Index – Interstate System Only

The Erie MPO adopted PennDOT’s statewide targets for PM3 in November 2018. A revision to interstate reliability and truck reliability was adopted by the Erie MPO in December 2020. The statewide targets are illustrated in the following table.

Statewide Travel Time and Annual Peak Hour Excessive Delay Targets				
Measure	Baseline 2017	2-Year Target 2019	4-Year Target 2021	4-Year Target 2023
Interstate Reliability	89.8 %	89.8 %	89.8 %	89.5%
Non-Interstate Reliability	87.4 %	N/A	87.4 %	87.4%
Truck Reliability Index	1.34	1.34	1.34	1.40

PennDOT also provided the MPO with county specific travel data. Erie County NHS reliability follows the trends of the state. At the mid-performance period (2019) Interstate reliability on I-90, I-79 and I-86 in the County was maintained from the 2017 baseline data at 100%. The reliability on non-Interstate NHS improved over the two year period. However, like the rest of the state, the truck reliability index decreased in Erie County indicating more delay from the 2017 baseline data.

Erie County Travel Reliability			
Measure	Baseline 2017	2018	2019
Interstate Reliability	100.0%	100.0%	100.0%
Non-Interstate NHS Reliability	83.9%	86.7%	88.2%
Truck Reliability Index	1.25	1.23	1.29

**Erie LRTP Glossary**

185	Appropriation 185
581	Appropriation 581
1514	Section 1514
AADT	Average Annual Daily Traffic
AADTT	Average Annual Daily Truck Traffic
ACM	Agency Coordination Meeting
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
BAMS	Bridge Asset Management System
BIL	Bipartisan Infrastructure Law
BMS	Bridge Management System
BOA	Bureau of Aviation
BOF	Bridge Off-System Program
BPT	Bureau of Public Transportation
BRIP	Bridge Investment Program
C	Construction
CARES	Coronavirus Aid, Relief, and Economic Security
CHNA	Community Health Needs Assessment
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CNG	Compressed Natural Gas
COVID-19	Coronavirus Disease 2019

CPT	Capital Planning Tool
CRFC	Critical Rural Freight Corridor
CUFC	Critical Urban Freight Corridor
CZM	Coastal Zone Management
DCNR	Department of Conservation and Natural Resources
DEP	Department of Environmental Protection
DOT	Department of Transportation
DSRI	Dismantling Systemic Racism and Inequity
EJ	Environmental Justice
EMTA	Erie Metropolitan Transit Authority
EPA	Environmental Protection Agency
ERI	Erie International Airport
Erie LRTP	Erie County 2050 Long Range Transportation Plan
Erie MPO	Erie Area Transportation Study Metropolitan Planning Organization
ESL	Estimated Service Life
EV	Electric Vehicle
EWPPA	Erie-Western Pennsylvania Port Authority
F	Final Design
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FHWA PL	Metropolitan Planning Program
FR	Federal Register
FRA	Federal Railroad Administration
FTA	Federal Transit Authority

FTA MPP	Metropolitan Planning Program
HPMS	Highway Performance Monitoring System
HS	High School
HSIP	Highway Safety Improvement Program
HSNS	Highway Safety Network Screening
IJA	Infrastructure Investment and Jobs Act
IRI	International Roughness Index
LECOM	Lake Erie College of Osteopathic Medicine
LERTA	Local Economic Revitalization Tax Assistance
LOS	Level of Service
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MBUF	Mileage-based user fee
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
NAAQS	National Ambient Air Quality Standard
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NMFN	National Multimodal Freight Network
OMB	Office of Management and Budget
OPI	Overall Performance Index
P	Preliminary Engineering

PA DEP	Pennsylvania Department of Environmental Protection
PAMS	Pavement Asset Management System
PennDOT	Pennsylvania Department of Transportation
PFBC	Pennsylvania Fish and Boat Commission
PM	Performance Measures
PM1	Safety Performance Measures
PM2	Pavement/Bridge Performance Measures
PM3	System Performance Measures
PMHC	Pennsylvania Museum and Historical Commission
PNDI	Pennsylvania Natural Diversity Inventory
PSU	Penn State University
R	Right-of-Way
RHCP	Railway Highway Crossing Program
RITIS	Regional Integrated Transportation Information System
RMS	Roadway Management System
RPO	Regional Planning Organization
RR	Railroad
RRFB	Rectangular Rapid Flashing Beacon
RSA	Road Safety Audit
SR	State Route
STBG	Surface Transportation Block Grant
STP	Surface Transportation Block Grant Program
T&E	Threatened and Endangered
TAM	Transit Asset Management

TDM	Travel Demand Model
TERM	Transit Economic Recovery Model
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TROC	Transportation Revenue Options Commission
TYP	Twelve Year Plan
U	Utilities
UAFF	Urbanized Area Formula Funding
ULB	Useful Life Benchmark
UPMC	University of Pittsburgh Medical Center
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
WBAPS	Web Accident Prediction System
YOE	Year of Expenditure

## Appendix A – Project Prioritization Process

### Project Prioritization Categories

<b>Safety &amp; Security</b>	
Safety Improvement	What is the Highway Safety Network Screening (HSNS) value for the relevant roadway intersection or segment?
Hazards	Will the project help to reduce multimodal hazards in school zones (e.g., Safe Routes to School), at highway-rail crossings, or other sensitive areas
Security	Will the project help to improve safety, reliability, or accessibility along emergency detour routes or improve emergency response times?
<b>Traffic Congestion &amp; Maintenance</b>	
Congestion	What is the roadway or intersection Level of Service (LOS) as determined by the Travel Demand Model?
Existing Deficiency	Will the project address one or more maintenance or operational deficiencies (e.g., sidewalk or bicycle facility gap or poor maintenance, traffic signal coordination or improvements, poor pavement quality, ADA inaccessible curb ramps, stormwater infrastructure or drainage issues, etc.)?
<b>Economic Vitality</b>	
Economic Benefit	To what extent will the project support planned developments or provide economic benefits (e.g., job growth, freight access, employee retention, improved community health and wellness)?
Interstate Access	Does the project improve interstate access directly (e.g. at an interchange) or indirectly (e.g. along a connecting route)?
Revitalization	Does the project positively affect multi-modal access, vehicular traffic operations, or streetscape enhancements in an area in need of revitalization or in an opportunity zone?
Tourism	Will the project improve access to major attractions, tourist destinations, or similar assets within the county?
Recreation	Will the project improve access to recreational opportunities for residents or visitors?
<b>Feasibility</b>	
Project Readiness	At what stage is the project in the planning process?
Municipal Support	Is the project supported by the municipality?
Planning Consistency	Is the project identified or supported by a municipal comprehensive plan or other locally-adopted plan or study?
<b>Multimodal Accessibility &amp; Mobility</b>	
Pedestrian	To what extent will the project enhance pedestrian travel and related connections or opportunities?
Bicycle	To what extent will the project enhance bicycle travel and related connections or opportunities?
Public Transportation	Will the project enhance public transportation and related connections or opportunities (e.g. park and ride, bus shelters, passenger rail, regional bus)?
<b>Sustainability &amp; Equity</b>	
Minority Population Area	Is the project located near a minority population (as compared to the County Minority Population Percentage of 15.8%) and/or will it otherwise provide distinct minority population benefits or enhancements, such as access to employment, recreation, or resources?
Low-Income Population Area	Is the project located near a low-income population (as compared to the County Low-Income Population Percentage of 15.3%) and/or will it otherwise provide distinct low-income population benefits or enhancements, such as access to employment, recreation, or resources?
Environmental Resources	What is the anticipated potential of the project to impact environmental resources?
<b>Freight Accessibility &amp; Mobility</b>	
Rail Service	Will the project enhance, expand or benefit freight-related rail service?
Air Travel	Will the project enhance, expand or benefit freight-related air travel?
Waterborne Transportation	Will the project enhance, expand, or benefit waterborne transportation or related port/dock/ramp access or opportunities?

