

PLANNING AND COMMUNITY DEVELOPMENT

Commissioners:

R. Jack McKernan, Chairman
Tony R. Mussare, Vice Chairman
Richard Mirabito, Secretary

Location:
Executive Plaza
330 Pine Street
Williamsport Pennsylvania 17701



“Building Partnerships”

June 18, 2018

Kurt Hausammann, Jr., AICP, Director

Voice: (570) 320-2130
Fax: (570) 320-2135
www.lyco.org

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

James D. Ritzman, Deputy Secretary for Planning
Pennsylvania Department of Transportation
Center for Program Development and Management
6th Floor, Commonwealth Keystone Building
Harrisburg, PA 17120

**RE: Transmittal of FFY 2019-2022 Transportation Improvement Program
Williamsport Area Transportation Study Metropolitan Planning Organization**

Dear Deputy Secretary Ritzman:

On behalf of the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) I am very pleased to submit for PennDOT, Federal Highway Administration and Federal Transit Administration approval the FFY 2019-2022 Transportation Improvement Program, (TIP). The WATS TIP was unanimously approved by the WATS MPO Coordinating Committee at their June 18, 2018 public meeting.

Enclosed for your review is the required TIP checklist and all supporting documentation, including five (5) signed originals of the Self Certification Resolution and STIP Memorandum of Understanding, (MOU) regarding procedures for TIP amendments and modifications which were also adopted by the WATS MPO at their June 18, 2018 public meeting.

The FFY 2019-2022 WATS MPO TIP underwent an extensive public involvement process in accordance with the federal requirements for a 30 day public comment period and all WATS Public Participation Plan procedures were followed. One written public comment was officially received and addressed by the WATS MPO.

If you have questions or need additional information regarding our TIP submission, please contact me at (570) 320-2138 or email mmurawski@lyco.org

We appreciate the close cooperation and collaboration with PennDOT and River Valley Transit during the development of this TIP and the ongoing, effective use of the PennDOT Connects process involving our municipal officials.

Sincerely,

Mark R. Murawski
Lycoming County Transportation Supervisor

Attachments

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FFY 2019-2022 Transportation Improvement Program, (TIP) Checklist Supporting Documentation

I. WATS MPO PUBLIC PARTICIPATION DOCUMENTATION

Public Comment Period:

May 1, 2018 – May 31, 2018 (advertised 3 times in Williamsport Sun Gazette, the only newspaper of local circulation throughout Lycoming County.)

Public Meeting Date/Time/ Location:

May 17, 2018; 6 PM; Lycoming County Executive Plaza Building; 330 Pine Street, Williamsport, PA 17701 convened by the Lycoming County Planning Commission to gather public input on the FFY 2019-2022 WATS draft TIP.

Public Meeting Notice contains information about special needs/ADA compliance?

Yes, refer to Exhibit 1 public ad in Williamsport Sun Gazette.

Does TIP documentation contain a summary that provided a general overview of the transportation planning and TIP development process.

Yes, refer to Exhibit 2, excerpt from WATS MPO adopted Long Range Transportation Plan.

Does the summary explain the project selection process and/or project evaluation criteria procedures?

Yes, refer to Exhibit 3, excerpt from WATS MPO adopted Long Range Transportation Plan.

Environmental Justice Documentation?

Yes, refer to Exhibit 4.

Public Involvement Outreach Activities Consistent with Public Participation Plan

Yes. The WATS MPO undertook the following public involvement activities for TIP public outreach consistent with the WATS Public Participation Plan as follows:

- The TIP was publicly advertised for the federally required 30 day public comment period in the Williamsport Sun Gazette.
- The WATS MPO mailed a full copy of the WATS TIP and all supporting documentation requiring public comment as per the TIP checklist to 109 organizations that are identified as parties of interest in the WATS Public Participation Plan.
- The WATS MPO mailed notification letters to all tribal nations once having a presence in Lycoming County using PennDOT issued points of contact. Sample tribal letter provided as Exhibit 5.
- The WATS MPO, utilized social media to further facilitate TIP public comment including production of a TIP overview video series posted on the Lycoming County Facebook and You Tube. The TIP video series also included TV news coverage from WBRE-TV Eyewitness News.
- The WATS MPO TIP with the video series was also prominently displayed on the County of Lycoming homepage www.lyco.org during the entire public comment period.
- The Williamsport Sun Gazette coverage of the WATS TIP was excellent as there were numerous front page stories during the 30 day public comment period.
- Refer to Exhibit 5 for TIP outreach documents and newspaper coverage.
- Refer to Exhibit 6 for copy of WATS Public Participation Plan.

Were any public comments received?

A total of 1 written public comment was received by the WATS MPO and addressed. Refer to Exhibit 7 for public comments and WATS MPO response.

II. TIP ADOPTION

Date TIP adopted by Planning Partner:

The WATS FFY 2019-2022 TIP was unanimously approved by the WATS MPO Coordinating Committee at their June 18, 2018 publicly advertised meeting.