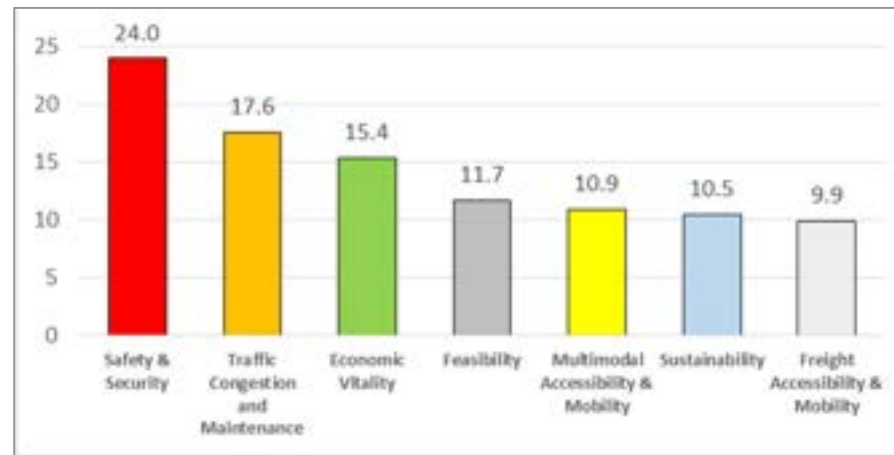
## Appendix A – Project Prioritization Process

### Project Prioritization Comparison

**Summary:** The 2022 major category rankings are identical to the 2017 major category rankings. Some of the sub-categories evolved and were further refined for the 2022 update to better address the current local, state, and federal planning direction in the priority of projects.

2022 Major Category Weightings	Weight	Rank
Safety & Security	24.0	1
Traffic Congestion & Maintenance	17.6	2
Economic Vitality	15.4	3
Feasibility	11.7	4
Multimodal Accessibility & Mobility	10.9	5
Sustainability & Equity	10.5	6
Freight Accessibility & Mobility	9.9	7

2022 Weightings – Major Categories



## Appendix A – Project Prioritization Process

Project Prioritization Weightings (Accepted by EATS MPO 1/26/2022)

Major Category	Subcategory Weight (%)	Category Weight (%)
<b>Safety &amp; Security</b>		
Safety Improvement	15.95	23.99
Hazards	4.00	
Security	4.04	
<b>Traffic Congestion &amp; Maintenance</b>		
Congestion	4.20	17.63
Existing Deficiency	13.43	
<b>Economic Vitality</b>		
Economic Benefit	4.88	15.39
Interstate Access	2.14	
Revitalization	3.99	
Tourism	1.78	
Recreation	2.60	
<b>Feasibility</b>		
Project Readiness	3.51	11.69
Municipal Support	3.42	
Planning Consistency	4.76	
<b>Multimodal Accessibility &amp; Mobility</b>		
Pedestrian	4.89	10.92
Bicycle	3.20	
Public Transportation	2.83	
<b>Sustainability &amp; Equity</b>		
Minority Population Area	2.99	10.48
Low-Income Population Area	2.99	
Environmental Resources	4.51	
<b>Freight Accessibility &amp; Mobility</b>		
Rail Service	4.03	9.92
Air Travel	4.20	
Waterborne Transportation	1.69	

# Appendix C – Prioritized Projects

3-52

Rank	Project Title	Municipality	Mode	Current Tip + 2: FFY 2021-2026		Mid-Range FFY 2027-2032		Long Range FFY 2033-2050		Project Total	LRTP Total
				Phase	Cost	Phase	Cost	Phase	Cost		
1	- US 19/Peach Street Intersection improvements and coordination	Summit Township; Millcreek Township	Highway	PF	\$ 553,700	RUC	\$ 4,760,500		\$ -	\$ 5,314,200	\$ 41,388,400
2	- 38th Street @ Liberty St., Peach St., Cherry St., and Shunpike Rd. Intersections	City of Erie	Highway		\$ -	PFRUC	\$ 6,132,800		\$ -	\$ 6,132,800	
3	- Bayfront Parkway and Cranberry Street Intersection	City of Erie	Highway	P	\$ 36,500	FRUC	\$ 720,300		\$ -	\$ 756,800	
4	- Implementation of Fairview Township's Master Plan	Fairview Township	Highway		\$ -	P	\$ 295,900	FRUC	\$ 4,059,300	\$ 4,355,200	
8	- 19th/21st Bikeway from Pittsburgh Ave to Bird Dr	City of Erie	Non-Motorized		\$ -	PFR	\$ 229,300	UC	\$ 1,506,900	\$ 1,736,200	
9	- SR 89 Enhancements in North East	North East Borough	Highway		\$ -	PF	\$ 298,500	RUC	\$ 1,865,900	\$ 2,164,400	
10	- 10th St Bikeway from Bayfront Pkwy to Bayfront Conn	City of Erie	Non-Motorized	PF	\$ 12,400	RUC	\$ 105,800		\$ -	\$ 118,200	
11	- East Ave Bikeway from E Bay Dr to E 38th St	City of Erie	Non-Motorized	PF	\$ 10,200	RUC	\$ 86,300		\$ -	\$ 96,500	
12	- Downing Ave Bikeway from E Lake Rd to E 28th St	City of Erie	Non-Motorized	PF	\$ 4,500	RUC	\$ 38,200		\$ -	\$ 42,700	
13	- I-90 @ Perry Hwy (SR 97) Improvement project	Summit Township	Highway		\$ -	PF	\$ 139,700	RUC	\$ 873,600	\$ 1,013,300	
14	- State St from Bayfront Pkwy to 14th St	City of Erie	Non-Motorized		\$ -		\$ -	PFRUC	\$ 311,200	\$ 311,200	
15	- Corry Junction Greenway Trl along rail bed b/t Mead Ave and N Center St	City of Cory	Non-Motorized		\$ -		\$ -	PFRUC	\$ 1,670,800	\$ 1,670,800	
16	- 32nd/29th/28th Bikeway from Pittsburgh Ave to East Ave	City of Erie	Non-Motorized		\$ -		\$ -	PFRUC	\$ 296,200	\$ 296,200	
17	- Millcreek Marketplace ped/bike trail connector	Summit Township	Non-Motorized		\$ -		\$ -	PFRUC	\$ 2,857,200	\$ 2,857,200	
20	- Peach Street and Oliver Road Pedestrian Bridge	Summit Township	Non-Motorized		\$ -		\$ -	PFRUC	\$ 1,161,000	\$ 1,161,000	
23	- SR 5 at Hardscrabble Road Intersection Realignment	Fairview Township	Highway		\$ -		\$ -	PFRUC	\$ 5,012,300	\$ 5,012,300	
24	- West 8th Street Two-Way Conversion and Intersection Improvements	City of Erie	Highway		\$ -		\$ -	PFRUC	\$ 87,200	\$ 87,200	
25	- Bird Dr Bikeway from Fairmount Pkwy to E 38th St	City of Erie	Non-Motorized		\$ -		\$ -	PFRUC	\$ 95,400	\$ 95,400	
26	- Edinboro Rd @ Old Zuck Rd and Hershey Rd @ Hamot Rd Intersection Improvements	Summit Township	Highway		\$ -		\$ -	PFRUC	\$ 5,134,700	\$ 5,134,700	
33	- US 6 at Beaver Dam Road (SR 89) Intersection Improvement Project	Wayne Township	Highway		\$ -		\$ -	PFRUC	\$ 3,032,100	\$ 3,032,100	

S = Study, P = Preliminary Engineering, F = Final Engineering, R = Right-of-Way, U = Utilities, C = Construction

# Appendix C – Prioritized Projects

Rank		Project Title	Municipality	Mode	Current		Mid-Range		Long Range		Project Total	LRTP Total
					Tip + 2: FFY 2021-2026		FFY 2027-2032		FFY 2033-2050			
					Phase	Cost	Phase	Cost	Phase	Cost		
19	-	Add path parallel to S side of US 6 from Wayne St to Shady Ave	City of Corry	Non-Motorized	\$ -	\$ -	P	\$ 226,400	\$ 226,400	\$ 226,400	\$ 391,900	
28	-	Route 6 Bikeway – Corry Loop	City of Corry	Non-Motorized	\$ -	\$ -	PF	\$ 165,500	\$ 165,500	\$ 165,500		

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# Appendix C – Prioritized Projects

Rank	Project Title	Municipality	Mode	Current		Mid-Range		Long Range		Project Total	LRTP Total
				Tip + 2: FFY 2021-2026		FFY 2027-2032		FFY 2033-2050			
				Phase	Cost	Phase	Cost	Phase	Cost		
Highway and Non-Motorized (LRTP Projects - Aspirational)											
5	- Lawrence Park Main Street Streetscape	Lawrence Park Township	Highway		\$ -		\$ -		\$ -	\$ -	
6	- 6th St bikeway from Pittsburgh Ave to Franklin Ave	City of Erie	Non-Motorized		\$ -		\$ -		\$ -	\$ -	
7	- Central Bayfront Parkway Multimodal Improvements: Sassafras Pedestrian Bridge	City of Erie	Non-Motorized		\$ -		\$ -		\$ -	\$ -	
18	- 38th Street Bikeway from Greengarden Blvd to Bayfront Pkwy	City of Erie	Non-Motorized		\$ -		\$ -		\$ -	\$ -	
21	- North Main Street (SR 8) at Perry Street (SR 97) Intersection Improvement Project	Union City Borough	Highway		\$ -		\$ -	PF	\$ 568,900	\$ 568,900	
22	- Signalize US 6 and Worth St, US 6 and Sciota St	City of Corry	Non-Motorized		\$ -		\$ -		\$ -	\$ -	
27	- Raised intersections/high vis crosswalks at Main St and N 1st St, and Wright St at E Congress St and E Irving St	City of Corry	Non-Motorized		\$ -		\$ -	PFRU	\$ 102,500	\$ 102,500	\$ 941,800
29	- US 19 at Oliver Road	Summit Township	Highway		\$ -		\$ -		\$ -	\$ -	
30	- Extend Center Turn Lane on US 19/Peach St from Robison Rd to Dorn Rd	Summit Township	Highway		\$ -		\$ -		\$ -	\$ -	
31	- Widen Edinboro Rd from Interchange Rd to Crestview Conn	Millcreek Township	Highway		\$ -		\$ -	P	\$ 270,400	\$ 270,400	
32	- Millcreek Township Intersection Study (SR 97/505/Evans Rd/Young Rd)	Millcreek Township	Highway		\$ -		\$ -		\$ -	\$ -	
34	- Roundabout Edinboro Rd at Springhill Community Dr	Millcreek Township	Highway		\$ -		\$ -		\$ -	\$ -	

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# Appendix C – Prioritized Projects

SR	MPMS #	Project Title	Municipality	Mode	Current		Mid-Range		Long Range		Project Total	TIP and TYP Total
					Tip + 2: FFY 2021-2026	Cost	FFY 2027-2032	Cost	FFY 2033-2050	Cost		
Highway / Other		(Transportation Improvement Program (TIP) and Twelve Year Program (TYP)) Projects			Phase	Cost	Phase	Cost	Phase	Cost		
0086	81441	I-86 Eastbound Preservation	Greenfield Township	Highway/Other TYP	PC	\$ 13,350,673		\$ -		\$ -	\$ 13,350,673	
0020	87032	SR 20: Zuck to Chestnut	City of Erie, Millcreek Township	Highway/Other TYP	C	\$ 3,705,908		\$ -		\$ -	\$ 3,705,908	
0006	90283	US 6: PA 8 to DOT Shed	Union City Borough, Union Township	Highway/Other TYP	C	\$ 1,500,000		\$ -		\$ -	\$ 1,500,000	
0077	99023	PA 77: Church Street to SR 426	City of Corry	Highway/Other TYP	C	\$ 1,500,000		\$ -		\$ -	\$ 1,500,000	
0020	99729	US 20 : Zuck Road to Chestnut Street	City of Erie, Millcreek Township	Highway/Other TYP	C	\$ 253,753		\$ -		\$ -	\$ 253,753	
0090	102039	I-90: MP 3.5 to 7 Reconstruction	Girard Township, Springfield Township	Highway/Other TYP	PFRUC	\$ 65,850,237		\$ -		\$ -	\$ 65,850,237	
0090	102040	I-90: MP 7 to 10.5 Reconstruction	Girard Township, Platea Borough	Highway/Other TYP	C	\$ 65,850,237		\$ -		\$ -	\$ 65,850,237	
4008	102069	Hamot Rd/Oliver Rd Intersection	Summit Township	Highway/Other TYP	PFRUC	\$ 4,153,061		\$ -		\$ -	\$ 4,153,061	
8026	106297	I-90: MP 35 to 46, Preservation	North East Township	Highway/Other TYP	PFC	\$ 16,436,894		\$ -		\$ -	\$ 16,436,894	
0008	106444	Pine Ave/Old French Rd	City of Erie	Highway/Other TYP	PFRUC	\$ 1,393,574		\$ -		\$ -	\$ 1,393,574	
0531	106586	PA 531: Depot Road, Section 4	Harborcreek Township	Highway/Other TYP	PFRUC	\$ -		\$ -		\$ -	\$ -	
0019	107348	Peach St. Safety AND Mobility	Millcreek Township	Highway/Other TYP	PFRUC	\$ 1,973,728		\$ -		\$ -	\$ 1,973,728	
2025	107772	SR 2025 Columbus Ave to NY	City of Corry, Wayne Township	Highway/Other TYP	C	\$ 1,307,239		\$ -		\$ -	\$ 1,307,239	
0426	109141	PA 426, 2020 AND SR 2029 Corry	City of Corry	Highway/Other TYP	C	\$ 5,800,000		\$ -		\$ -	\$ 5,800,000	
4015	109147	Zuck Rd. Zimmerly to 26th St	Millcreek Township	Highway/Other TYP	C	\$ 5,400,000		\$ -		\$ -	\$ 5,400,000	
0079	109775	I-79 MM 168.5 -178 Repaving	McKean Township	Highway/Other TYP	PC	\$ 6,571,363		\$ -		\$ -	\$ 6,571,363	
0079	109812	I-79 MM 154 - 165 - Repaving	Washington Township	Highway/Other TYP	PFC	\$ 15,716,803		\$ -		\$ -	\$ 15,716,803	
	109895	Erie 2021 AWP		Highway/Other TYP	C	\$ 210,996		\$ -		\$ -	\$ 210,996	
0699	109901	US 6N AND PA 99 Intersection	Edinboro Borough	Highway/Other TYP	PFRUC	\$ 2,825,200		\$ -		\$ -	\$ 2,825,200	
8170	109997	I-86 High Speed Ramp to I-90	Greenfield Township, North East Township	Highway/Other TYP	PC	\$ 13,350,673		\$ -		\$ -	\$ 13,350,673	
0020	110339	US 20 : Millfair Road to Zuck Road	Millcreek Township	Highway/Other TYP	PRUC	\$ 3,363,880		\$ -		\$ -	\$ 3,363,880	
0006	110342	Union City Signals	Union City Borough	Highway/Other TYP	PFRUC	\$ 1,125,398		\$ -		\$ -	\$ 1,125,398	
	111147	Huntley Road RR Crossing	Springfield Township	Highway/Other TYP	C	\$ 200,000		\$ -		\$ -	\$ 200,000	
0005	111839	12th St Corridor Signals	City of Erie	Highway/Other TYP	PFUC	\$ 8,809,509		\$ -		\$ -	\$ 8,809,509	\$ 289,274,552
	112741	Summit Township Local Federal Aid Route, resurfacing Cherry St Ext	Summit Township	Highway/Other TYP	C	\$ 169,563		\$ -		\$ -	\$ 169,563	
4034	113215	Bayfront Parkway RRX	City of Erie	Highway/Other TYP	C	\$ 900,000		\$ -		\$ -	\$ 900,000	
0019	114067	SR 19: I-90 to Rotunda Dr	Summit Township	Highway/Other TYP	PC	\$ 2,830,000		\$ -		\$ -	\$ 2,830,000	
	115648	Raspberry Street - LFAR 2021	City of Erie	Highway/Other TYP	PC	\$ 275,770		\$ -		\$ -	\$ 275,770	
	115649	Waterford Street - LFAR 2021	Edinboro Borough	Highway/Other TYP	C	\$ 86,135		\$ -		\$ -	\$ 86,135	
	115650	6th Street - LFAR 2021	City of Erie	Highway/Other TYP	C	\$ 275,770		\$ -		\$ -	\$ 275,770	
0079	115691	D1 Interstate Guiderail Upgrades	City of Erie, Franklin Township, McKean Township, Millcreek Township, Summit Township, Washington Township	Highway/Other TYP	C	\$ 3,488,492		\$ -		\$ -	\$ 3,488,492	
0019	116639	I-90 Erie County ITS Addition - SR 19 - TSMO	Summit Township	Highway/Other TYP	PFUC	\$ 318,500		\$ -		\$ -	\$ 318,500	
4012	116638	I-79 Erie County ITS Addition - Interchange - TSMO	Summit Township	Highway/Other TYP	PFUC	\$ 318,500		\$ -		\$ -	\$ 318,500	
0019	98308	US 19: Dorn Rd-Robinson Rd	Summit Township	Highway/Other TYP	PC	\$ 2,119,807	C	\$ 1,580,193		\$ -	\$ 3,700,000	
0008	99049	PA 8: Bldwin-N. of Casier	Amity Township	Highway/Other TYP	PC	\$ 990,933	C	\$ 1,309,067		\$ -	\$ 2,300,000	
0290	99000	PA 290: Bayfront Connector	City of Erie	Highway/Other TYP	PC	\$ 2,061,000	C	\$ 1,736,000		\$ -	\$ 3,797,000	
0020	99744	SR 20: Hirtzell Rd - NY	North East Township	Highway/Other TYP	PC	\$ 1,054,000	C	\$ 550,000		\$ -	\$ 1,604,000	
0832	99750	PA 832: 26th St to Presque Isle State Park	Millcreek Township	Highway/Other TYP	PC	\$ 4,099,999	C	\$ 1,200,001		\$ -	\$ 5,300,000	
0531	102468	PA 531: Depot Road, Section 2	Harborcreek Township	Highway/Other TYP	FRUC	\$ 849,693	C	\$ 750,307		\$ -	\$ 1,600,000	
0005	86499	SR 5: SR 98 to Asbury	Fairview Township	Highway/Other TYP	P	\$ 100,000	C	\$ 3,840,000		\$ -	\$ 3,940,000	
0020	113882	SR 20: Schiley Rd to Harborcreek	City of Erie	Highway/Other TYP	PC	\$ 1,858,000	C	\$ 2,256,000		\$ -	\$ 4,114,000	
0020	87030	SR 20: 98 to Millfair	Fairview Township	Highway/Other TYP	P	\$ 140,000	C	\$ 5,448,000		\$ -	\$ 5,588,000	
0430	73242	SR 430: SR 290-Shannon Rd	City of Erie	Highway/Other TYP	FC	\$ 906,000	C	\$ 819,000		\$ -	\$ 1,725,000	
4017	89218	SR 4017: Pittsburgh Rd.		Highway/Other TYP	P	\$ 100,000	C	\$ 1,424,696		\$ -	\$ 1,524,696	
0197	101502	PA 197 AND I-90 Interchange	Summit Township	Highway/Other TYP	\$ -		PFRUC	\$ 1,550,000		\$ -	\$ 1,550,000	
0018	99701	PA 18: Crawford Co- US 6N	Albion Borough, Conneaut Township	Highway/Other TYP	\$ -		PC	\$ 1,300,000		\$ -	\$ 1,300,000	
0005	99703	SR 5: Lake Road	North East Township	Highway/Other TYP	\$ -		PC	\$ 1,920,000		\$ -	\$ 1,920,000	