III. TIP consistency with Long Range Plan

Is the Long Range Transportation Plan MAP-21 compliant?

Yes.

Is the TIP consistent with the LRTP?

Yes.

Years covered by the LRTP?

The WATS MPO adopted Long Range Transportation Plan has a 20 year horizon covering years FFY 2013-2033.

Date LRTP adopted by Planning Partner?

The 2013-2033 WATS Long Range Transportation Plan was unanimously adopted by the WATS MPO at their December 19, 2013 public meeting. The federal acceptance letter is provided as Exhibit 8.

Anticipated new date for LRTP?

Since Lycoming County is an air quality attainment area, the WATS MPO is on a five year LRTP update cycle. Accordingly, the new WATS MPO LRTP Update adoption date is to occur on or before December 19, 2018 and plan update activities are on schedule to achieve this target.

IV. Air Quality Non-Attainment / Maintenance Areas.

Since Lycoming County is classified as an Air Quality Attainment Area this section does not apply to the Williamsport MPO and no further documentation is required as part of this TIP submission checklist.

V. Financial Constraint

Is the TIP financially constrained by year by allocation?

Yes.

VI. MPO Self Certification

Does the TIP submittal contain the MPO Self Certification Resolution?

Yes. Refer to Exhibit 9.

For the non-TMA MPO's does the self certification documentation to indicate compliance?

Yes. Refer to Exhibit 9.

VII. Transit Financial Disclosure

Financial Capacity Document?

Yes. Refer to Exhibit 10 provided by River Valley Transit.

VIII. Required submission materials as documented in general and procedural guidance

Cover Letter

Yes. Provided at beginning of submission.

Highway and Bridge Listings with Public Narrative

Yes, refer to Exhibit 11.

Public Transit Listings with Public Narrative

Yes, refer to Exhibit 12.

Public Transit Financial Capacity Analysis

Yes refer to Exhibit 10 provided by River Valley Transit.

Air Quality Conformity Determination Report

Not applicable to Williamsport MPO as Lycoming County is an air quality attainment area.

Air Quality Resolution

Not applicable to Williamsport MPO as Lycoming County is air quality attainment area.

Self Certification Resolution

Yes, refer to Exhibit 9.

TIP modification procedures

Yes refer to Exhibit 13.

30 Day Public Comment Advertisement

Yes, refer to Exhibit 1.

Public Participation Plan

Yes, refer to Exhibit 7.

Environmental Justice Summary

Yes, refer to Exhibit 4.

Regionally Significant Projects Implemented From Prior TIP (FFY 2017-20)

Refer to Exhibit 14

Note, there are no projects programmed on the prior FFY 2017-2020 WATS TIP that experienced significant delays.

WATS MPO Support for PennDOT Safety Performance Safety Targets

Refer to Exhibit 15.

EXHIBIT 1

PUBLIC ADVERTISEMENT

PLANNING AND COMMUNITY DEVELOPMENT

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PUBLIC NOTICE

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THE LYCOMING COUNTY PLANNING COMMISSION ANNOUNCES FOR PUBLIC REVIEW AND COMMENT

FFY 2019-2022 WILLIAMSPORT AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM

The Lycoming County Planning Commission is seeking public review and comment on the FFY 2019-2022 Williamsport Area Transportation Study, (WATS) Transportation Improvement Program.

As the federally designated metropolitan planning organization for Lycoming County, the Lycoming County Planning Commission works with the Pennsylvania Department of Transportation, River Valley Transit, (RVT) and STEP Inc. to develop the Transportation Improvement Program, (TIP). The TIP is a list of priority transportation projects that are proposed to be undertaken during the next four federal fiscal years using various federal, state and local funding sources. These transportation projects include a full range of highways, bridges, public transit, bicycle and pedestrian facilities. (Airport and rail projects are programmed and funded under a separate process but are closely coordinated through the Williamsport Area Transportation Study, (WATS) transportation planning program to ensure multi-modal transportation system connectivity.)

The draft FFY 2019-2022 TIP highway/bridge portion contains 67 projects within Lycoming County at an estimated program cost exceeding \$ 82 million. Line items or grouped bridge painting, guiderail upgrades and raised pavement markings bring the total TIP investment in excess of \$ 86 million. The FFY 2019-2022 TIP transit portion contains an estimated additional TIP investment of nearly \$ 49 million for public transportation.

The draft FFY 2019-2022 TIP is now being made available for public review and comment. The 30 day federally required public comment period will commence on May 1, 2018 and conclude on May 31, 2018.

Copies of the WATS FFY 2019-2022 TIP may be obtained at the following locations:

- All Municipal offices in Lycoming County
- Lycoming County Planning Commission
- Williamsport/Lycoming Chamber of Commerce
- River Valley Transportation Services
- PennDOT Engineering District 3-0 Office
- Hughesville Public Library
- James V. Brown Library
- Konkle WB Library
- Montgomery Area Public Library
- Muncy Public Library
- STEP, Inc. – Bi County Office of Aging
- Hope Enterprises
- Career-Link
- Center for Independent Living
- The Center
- YMCA/YWCA
- Penn College of Technology
- Lycoming College
- Lycoming County Public Assistance Office
- All nursing homes in Lycoming County
- Office of Senator Eugene Yaw
- Office of Representative Jeff Wheeland
- Office of Representative Garth Everett
- Susquehanna Health Systems
- Williamsport Regional Airport

The WATS TIP documents may also be viewed and downloaded online at www.lyco.org by going to the Planning and Community Development section on the homepage and linking to the Williamsport Area Transportation Study 2019-2022 Transportation Improvement Program.

All comments and questions on the WATS TIP should be directed to:

Mark R. Murawski, Transportation Supervisor
Lycoming County Planning Commission
48 West Third Street
Williamsport, PA 17701

Phone: (570) 320-2138
Fax: (570) 320-2135
Email: mark.murawski@lyco.org

The Lycoming County Planning Commission will also convene a public meeting to be held on May 17, 2018 beginning at 6 PM at the Lycoming County Commissioners Board Room, 1st Floor, Lycoming County Executive Plaza Building, 330 Pine Street, Williamsport, PA 17701 to review the WATS FFY 2019-2022 draft TIP and to receive public input and address questions and concerns about the proposed projects. An additional public meeting will be held by the WATS Technical Committee on June 4, 2018 beginning at 10 AM at the same location.

The WATS FFY 2019-2022 TIP will be considered for final adoption by the WATS Coordinating Committee at their June 18, 2018 public meeting beginning at 1:00 PM at the Lycoming County Executive Plaza Building, 330 Pine Street, Williamsport, PA 17701. (County Commissioners Board Room, 1stFloor.)

Public attendance at the above meetings is encouraged and welcomed. WATS is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting location is fully accessible to persons with disabilities and is conveniently located in close proximity to the River Valley Transit hub. With advance notification, accommodations may be provided for those with special needs related to language, sight, or hearing and TIP documents may be translated into alternative languages or formats, upon request.

If you have a request for a special need, wish to file a Title VI complaint, or desire additional information, please contact Mark R. Murawski, Lycoming County Planning Commission, 48 West Third Street, Williamsport, PA 17701, telephone number (570) 320-2138; fax number (570) 320-2135; email address: mark.murawski@lyco.org.

Notice to Sun Gazette:

Please publish the above public notice in the legal notices section of your newspaper on the following dates:

- May 1, 2018
- May 14, 2018
- May 21, 2018

Please invoice the Lycoming County Planning Commission at the above mailing address **and attach a proof of publication** with the invoice. Thank you.

AUTHORIZED:

Kurt Hausammann, Jr. Executive Director

Announcements

Announcements

Announcements

Announcements

LEGAL NOTICES

LEGAL NOTICES

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PUBLIC NOTICE

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Exhibit 2

**WATS MPO GENERAL OVERVIEW
TRANSPORTATION PLANNING/TIP PROCESS**

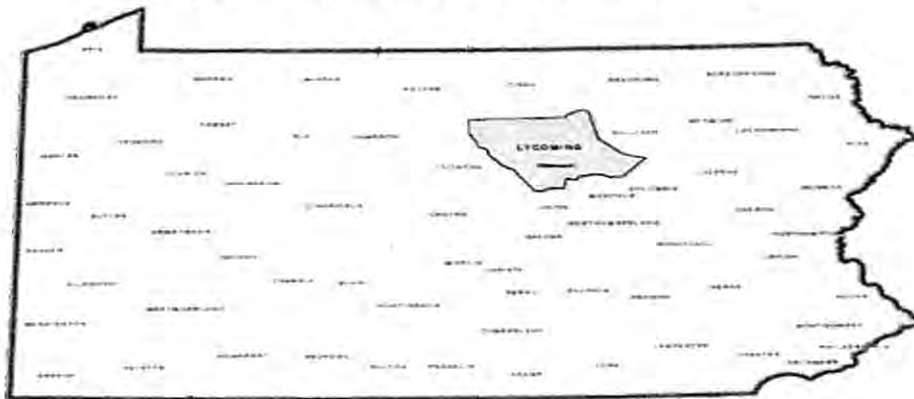
CHAPTER ONE

INTRODUCTION

Purpose of a Long Range Transportation Plan

Transportation affects people's lives on a daily basis. Whether it is a need to use a form of transportation for accessing work, home, shopping, medical services, recreation and social networking or relying on others to provide goods and services, the transportation system provides a vital link to our modern society. Transportation investments can produce significant impacts on community and economic development patterns, public safety and security and the availability of travel choices offered to the public. Overall transportation needs can be complex and ever changing so the planning process needs to provide accurate and updated data driven information along with a flexible approach toward addressing various problems and formulating sustainable and cost effective solutions. This plan shall serve as a framework for guiding a transportation planning process that yields positive community results when formulating and assessing transportation options and making the best possible choices.