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# Appendix C – Prioritized Projects

SR	MPMS #	Project Title	Municipality	Mode	Current		Mid-Range		Long Range		Project Total	TIP and TYP Total
					Tip + 2: FFY 2021-2026		FFY 2027-2032		FFY 2033-2050			
					Phase	Cost	Phase	Cost	Phase	Cost		
Highway / Other (Transportation Improvement Program (TIP) and Twelve Year Program (TYP)) Projects												
3006	98338	US 6N AND Angling Road	Edinboro Borough, Washington Township	Highway/Other TYP		\$ -	PFRUC	\$ 4,515,000		\$ -	\$ 4,515,000	
0290	99056	PA 290 Signal Upgrade	Harborcreek Township	Highway/Other TYP		\$ -	PFRUC	\$ 2,025,000		\$ -	\$ 2,025,000	
0005	99057	PA 5: Gorman-Brewster - Signals	City of Erie, Millicreek Township	Highway/Other TYP		\$ -	PFRUC	\$ 1,300,000		\$ -	\$ 1,300,000	
0699	99718	SR 699: McKean-Intchng Rd	McKean Borough, McKean Township, Millicreek Township, Summit Township	Highway/Other TYP		\$ -	PC	\$ 1,800,000		\$ -	\$ 1,800,000	
0005	117481	SR 5: Pittsburgh Ave to Parade Street	City of Erie	Highway/Other TYP		\$ -	PC	\$ 7,635,000		\$ -	\$ 7,635,000	
0006	117438	US 6: Crawford County Line to SR 3006		Highway/Other TYP		\$ -	PC	\$ 3,000,000		\$ -	\$ 3,000,000	
0006	117538	US 6: SR 18 to US 19	Mill Village Borough	Highway/Other TYP		\$ -	PC	\$ 6,104,400		\$ -	\$ 6,104,400	
0008	99757	SR 8: Smiley Hill Road	Union City Borough	Highway/Other TYP		\$ -	C	\$ 4,807,838		\$ -	\$ 4,807,838	
0018	86951	SR 18: N. Main St. to SR 3006	Albion Borough	Highway/Other TYP		\$ -	C	\$ 1,071,352		\$ -	\$ 1,071,352	
0019	42724	SR 19: Kuntz Rd. to W. 38th St.	City of Erie	Highway/Other TYP		\$ -	PC	\$ 3,668,000		\$ -	\$ 3,668,000	
0020	99711	SR 20: Sevenmile Creek to Elliots Run	City of Erie	Highway/Other TYP		\$ -	PC	\$ 1,970,000		\$ -	\$ 1,970,000	
0020	90285	SR 20: SR 89 to Hirtzell Rd	North East Township	Highway/Other TYP		\$ -	C	\$ 2,949,886		\$ -	\$ 2,949,886	
0077	99735	SR 77: Crawford - Church Street	City of Cory	Highway/Other TYP		\$ -	PC	\$ 2,319,300		\$ -	\$ 2,319,300	
0699	99718	SR 699: McKean-Intchng Rd	City of Erie	Highway/Other TYP		\$ -	PC	\$ 1,800,000		\$ -	\$ 1,800,000	
0832	116814	SR 832: SR 98 to 90	Fairview Township	Highway/Other TYP		\$ -	PC	\$ 2,756,000		\$ -	\$ 2,756,000	
3006	90282	SR 3006: SR 18 to SR 99		Highway/Other TYP		\$ -	PC	\$ 7,770,918		\$ -	\$ 7,770,918	
4010	116813	SR 4010: Hershey Road	Summit Township	Highway/Other TYP		\$ -	PC	\$ 2,611,212		\$ -	\$ 2,611,212	
4016	116815	SR 4016: SR 19 to SR 197		Highway/Other TYP		\$ -	PC	\$ 1,795,730		\$ -	\$ 1,795,730	
4028	116816	SR 4028: Gore Road	City of Erie	Highway/Other TYP		\$ -	C	\$ 1,776,000		\$ -	\$ 1,776,000	
0020	87031	US 20: Chestnut St to the Four Lane Section	Girard Borough, Girard Township	Highway/Other TYP		PRC	\$ -	\$ -		\$ -	\$ -	
3006	99753	SR 3006: SR 90 to SR 3003	Conneaut Township, Springfield Township	Highway/Other TYP		PC	\$ -	\$ -		\$ -	\$ -	
1001	107764	SR 1009 from SR 430 to SR 8, SR 1001 from SR 8 to I-90	City of Erie, Greene Township, Millicreek Township	Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	\$ 61,675,636
4034	108952	Central Bayfront Project	City of Erie	Highway/Other TYP		PFRUC	\$ -	\$ -		\$ -	\$ -	
8012	109817	I-90 MM 18 to MM 23	McKean Township	Highway/Other TYP		PFC	\$ -	\$ -		\$ -	\$ -	
	109896	Erie 2022 RPM		Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	
	110377	Erie Loop Bikeway Greengarden Blvd	City of Erie	Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	
	110379	Erie Loop Bikeway French St	City of Erie	Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	
4034	110836	Bayfront Parkway at 6th St Intersection Improvements	City of Erie	Highway/Other TYP		PFC	\$ -	\$ -		\$ -	\$ -	
	111428	Downtown Erie Active Transportation Signage and Markings	City of Erie	Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	
0699	111429	PA 699: Pedestrian Safety	Edinboro Borough	Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	
	114186	Erie 2023 RPM		Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	
	114187	Erie 2024 RPM		Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	
4017	114480	Norfolk Southern Erie County Circuitry Upgrade	City of Erie	Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	
0018	114783	I-90 Western Erie ITS Additional DMS	Girard Township, Platea Borough	Highway/Other TYP		PFUC	\$ -	\$ -		\$ -	\$ -	
	115823	Erie Guiderail Upgrade - Interstates		Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	
	116510	Arbuckle Rd - LFAR 2022	City of Erie	Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	
	116511	W 32nd Street - LFAR 2022	City of Erie	Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	
	116512	Cherry Street - LFAR 2022	City of Erie	Highway/Other TYP		C	\$ -	\$ -		\$ -	\$ -	
0005	90286	PA 5: West 12th Street	City of Erie, Millicreek Township	Highway/Other TYP		\$ -	C	\$ -		\$ -	\$ -	
0019	97888	Peach Street Turning Lane	Summit Township	Highway/Other TYP		\$ -	PC	\$ -		\$ -	\$ -	
8005	99060	I-79: MM165 - MM178	McKean Township	Highway/Other TYP		\$ -	PFC	\$ -		\$ -	\$ -	
0079	99062	I-79: Milepost 178-182.9	City of Erie, Millicreek Township, Summit Township	Highway/Other TYP		\$ -	C	\$ -		\$ -	\$ -	
0090	102041	I-90: MP 10.5 to 14.5 Reconstruction	Girard Township	Highway/Other TYP		\$ -	PFRUC	\$ -		\$ -	\$ -	
0090	102044	I-90: MP 14.5 - 18, Reconstruction	Fairview Township, McKean Township	Highway/Other TYP		\$ -	PFRUC	\$ -		\$ -	\$ -	
2010	107776	Resurfacing: SR 4002 - 4.16 mi, SR 3023 from Crane Rd to US 6, SR 2010 - 4.29 mi	Union City Borough, Union Township	Highway/Other TYP		\$ -	C	\$ -		\$ -	\$ -	