Lycoming County Location Map



In the County of Lycoming, a political subdivision of the Commonwealth of Pennsylvania, the transportation system is a critical infrastructure component that supports the County's economic activity base. The County of Lycoming encompasses a land mass that is geographically larger (1,246 square miles; 796,387 acres) than any other county in Pennsylvania and is even larger than the State of Rhode Island. The multi-modal transportation network connects a small urbanized area, outlying growth areas and a large rural area consisting of highways and bridges, public fixed route transit, shared ride van service, freight railroads, a commercial service airport and general aviation public use airport along with bicycle / pedestrian facilities.

The Federal Highway Administration, (FHWA) describes the purpose of transportation planning as “to identify broad goals to meet transportation needs.” Federal law and regulations require the development of Long Range Transportation Plans as part of statewide and metropolitan planning programs that documents transportation investment needs and outlines a strategy regarding how best to address the needs. The plan serves as the official plan for a metropolitan area and federal funding for certain types of transportation capital project improvements (i.e., highways, bridges and public transit) cannot be approved unless these projects are identified in the Long Range Transportation Plan adopted by a Metropolitan Planning Organization. This plan will fulfill the federal requirement for the development of a Long Range Transportation Plan for the County of Lycoming and WATS MPO.

Federal regulations require that the Long Range Transportation Plan:

- *Consider all transportation modes*
- *Cover at least a 20 year time period*
- *Consider eight key planning factors*
- *Be fiscally constrained*
- *Provide for public participation*
- *Be updated at least every five years in air quality attainment areas such as Lycoming County*

In addition, the Pennsylvania Department of Transportation, (PennDOT) provides guidance “Developing Long Range Transportation Plans” that notes this process is a tool to help planning agencies influence development by guiding transportation and economic investment in a manner that supports transportation goals. PennDOT identifies numerous characteristics that are found in successful long range transportation plans which include:

- Create local / regional ownership
- Emphasize planning, not programming
- Collaborate with other stakeholders
- Support other relevant plans
- Articulate clear goals and objectives
- Address quality of life issues
- Maintain an open and transparent process
- Capitalize on the experiences of others
- Consider multiple futures (Scenario planning)
- Develop an evaluation framework
- Employ strong technical analyses
- Link solutions prioritization to goals, objectives and policies
- Support multi-modal and intermodal future
- Integrate land use and transportation
- Distribute investments equitably (Environmental Justice)
- Organize solutions in a relevant format
- Structure the plan to be relevant to local issues
- Include an implementation plan
- Be creative

Therefore, it is our intent that this WATS Long Range Transportation Plan consider the above characteristics to foster efficient mobility and access for people and goods throughout the county, promote regional intermodal connectivity, ensure efficient system performance and adequate preservation, promote economic development and public safety as well as maintain the County’s outstanding quality of life.

More specifically, this plan will provide an overview of the transportation planning and programming process, establish a plan vision with goals and objectives regarding the role transportation should play in overall comprehensive planning to help guide the current and future development consistent with the County Comprehensive Plan adopted by the County Board of Commissioners along with the six Multi-municipal comprehensive plans adopted by 26 different municipalities.

Further, this plan will provide an inventory of existing transportation facility assets and services, assess the overall condition and adequacy of these transportation assets and services and begin to explore performance measures and

overall system improvement needs to adequately maintain transportation facilities and services in light of ever changing demographic and economic trends forecasted to occur over the next 20 years.

Transportation improvement needs will also undergo a preliminary analysis to help identify impacts to environmental resources as part of the Linking Planning and National Environmental Policy Act (NEPA) process.

Other primary focus areas to be evaluated in this plan include freight movement, safety, congestion and access management, Intelligent Transportation Systems, (ITS) technology, air quality, hazard mitigation and energy impacts such as Marcellus Shale gas exploration.

A staged 20 year transportation capital improvements program will be developed in a manner that is fiscally constrained.

The plan's public involvement process and Title VI environmental justice outreach efforts will be documented.

This Long Range Plan is critical toward achieving Lycoming County's comprehensive plan vision during a 20 year planning horizon by realizing managed and well planned growth and development through the adoption of sound public policies that target strategic infrastructure investments consistent with federal, state and local planning factors. Given scarce transportation funding resources at all governmental levels, the plan will enable transportation decision-makers to prioritize competing needs and make the best use of available funding to address the most important transportation needs.

This plan will be updated at least every five years in accordance with Federal regulations or more frequently if determined necessary to respond to changing circumstances that may affect the transportation system planning and decision-making process.