S = Study, P = Preliminary Engineering, F = Final Engineering, R = Right-of-Way, U = Utilities, C = Construction

# Appendix C – Prioritized Projects

SR	MPMS #	Project Title	Municipality	Mode	Current		Mid-Range		Long Range		Project Total	TIP and TYP Total
					Tip + 2: FFY 2021-2026	Phase Cost	FFY 2027-2032	Phase Cost	FFY 2033-2050	Phase Cost		
District	Bridges	Transportation Improvement Program (TIP) and Twelve Year Program (TYP) Projects										
3105	82927	Beckman Road/I-90	Girard Township	Bridge TYP	PC	\$ 154,678		\$ -		\$ -	\$ 154,678	
3014	88463	SR 3014 over I-79	Franklin Township	Bridge TYP	PFRC	\$ 1,629,943		\$ -		\$ -	\$ 1,629,943	
0006	88605	US 6 over Keppels Run	City of Corry	Bridge TYP	PRC	\$ 492,171		\$ -		\$ -	\$ 492,171	
0020	88716	Millfair Road Project	Fairview Township, Millcreek Township	Bridge TYP	PFRC	\$ 12,441,611		\$ -		\$ -	\$ 12,441,611	
3010	97126	SR 3010 Br/Cssg Ck W Brch	Elk Creek Township	Bridge TYP	FRC	\$ 604,134		\$ -		\$ -	\$ 604,134	
3006	110156	SR 3006 (Crossingville Rd) Bridge over Marsh Run	Conneaut Township	Bridge TYP	PRUC	\$ 113,995		\$ -		\$ -	\$ 113,995	
4034	115617	Central Bayfront Project	City of Erie	Bridge TYP	PRC	\$ 2,711,532		\$ -		\$ -	\$ 2,711,532	
4107	47500	Moore House Road Bridge over I-90	Greene Township	Bridge TYP	FRC	\$ 960,000		\$ -		\$ -	\$ 960,000	
4108	47501	SR 4108: Jordan Rd/I-90	Harborcreek Township	Bridge TYP	C	\$ 4,000,000		\$ -		\$ -	\$ 4,000,000	
0832	47506	Erie County Bridge Repair	McKean Township	Bridge TYP	C	\$ 500,000		\$ -		\$ -	\$ 500,000	
0020	88472	US 20 over Trout Run	Fairview Township	Bridge TYP	FRC	\$ 770,000		\$ -		\$ -	\$ 770,000	
4105	97171	SR 4105 Bridge over I-90	Summit Township	Bridge TYP	C	\$ 850,000		\$ -		\$ -	\$ 850,000	
1013	97176	SR 1013 Bridge over I-86	Greenfield Township	Bridge TYP	FRC	\$ 783,700		\$ -		\$ -	\$ 783,700	
4106	97218	SR 4106 Bridge/I-90	Summit Township	Bridge TYP	FRC	\$ 982,500		\$ -		\$ -	\$ 982,500	
1013	97221	SR 1013 Bridge/I-90	North East Township	Bridge TYP	FRC	\$ 4,157,700		\$ -		\$ -	\$ 4,157,700	
4104	97229	SR 4104 Bridge/I-79	McKean Township	Bridge TYP	FRC	\$ 990,000		\$ -		\$ -	\$ 990,000	
0097	622	PA 97: French Ck Brdg	Le Boeuf Township	Bridge TYP	FRC	\$ 705,000		\$ -		\$ -	\$ 705,000	
0006	995	Columbus Ave, Corry Brdg	City of Corry	Bridge TYP	FRC	\$ 700,000		\$ -		\$ -	\$ 700,000	
1006	47508	Moorheadville Rd Br/I-90	North East Township	Bridge TYP	FRC	\$ 1,154,700		\$ -		\$ -	\$ 1,154,700	
4030	97132	SR 4030 Br/BPRR AND 4 Mi Ck	Harborcreek Township	Bridge TYP	FRC	\$ 510,000		\$ -		\$ -	\$ 510,000	
0006	97152	SR 6 Brdg/Slaughter Run	Wayne Township	Bridge TYP	C	\$ 50,000		\$ -		\$ -	\$ 50,000	
0290	97178	SR 290 Br/Broad St-SR 20	City of Erie	Bridge TYP	FC	\$ 150,000		\$ -		\$ -	\$ 150,000	
0006	97194	SR 6 Brdg/French Creek	Le Boeuf Township	Bridge TYP	C	\$ 100,000		\$ -		\$ -	\$ 100,000	
0008	97206	SR 8 Bridge/Mill Creek	Millcreek Township	Bridge TYP	C	\$ 100,000		\$ -		\$ -	\$ 100,000	
0008	97215	PA 8 Brdg/French Ck. W. B	Venango Township, Wattsburg Borough	Bridge TYP	FRC	\$ 1,125,000		\$ -		\$ -	\$ 1,125,000	
1004	97222	SR 1004 Brdg/Townley Run	Greenfield Township	Bridge TYP	FC	\$ 420,000		\$ -		\$ -	\$ 420,000	
0005	116741	SR 5 over 6 Mile Creek	Harborcreek Township	Bridge TYP	FRC	\$ 975,000		\$ -		\$ -	\$ 975,000	
0006	58183	Erie County Bridge Waterproofing #3		Bridge TYP	PC	\$ 440,000		\$ -		\$ -	\$ 440,000	
0008	72440	SR 8 Brdg/E Br French Creek		Bridge TYP	FRC	\$ 1,721,600		\$ -		\$ -	\$ 1,721,600	
0020	613	Twenty Mile Creek Br	North East Township	Bridge TYP	C	\$ 1,800,000		\$ -		\$ -	\$ 1,800,000	\$ 80,187,214
2018	1122	Erie County Bridge Waterproofing #1 - 2026		Bridge TYP	PC	\$ 300,000		\$ -		\$ -	\$ 300,000	
4011	1003	Grubb Rd Brdg over Elk Creek	McKean Township	Bridge TYP	FRC	\$ 850,000		\$ -		\$ -	\$ 850,000	
4103	72374	State Route 4103 Bridge		Bridge TYP	FRC	\$ 1,160,000		\$ -		\$ -	\$ 1,160,000	
2034	826	Erie County Streambed Paving	Amity Township	Bridge TYP	PC	\$ 50,000		\$ -		\$ -	\$ 50,000	
0215	1120	PA 215 - Kidder's Corner	Conneaut Township	Bridge TYP	PFRC	\$ 2,288,000		\$ -		\$ -	\$ 2,288,000	
0699	47505	PA 699: Edinboro Rd/I-90	Summit Township	Bridge TYP	PFRC	\$ 4,000,000		\$ -		\$ -	\$ 4,000,000	
8170	72647	SR 8170 Bridge over Rohl Road	Greenfield Township	Bridge TYP	FRC	\$ 437,500		\$ -		\$ -	\$ 437,500	
8009	74694	SR 8009 Ramp B over I-79	City of Erie, Millcreek Township	Bridge TYP	PC	\$ 1,575,000		\$ -		\$ -	\$ 1,575,000	
3017	88474	SR 3017 Bridge over Temple Creek	Elk Creek Township	Bridge TYP	PFRC	\$ 600,000		\$ -		\$ -	\$ 600,000	
3006	97241	SR 3006 Bridge over Conneaut Creek	Conneaut Township	Bridge TYP	FRC	\$ 650,000		\$ -		\$ -	\$ 650,000	
0430	109893	Erie 2022 Bridge Shotcrete	Harborcreek Township	Bridge TYP	P	\$ 40,000		\$ -		\$ -	\$ 40,000	
0699	110080	PA 699 Edinboro Rd Br over Walnut Ck Bch	Summit Township	Bridge TYP	PC	\$ 880,000		\$ -		\$ -	\$ 880,000	
8009	114054	SR 8009 Ramp C over I-79	City of Erie	Bridge TYP	PC	\$ 1,075,000		\$ -		\$ -	\$ 1,075,000	
3014	116359	SR 3014 over I79 - Painting	Franklin Township	Bridge TYP	PC	\$ 540,000		\$ -		\$ -	\$ 540,000	
0006	97240	US 6 Bridge/French Ck. Tr	Le Boeuf Township	Bridge TYP	FR	\$ 125,000	C	\$ 400,000		\$ -	\$ 525,000	
0020	1172	US 20 over CN RR	Girard Township	Bridge TYP	PRC	\$ 496,500	C	\$ 1,078,500		\$ -	\$ 1,575,000	
1019	1288	Gay Road over I-90	North East Township	Bridge TYP	P	\$ 50,000	PC	\$ 3,646,250		\$ -	\$ 3,696,250	
0020	97208	US 20 Bridge/Unknown Street	Harborcreek Township	Bridge TYP	FR	\$ 75,000	C	\$ 400,000		\$ -	\$ 475,000	
1102	47502	SR 1102:Shaddock Rd/I-90	North East Township	Bridge TYP	FR	\$ 125,000	FRC	\$ 3,125,000		\$ -	\$ 3,250,000	
0005	97157	SR 5 Brdg/CSX Railroad	City of Erie	Bridge TYP	F	\$ 500,000	C	\$ 400,000		\$ -	\$ 900,000	
0005	97170	PA 5 Brdg/Wensel Run	Millcreek Township	Bridge TYP	FR	\$ 60,000	C	\$ 300,000		\$ -	\$ 360,000	
0098	92510	Erie County Bridge Waterproofing #4		Bridge TYP	P	\$ 80,000	C	\$ 1,500,000		\$ -	\$ 1,580,000	
0832	116740	State Route 832 over I-90	McKean Township	Bridge TYP	PR	\$ 175,000	C	\$ 3,810,000		\$ -	\$ 3,985,000	
1101	1279	Clark Rd. over I-90	Harborcreek Township	Bridge TYP	P	\$ 100,000	C	\$ 3,500,000		\$ -	\$ 3,600,000	
2018	72638	SR 2018 Brdg/Frch Ck S Br		Bridge TYP	PR	\$ 119,700	C	\$ 800,000		\$ -	\$ 919,700	
3002	72410	Erie County Bridge Waterproofing #2 - 2026		Bridge TYP	FC	\$ 100,000	C	\$ 270,000		\$ -	\$ 370,000	
2003	1133	SR 2003: Main Street over French Creek	Mill Village Borough	Bridge TYP		\$ -	FC	\$ 1,100,000		\$ -	\$ 1,100,000	
0299	1211	PA 299 Bridge/CSX AND NS RR	Millcreek Township	Bridge TYP		\$ -	FC	\$ 300,000		\$ -	\$ 300,000	
1001	97150	SR 1001 Bridge over French Ck N Brch	Amity Township	Bridge TYP		\$ -	C	\$ 1,012,500		\$ -	\$ 1,012,500	