Overview of the WATS Transportation Planning Process

Federal law and regulations require the establishment of a Metropolitan Planning Organization, (MPO) to oversee the transportation planning process in all urbanized areas of the nation having a population of 50,000 or more persons as documented by the U.S. Bureau of the Census as part of the decennial census. The Williamsport Area Transportation Study, (WATS) serves as the designated Metropolitan Planning Organization for the Williamsport Urbanized area established under a legal Agreement with PennDOT approved in 1968. The WATS jurisdictional boundary was further extended in 1991 to encompass the entire geographic area of Lycoming County. Therefore, the federal transportation planning and programming process within Lycoming County is undertaken by

WATS, including the development and approval of this Long Range Transportation Plan.

In addition to development and adoption of the Long Range Transportation Plan, WATS other core functions include:

Establish and manage a fair and impartial setting for effective regional decision-making in the planning area.

Identify and evaluate alternative transportation improvement options: Use data and planning methods to generate and evaluate alternatives. Planning studies and evaluations are included in the MPO Unified Planning Work Program, (UPWP).

Develop a Transportation Improvement Program (TIP): Develop a short-range (four year) program of transportation improvements based on the long range transportation plan. The TIP should be designated to achieve the area's goals, using spending, regulating, operating, management and financial tools.

Involve the public: Continually involve the general public and other affected constituencies in the essential functions listed above.

The WATS MPO is organizationally structured with two Committees; a Technical Committee and a Coordinating Committee with defined functions and membership composition as follows:

WATS COMMITTEE STRUCTURE



Technical Committee

The purpose of the Technical Committee is to oversee the development of detailed transportation planning documents, special studies and other technical analysis that documents multi-modal transportation issues and needs and provide advice and recommendations to the Coordinating Committee. The Technical Committee consists of seven (7) voting members, as follows:

- PennDOT Center for Program Development and Management Representative
- PennDOT Engineering District 3-0 Representative
- Lycoming County Planning and Community Development Director
- Lycoming County Planning Commission Member
- River Valley Transit Transit General Manager
- Williamsport Regional Airport Executive Director
- City of Williamsport Engineer/Community Development Director

The PennDOT Center for Program Development and Management Representative serves as Chairman of the Technical Committee.

The Technical Committee voting members are designated by their respective member organizations and serve without term limits at the discretion of their member organizations. Each member organization designates the individual serving on the Technical Committee as their voting member at the beginning of each calendar year and provides written documentation to the WATS MPO Chairman for WATS MPO files maintained by the Lycoming County Planning and Community Development Department. Member organizations designate an alternate voting member that may vote on behalf of the designated member in the case where the designated voting member is unable to attend a specific meeting.

In addition to the seven voting members, the Technical Committee includes four (4) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration
- PA Department of Community and Economic Development
- Susquehanna Transit Company

Non-voting members of the Technical Committee receive WATS reports and meeting notices and agendas and participate in WATS discussions, but serve without a vote.

Coordinating Committee

The purpose of the Coordinating Committee is to review and act upon the recommendations of the Technical Committee and serve as the official policy decision-making body of the WATS MPO.

The Coordinating Committee consist of eleven (11) voting members, comprising elected and appointed officials as follows:

- PennDOT Engineering District 3-0 Executive
- PennDOT Deputy Secretary for Planning
- Lycoming County Commissioner
- Lycoming County Commissioner
- Mayor, City of Williamsport
- Council Member, City of Williamsport
- River Valley Transit General Manager
- SEDA-COG Joint Rail Authority Executive Director
- Williamsport Regional Airport Executive Director
- Lycoming County Association of Township Officials Representative
- Lycoming-Sullivan Boroughs Association Representative

The PennDOT Engineering District 3-0 Executive serves as Chairman of the Coordinating Committee.

Again, the Coordinating Committee voting members shall be designated by their respective member organizations and serve without term limits at the discretion of their member organizations. Each member organization designates the individual(s) serving on the Coordinating Committee as their voting member(s) at the beginning of each calendar year and provide written documentation to the WATS MPO Chairman for WATS MPO files maintained by the Lycoming County Planning and Community Development Department. Member organizations also designate an alternate voting member that may vote on behalf of the designated voting member in the case where the designated voting member is unable to attend a specific meeting.

In addition to the 11 voting members, the Coordinating Committee includes four (4) non-voting members, as follows:

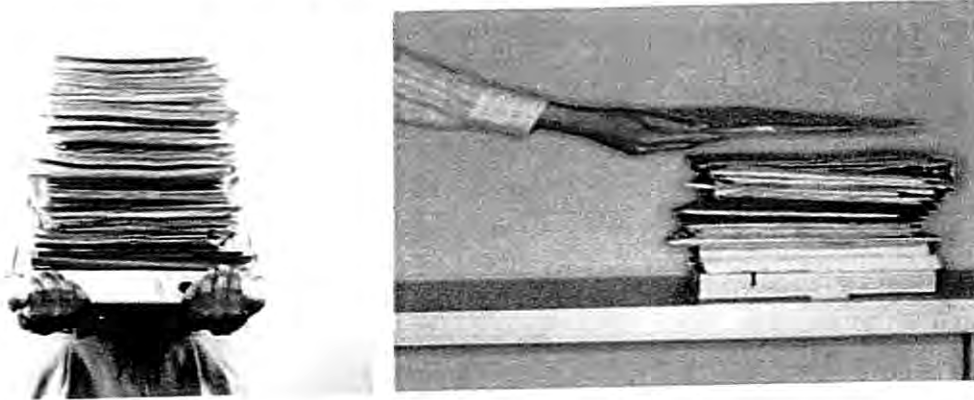
- Federal Highway Administration
- Federal Transit Administration
- US Department of Housing and Urban Development
- PA Department of Community and Economic Development

Non-voting members of the Coordinating Committee receive WATS MPO reports and meeting notices and agendas and participate in WATS MPO discussions, but serve without vote.

The WATS MPO Coordinating Committee may establish advisory committees, ad hoc work groups, special purpose task forces or steering committees to gather specialized experience, technical advice and input that may be needed to help carry forth transportation planning related activities under the jurisdiction of the WATS MPO transportation planning process. The WATS MPO has established a Transit Advisory Committee that is comprised of WATS members, transit providers and various social

service organizations to provide input and recommendations to the WATS MPO on public transit issues and needs in Lycoming County.

WATS ADMINISTRATIVE DUTIES



The administrative duties of the WATS MPO are conducted by the Lycoming County Planning and Community Development Department. The primary staff contact for the Department on WATS MPO administrative matters is the Lycoming County Transportation Planner who acts as WATS Secretary.

The Lycoming County Planning and Community Development Department is responsible for the following primary WATS MPO administrative duties.

- Develop and conduct all transportation planning work tasks contained in the WATS MPO approved Unified Planning Work Program contract that is executed between the County of Lycoming and PennDOT. The County of Lycoming subcontracts with the City of Williamsport to perform the Federal Transit Administration funded UPWP transit planning work tasks undertaken by River Valley Transit.
- Schedule, publicly advertise and convene all WATS MPO public meetings, as needed, in accordance with the PA Open Records Law and WATS MPO approved Public Participation Plan. All official business of the WATS MPO takes place at publicly advertised meetings to ensure opportunity for public comment.
- Prepare and distribute meeting agendas and related materials.
- Ensure that all WATS MPO adopted plans, programs and policies are implemented.



- The WATS MPO website is maintained at <http://www.lyco.org/Home/PlanningandCommunityDevelopment/TransportationPlanning/WilliamsportAreaTransportationStudy.aspx>

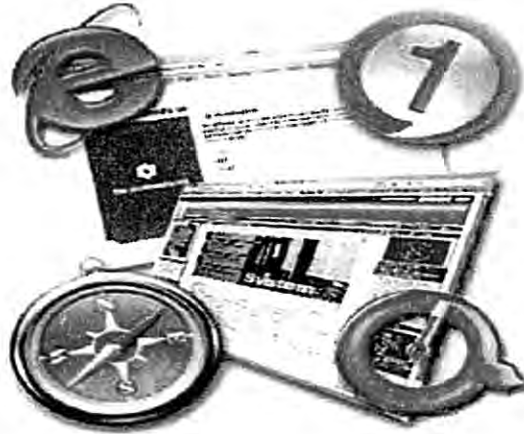
- All WATS MPO administrative records and files are maintained at the Lycoming County Planning and Community Development Department, 48 West Third Street, Williamsport, PA 17701.

- WATS MPO administrative related costs borne by the County of Lycoming and the City of Williamsport are reimbursable in accordance with the WATS MPO approved UPWP related contract terms and conditions executed between the County of Lycoming, PennDOT and City of Williamsport.

Refer to Exhibit A in the Appendix to review the WATS MPO adopted bylaws for a more complete description of the WATS MPO roles and responsibilities, governance structure and administrative duties and processes.

EXHIBIT 3

**WATS MPO LRTP AND TIP
PROJECT EVALUATION CRITERIA AND SELECTION
PROCESS**



**WATS Criteria in Selecting & Prioritizing Transportation Projects For Funding
Consideration on Long Range Transportation Plan /
Transportation Improvement Program, TIP**

- ⇒ Project is consistent with Lycoming County Comprehensive Plan and Multi-Municipal Comprehensive Plans (If applicable)
- ⇒ Project satisfactorily addresses one or more of the 8 SAFETEA-LU / MAP 21 Planning Factors
- ⇒ Project is consistent with one or more of the Keystone Principles
- ⇒ Project is consistent with SMART Transportation Themes
- ⇒ Project is consistent with WATS Long Range Plan goals and objectives
- ⇒ Project has been vetted through WATS transportation planning process, including sufficient opportunities for public and stakeholder involvement
- ⇒ Project sponsor has committed required matching funds, (TIP only)
- ⇒ Project involves multi-modal integration components (such as transit, rail freight, air service) to improve transportation flow of people and goods movement.
- ⇒ Project supports improved access for redevelopment of Brownfield or infill development and Keystone Opportunity Zones and Governors Action Team initiatives
- ⇒ Project enhances tourism / recreation travel needs
- ⇒ Project enhances freight movement