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# Appendix C – Prioritized Projects

3-58

SR	MPMS #	Project Title	Municipality	Mode	Current		Mid-Range		Long Range		Project Total	TIP and TYP Total
					Tip + 2: FFY 2021-2026		FFY 2027-2032		FFY 2033-2050			
District Bridges (Transportation Improvement Program (TIP) and Twelve Year Program (TYP)) Projects					Phase	Cost	Phase	Cost	Phase	Cost		
3006	110343	US 6N Underpass - Springfield Twp	Springfield Township	Bridge TYP		\$ -	C	\$ 7,000,000		\$ -	\$ 7,000,000	\$ 20,929,075
1103	1280	Remington Rd/I-90	North East Township	Bridge TYP		\$ -	C	\$ 3,250,000		\$ -	\$ 3,250,000	
4034	97179	SR 4034 Br/Cascade Ck #1	City of Erie	Bridge TYP		\$ -	C	\$ 100,000		\$ -	\$ 100,000	
4034	97180	SR 4034 Br/Cascade Ck #2	City of Erie	Bridge TYP		\$ -	C	\$ 100,000		\$ -	\$ 100,000	
0290	117486	SR 290 Structure - Waterproofing		Bridge TYP		\$ -	FC	\$ 5,284,075		\$ -	\$ 5,284,075	
3004	116737	SR 3004: Carter Road Bridge	Albion Borough	Bridge TYP		\$ -	FRC	\$ 1,845,000		\$ -	\$ 1,845,000	
4010	116813	SR 4010: Hershey Road		Bridge TYP		\$ -	PRC	\$ 3,250,000		\$ -	\$ 3,250,000	
4034	97202	SR 4034 Brdg/CSX Railroad		Bridge TYP		\$ -	C	\$ 100,000		\$ -	\$ 100,000	
3002	72410	SR 3002 Brdg/Conneaut Ck	Conneaut Township	Bridge TYP		FC	\$ -	\$ -		\$ -	\$ -	
0430	97125	SR 430 Brdg/Mitchell Run	Harborcreek Township	Bridge TYP		FRC	\$ -	\$ -		\$ -	\$ -	
0215	97138	PA 215 Bridge over I-90	Springfield Township	Bridge TYP		PFRC	\$ -	\$ -		\$ -	\$ -	
0018	97239	PA 18 Bridge over I-90	Girard Township	Bridge TYP		PFRC	\$ -	\$ -		\$ -	\$ -	
0020	109625	W 26th Svl-79 Interchange	City of Erie Millcreek Township	Bridge TYP		PRUC	\$ -	\$ -		\$ -	\$ -	

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# Appendix C – Prioritized Projects