- ⇒ Project improves mobility to job centers and supports overall economic development i.e., job retention and new job creation.
- ⇒ Project reduces fatality and serious injury crashes, especially at Top 25 crash cluster locations in Lycoming County
- ⇒ Project addresses transportation security issues and needs or responds to major disasters consistent with Lycoming County Hazard Plan and Emergency Operations Plans.
- ⇒ Project improves bicycle and pedestrian safety and access to recreation facilities, job centers, schools and promotes regional connectivity consistent with Lycoming County Recreation and Open Space Plan
- ⇒ Project addresses ADA accessibility issues and needs
- ⇒ Project improves and preserves highway pavement condition by reducing poor or fair IRI / OPI mileage maintaining roadways in a good state of repair, with priority focus on higher volume roadways. Life cycle pavement data will also be used in highway pavement asset management.
- ⇒ Project reduces traffic congestion and travel times
- ⇒ Project incorporates new emerging technologies, such as ITS deployment, signal modernization, etc... to improve traffic incident management, emergency response, operational safety and system efficiency consistent with PennDOT District 3-0 Regional Operations Plan.
- ⇒ Project incorporates highway corridor access management techniques to reduce overall number of vehicular conflict points and to preserve system capacity. Optimal utilization of existing highway capacity will be explored prior to investing in new capacity. Proper coordination of land use and transportation should be demonstrated.
- ⇒ Project supports completion of regional highway network connectivity with priority given to the Enhanced National Highway System.
- ⇒ Project attempts to avoid impact on sensitive environmental resources and where avoidance is not possible, mitigation opportunities have been thoroughly explored (consistent with ACM programmatic commitments outlined in this plan) in order to minimize such impacts using Linking Planning and NEPA scoping process as early tool to identify environmental issues and concerns prior to programming projects on Long Range Plan and TIP.
- ⇒ Project helps to preserve Lycoming County's air quality attainment status

- ⇒ Project promotes energy conservation.
- ⇒ Project benefits environmental justice population areas.
- ⇒ Project supports potential Scenic Byways designations.
- ⇒ Project reduces structurally deficient state and locally owned bridges that may also have weight limit postings, with priority given to those bridges that serve higher traffic volumes and have longer detours impacting emergency response and general commerce. Reliance on bridge inspection data and bridge risk assessment tools are essential in providing data driven decision-making on overall bridge priorities.
- ⇒ Project addresses proper maintenance and repair of bridges at risk of becoming structurally deficient to ensure good state of repair of bridge network.
- ⇒ Project supports good state of repair of transit facilities and modernized fully accessible transit vehicle fleets.
- ⇒ Project supports expansion of public transportation availability in designated growth areas and serves major land developments.
- ⇒ Project encourages or incorporates alternative fuels such as Compressed Natural Gas, hybrid power sources, engine retrofits etc.. to reduce operating costs, encourage use of local availability of energy resources (Marcellus) consistent with Lycoming County Energy Plan
- ⇒ Project supports increased transit utilization, promotes shared ride opportunities that lead to decreases in use of single occupant vehicles, congestion reduction and improved levels of service.
- ⇒ Project supports livability principles and improves quality of life
- ⇒ Project fosters public / private partnerships
- ⇒ Project improves rail / highway grade crossing safety
- ⇒ Project considers context sensitive solutions to ensure compatibility with community character and right sizing of project to address the project defined purpose and need.

EXHIBIT 4

**WATS MPO TIP
ENVIRONMENTAL JUSTICE SUMMARY**

PLANNING AND COMMUNITY DEVELOPMENT

Commissioners:

R. Jack McKernan, Chairman
Tony R. Mussare, Vice Chairman
Richard Mirabito, Secretary

Location:
Executive Plaza
330 Pine Street
Williamsport Pennsylvania 17701



“Building Partnerships”

Kurt Hausammann, Jr., AICP, Director

Voice: (570) 320-2130
Fax: (570) 320-2135
www.lyco.org

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

WATS MPO FFY 2019-2022 TIP ENVIRONMENTAL JUSTICE SUMMARY

OVERVIEW

Presidential Executive Order 12898 states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Within the transportation field, environmental justice is guided by three core principles:

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

Because the Williamsport MPO is responsible for allocating federal funds, the MPO is required to consider environmental justice (EJ) by:

- Enhancing its analytical capabilities to ensure that the WATS MPO Long Range Transportation Plan and the Transportation Improvement Program comply with Title VI.
- Identifying residential, employment, and transportation patterns of minority and low-income populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluating and, where necessary, improving its public involvement process to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.