SR	Project #	Project Title	Municipality	Mode	Current		Mid-Range		Long Range		Project Total
					Tip + 2: FFY 2021-2026		FFY 2027-2032		FFY 2033-2050		
					Phase	Cost	Phase	Cost	Phase	Cost	
-	1008	Act 13 Bessemer Ave (T-35)	Conneaut Township	Local Bridge Non-TYP	PC	\$ 235,000		\$ -		\$ -	\$ 235,000
-	1024	Bartlett Road Replacement	Harborcreek Township	Local Bridge Non-TYP	PFRUC	\$ 240,000		\$ -		\$ -	\$ 240,000
-	1043	Mill Rd (T-826) Brdg - A	Wayne Township	Local Bridge Non-TYP	PC	\$ 400,000		\$ -		\$ -	\$ 400,000
-	-	Replacement of Kuhl Road Culvert No. 2	Greene Township	Local Bridge Non-TYP	PFRUC	\$ 800,000		\$ -		\$ -	\$ 800,000
-	16510	Replacement of Kahkwa Ave Bridge over Ravine Drive	City of Erie	Local Bridge Non-TYP	PFRUC	\$ 1,300,000		\$ -		\$ -	\$ 1,300,000
-	16427	Rehabilitation of Donation Road Bridge	Greene Township	Local Bridge Non-TYP	PFRUC	\$ 496,800		\$ -		\$ -	\$ 496,800
-	16408	Replacement of Ore Docks Road Bridge	Conneaut Township	Local Bridge Non-TYP	PFRUC	\$ 572,000		\$ -		\$ -	\$ 572,000
-	16492	Replacement of Beason Road Bridge	Washington Township	Local Bridge Non-TYP	PFRUC	\$ 776,750		\$ -		\$ -	\$ 776,750
-	1180	Niemeyer Road (T-463) Br	Waterford Township	Local Bridge Non-TYP	PFRUC	\$ 2,579,133		\$ -		\$ -	\$ 2,579,133
-	78443	Old Rte 99/Lamson Run #1	McKean Township	Local Bridge Non-TYP	PFRUC	\$ 361,200		\$ -		\$ -	\$ 361,200
-	78444	Old Rte 99/Lamson Run #2	McKean Township	Local Bridge Non-TYP	PFRUC	\$ 455,500		\$ -		\$ -	\$ 455,500
-	78451	Old Rte 99/Lamson Run #3	McKean Township	Local Bridge Non-TYP	PFRUC	\$ 403,300		\$ -		\$ -	\$ 403,300
-	116360	McGahan Hill Road Bridge	Le Boeuf Township	Local Bridge Non-TYP	C	\$ 280,000		\$ -		\$ -	\$ 280,000
-	115871	Erie County Local Bridge		Local Bridge Non-TYP	C	\$ 153,750		\$ -		\$ -	\$ 153,750
-	16422	Rehabilitation of Francis Road Bridge	Girard Township	Local Bridge Non-TYP		\$ -	PFRUC	\$ 636,600		\$ -	\$ 636,600
-	16521	Rehabilitation of Wellington Street Bridge	North East Borough	Local Bridge Non-TYP		\$ -	PFRUC	\$ 525,400		\$ -	\$ 525,400
-	16483	Replacement of Union LeBoeuf Rd Bridge	Union Township	Local Bridge Non-TYP		\$ -	PFRUC	\$ 2,264,000		\$ -	\$ 2,264,000
-	16472	Replacement of Bort Road Bridge over CSX tracks	North East Township	Local Bridge Non-TYP		\$ -	PFRUC	\$ 1,856,000		\$ -	\$ 1,856,000
-	55961	Preservation of Union LeBoeuf Bridge	Union Township	Local Bridge Non-TYP		\$ -	PFRUC	\$ 450,000		\$ -	\$ 450,000
-	16463	Replacement of Cider Mill Road Bridge	Millicreek Township	Local Bridge Non-TYP		\$ -	PFRUC	\$ 900,600		\$ -	\$ 900,600
-	16502	Replacement of Sciota Street Bridge	City of Corry	Local Bridge Non-TYP		\$ -	PFRUC	\$ 648,000		\$ -	\$ 648,000
-	116086	Baron Road Bridge Replace	McKean Township	Local Bridge Non-TYP	PC	\$ -		\$ -		\$ -	\$ -
-	116087	Mystic Road Bridge Replac	Le Boeuf Township	Local Bridge Non-TYP	PC	\$ -		\$ -		\$ -	\$ -
-	16493	Preservation of Lake View Drive Bridge	Washington Township	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -
-	52849	Rehabilitation of Juva Valley Bridge	Amity Township	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -
-	16517	Preservation of Erie Street Bridge	Edinboro Borough	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -
-	16461	Preservation of Zimmerly Road Bridge	Millicreek Township	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -
-	40386	Preservation of Garries Road Bridge	Millicreek Township	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -
-	16462	Preservation of Evans Road Bridge	Millicreek Township	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -
-	16403	Preservation of Haskell Hill Bridge	Amity Township	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -
-	42294	Preservation of Hanna Hill Bridge	Venango Township	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -
-	16475	Preservation of Old Lake Road	Springfield Township	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -
-	41487	Preservation of Falls Road Bridge	Franklin Township	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -
-	16485	Super replacement and rehabilitation of Page Road Bridge	Venango Township	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -
-	16486	Super replacement and rehabilitation of Knoyle Road Bridge	Venango Township	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -
-	16432	Replacement of Raymond Road Bridge	Greenfield Township	Local Bridge Non-TYP		\$ -		\$ -		\$ -	\$ -

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# Appendix C – Prioritized Projects

SR	Project #	Project Title	Transit Agency	Mode	Current		Mid-Range		Long Range		Project Total	Transit Total
					Tip + 2: FFY 2021-2026		FFY 2027-2032		FFY 2033-2050			
					Federal Funds	Non-Federal Match	Federal Funds	Non-Federal Match	Federal Funds	Non-Federal Match		
-	77216	Replace Fixed Route Buses	EMTA	Transit	\$ 1,160,000	\$ 4,060,000	\$ 1,200,000	\$ 4,300,000	\$ 1,600,000	\$ 4,400,000	\$ 16,720,000	
-	102491	Facility Improvements	EMTA	Transit	\$ -	\$ 125,000	\$ -	\$ 150,000	\$ -	\$ 225,000	\$ 500,000	
-	77135	Technology Upgrades	EMTA	Transit	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 75,000	\$ 195,000	
-	77131	Acquire Shop Equipment	EMTA	Transit	\$ -	\$ 75,000	\$ -	\$ 750,000	\$ -	\$ 125,000	\$ 950,000	
-	77132	Acquire Miscellaneous Eqpt.	EMTA	Transit	\$ 4,800	\$ 45,200	\$ 4,800	\$ 45,200	\$ 6,240	\$ 58,760	\$ 165,000	
-	95298	Replace Non-Revenue Vehicles	EMTA	Transit	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 160,000	
-	102492	Shelter Amenities	EMTA	Transit	\$ -	\$ 55,000	\$ -	\$ 60,000	\$ -	\$ 75,000	\$ 190,000	
-	77129	Replace Paratransit Buses	EMTA	Transit	\$ 900,000	\$ 225,000	\$ 960,000	\$ 240,000	\$ 1,200,000	\$ 300,000	\$ 3,825,000	\$ 22,705,000

# Appendix C – Prioritized Projects

3-61

SR	Project #	Project Title	Municipality	Mode	Current		Mid-Range		Long Range		Project Total
					Tip + 2: FFY 2021-2026		FFY 2027-2032		FFY 2033-2050		
					Phase	Cost	Phase	Cost	Phase	Cost	
Airport (from Erie International Airport)											
-	-	Extend Taxiway A and Rehab Runway 2-20 - Feasibility Study	City of Erie	Airport	C	\$ 400,000		\$ -		\$ -	\$ 400,000
-	-	Rehabilitate and Expand Terminal Apron - Construct (CARES Development)	City of Erie	Airport	C	\$ 4,600,000		\$ -		\$ -	\$ 4,600,000
-	-	Reconstruct Taxiway A, Phase I - Construct	City of Erie	Airport	C	\$ 3,057,000		\$ -		\$ -	\$ 3,057,000
-	-	Reconstruct Taxiway A, Phase II - Construct	City of Erie	Airport	C	\$ 3,057,000		\$ -		\$ -	\$ 3,057,000
-	-	Reconstruct Taxiway A, Phase III - Construct	City of Erie	Airport	C	\$ 4,166,000		\$ -		\$ -	\$ 4,166,000
-	-	Extend Taxiway A; Realign Taxiway G & F; remove hot spots - Final Design	City of Erie	Airport	C	\$ 243,000		\$ -		\$ -	\$ 243,000
-	-	Extend Taxiway A; Realign Taxiway G & F; remove hot spots - Construct	City of Erie	Airport	C	\$ 6,107,000		\$ -		\$ -	\$ 6,107,000
-	-	Rehabilitate Runway 2-20, Narrow - Final Design	City of Erie	Airport		\$ -		C	\$ 183,000		\$ 183,000
-	-	Rehabilitate Runway 2-20, Narrow - Construct	City of Erie	Airport		\$ -		C	\$ 3,905,000		\$ 3,905,000

S = Study, P = Preliminary Engineering, F = Final Engineering, R = Right-of-Way, U = Utilities, C = Construction

# Appendix C – Prioritized Projects

SR	Project #	Project Title	Municipality	Mode	Current		Mid-Range		Long Range		Project Total
					Tip + 2: FFY 2021-2026		FFY 2027-2032		FFY 2033-2050		
					Phase	Cost	Phase	Cost	Phase	Cost	
-	-	Maintain/enhance wharfs for large vessel shipping and cargo including but not limited to the expansion of the Parade slip to accommodate multiple vessels	City of Erie	Port	C	\$ -		\$ -		\$ -	\$ -
-	-	Maintain/enhance rail and road connectivity to commercial vessel docks including but not limited to a more aligned roadway network on the east side of the Terminal	City of Erie	Port	C	\$ -		\$ -		\$ -	\$ -
-	-	Repair/improve seawalls	City of Erie	Port	C	\$ -		\$ -		\$ -	\$ -
-	-	Identify and remediate gaps in the bike/ped system, including but not limited to connections to historical assets such as the Land Lighthouse and the Wayne Blockhouse	City of Erie	Port	C	\$ -		\$ -		\$ -	\$ -
-	-	Expansion of the Port Terminal to accommodate the required storage and complimentary industries necessary to increase tonnage	City of Erie	Port	C	\$ -		\$ -		\$ -	\$ -
-	-	Create/enhance gateway and pedestrian signage, lighting and amenities	City of Erie	Port	C	\$ -		\$ -		\$ -	\$ -
-	-	Create/enhance bike/ped connections between the neighborhoods/downtown and the bayfront	City of Erie	Port	C	\$ -		\$ -		\$ -	\$ -

S = Study, P = Preliminary Engineering, F = Final Engineering, R = Right-of-Way, U = Utilities, C = Construction

## Appendix F – Funding Sources

### Railway Highway Crossing Program (RHCP)

Fiscal Year	2016	2017	2018	2019	2020
Est. Funding	\$350M*	\$230M	\$235M	\$240M	\$245M

\*The FAST Act authorized \$225 million to be set aside from the Highway Safety Improvement Program (HSIP) for FY 2016, but the later enacted Department of Transportation Appropriations Act, 2016 raised the set-aside amount for FY 2016 to \$350 million

#### Program Purpose

The FAST Act continues the Railway-Highway Crossings program, which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

#### Statutory Citation

FAST Act § 1108, 1412; 23 U.S.C. 130

#### Funding Features

##### Type of Budget Authority

Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

##### Source and Apportionment of Funds

The program is funded via a set-aside from each State's apportionment for the HSIP. FHWA apportions program funds among States based on the following factors:

- 50% based on the formula factors for the Surface Transportation Program in 23 U.S.C. 104(b)(3)(A), as in effect the day before enactment of MAP-21; and
- 50% based on the number of public railway-highway crossings. [23 U.S.C. 130(f)(1)]

Each State is guaranteed to receive a minimum of 0.5% of the program funds. [23 U.S.C. 130(f)(2)]

#### Set-Asides

At least 50% of each State's railway-highway crossings funds must be set aside for the installation of protective devices at railway-highway crossings. [23 U.S.C. 130(e)(1)(B)]

#### Transferability to Other Federal-Aid Apportioned Programs

Funds set-aside for the Railway-Highway Crossings Program may not be transferred to other apportioned programs.

#### Federal Share

90% [23 U.S.C. 130(f)(3)]

#### Eligible Activities

The FAST Act continues all prior program eligibilities. It also extends eligibility to include the relocation of highways to eliminate railway-highway grade crossings and projects at railway-highway grade crossings to eliminate hazards posed by blocked crossings due to idling trains. [FAST Act § 1412]

#### Program Features

Apart from the new authorized amounts and eligibility (both described above), the FAST Act makes no changes to the Railway-Highway Crossings program.

## Appendix F – Funding Sources

### Metropolitan Planning Program (FHWA PL/FTA MPP)

Fiscal Year	2016	2017	2018	2019	2020
Est. Funding	\$329M	\$336M	\$343M	\$350M	\$359M

#### Program Purpose

The FAST Act continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

#### Statutory Citation

FAST Act § 1201; 23 U.S.C. 134

#### Funding Features

##### Type of Budget Authority

Funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

##### Apportionment of Funds

The FAST Act continues the MAP-21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State's combined total apportionment is calculated, funding is set aside for the State's Metropolitan Planning program from:

- The State's base apportionment [23 U.S.C. 104(b)(6)]; and
- The State's apportionment for the National Highway Freight Program [23 U.S.C. 104(b)(5)(D)].

(See "Apportionment" fact sheet for a description of this calculation.)

##### Transferability to Other Federal-Aid Apportioned Programs

The Fast Act continues to prohibit transfer of Metropolitan Planning Program funds to other apportioned programs. [23 U.S.C. 126(b)(1)]

##### Federal Share

In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.

#### Program Features

Except as specified above or below, the FAST Act continues all of the metropolitan planning requirements that were in effect under MAP-21.

##### Support for Intercity Bus and Commuter Vanpools

The FAST Act continues to require metropolitan transportation plans and transportation improvement programs (TIPs) to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities. It adds to this list other facilities that support intercity transportation (including intercity buses, intercity bus facilities, and commuter vanpool providers). The FAST Act also requires that the metropolitan long-range plan include identification of public transportation facilities and intercity bus facilities. [23 U.S.C. 134(c)(2) & (i)(2)]

##### Selection of MPO Officials

The FAST Act clarifies that metropolitan planning organization (MPO) representation is selected by an MPO according to its bylaws/enabling statute. It also changes the selection criteria for MPO officials to—

- Grant a representative of a transit provider authority equal to that of other MPO officials; and
- Allow a representative of a transit provider to also represent a local community. [23 U.S.C. 134(d)(3)]

##### Consultation with Other Planning Officials

The FAST Act continues to encourage MPOs to consult with officials responsible for other types of planning activities. It adds to the list of such activities tourism and the reduction of risk of natural disasters. [23 U.S.C. 134(g)(3)(A)]

##### Scope of Planning Process

The FAST Act expands the scope of consideration of the metropolitan planning process to include—

- Improving transportation system resiliency and reliability;
- Reducing (or mitigating) the stormwater impacts of surface transportation; and
- Enhancing travel and tourism. [23 U.S.C. 134(h)(1)(I) & (J)]

##### Capital Investment and Other Strategies

The FAST Act continues to require a metropolitan transportation plan to include strategies to meet current and projected transportation infrastructure needs. [23 U.S.C. 134(i)(2)(G)]

## Appendix F – Funding Sources

### Resilience and Environmental Mitigation Activities

The FAST Act expands the focus on the resiliency of the transportation system as well as activities to reduce stormwater runoff from transportation infrastructure. In addition, it newly requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters. [23 U.S.C. 134(d)(3) & (i)(2)(G)]

### Transportation and Transit Enhancement Activities

The FAST Act continues to require a metropolitan transportation plan to include transportation and transit enhancement activities. When proposing these activities, the plan must now include—

- Consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner; and
- Strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated. [23 U.S.C. 134(i)(2)(H)]

### Participation by Interested Parties in the Planning Process

The FAST Act explicitly adds public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs to the list of interested parties that an MPO must provide with reasonable opportunity to comment on the transportation plan. [23 U.S.C. 134(i)(6)(A)]

### Congestion Management

The FAST Act adds examples of travel demand reduction strategies for congestion management in a transportation management area (TMA). While retaining the requirement for a congestion management process for MPOs that serve a TMA, the law also allows an MPO that serves a TMA to develop a congestion management plan (distinct from the congestion management process) that will be considered in the MPO's transportation improvement program. Any such plan must include regional goals for reducing peak hour vehicle miles traveled and improving transportation connections must identify existing services and programs that support access to jobs in the region, and must identify proposed projects and programs to reduce congestion and increase job access opportunities. The FAST Act specifies certain consultation requirements MPOs must use in developing the plan. [23 U.S.C. 134(k)(3)]

## Appendix F – Funding Sources

### Metropolitan Planning Program (FHWA PL/FTA MPP) – Bipartisan Infrastructure Law (BIL)

Fiscal Year	2022	2023	2024	2025	2026
Est. Funding	\$185M	\$189M	\$193M	\$197M	\$202M

#### Program Purpose

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues planning programs that provide funding and set procedural requirements for multimodal transportation planning in metropolitan areas and states that result in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration.

#### Statutory Citation

49 U.S.C. §§ 5303-5305, IIJA §§ 30002-30004

#### Eligible Recipients

States and Metropolitan Planning Organizations (MPOs)

#### Eligible Activities

A wide range of planning activities are eligible under this program, including:

- Development of transportation plans and programs
- Planning, design, and evaluation of a public transportation project
- Technical studies related to public transportation

#### What's Changed?

- Adds consideration of state and local housing patterns in the metropolitan planning process.
- Requires MPOs to ensure the consistency of data used in the planning process, including information used in forecasting travel demand, if more than one MPO is designated within an urbanized area.
- Permits the use of social media and other web-based tools to encourage public participation in the planning process.
- Requires MPOs to consider the equitable and proportional representation of the population of the metropolitan planning area when designating officials for the first time.
- Permits a greater than 80 percent federal share for transportation planning in certain circumstances including in lower-density or lower-income portions of metropolitan or adjoining rural areas.