IDENTIFICATION OF ENVIRONMENTAL JUSTICE POPULATIONS

Populations of concern were identified using data from the 2010 Decennial Census and the American Community Survey, (ACS). Federal guidelines require minority and low-income populations to be considered in EJ analysis.

The following definitions are used for the purposes of this analysis:

Elderly: Individuals age 65 or older.

Minority: Individuals who are:

Black or African American

Hispanic or Latino

Asian American

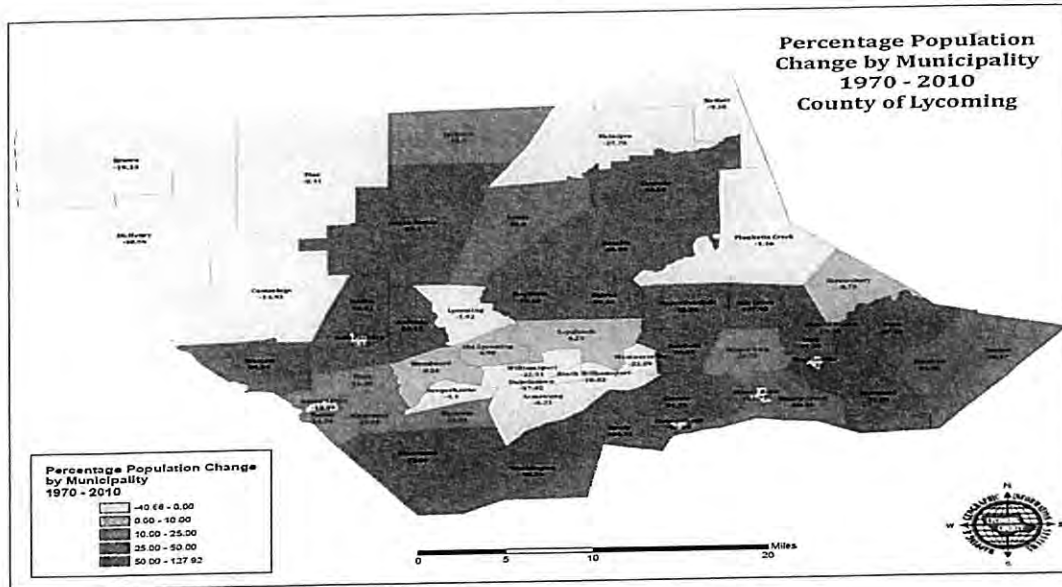
American Indian/ Native American or Alaskan Native

Lycoming County Population Profile

According to the US. Bureau of Census 2010 population figures, there are a total of 116,111 persons residing in Lycoming County. The chart below illustrates population changes in the County since 1970 in relation to the Commonwealth of Pennsylvania.

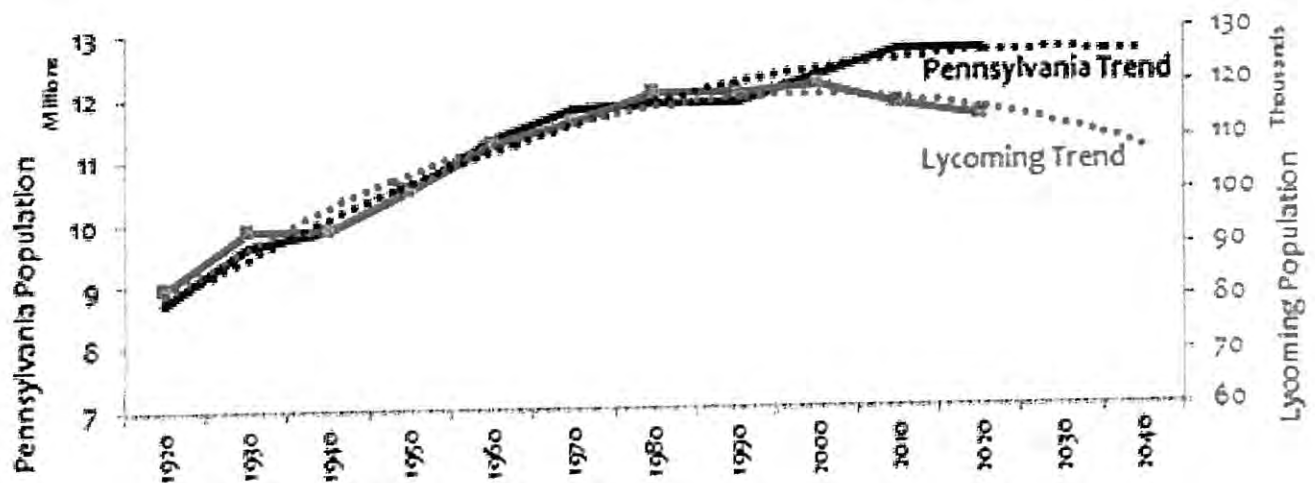
Change in Population (County of Lycoming) 1970-2010					
Year	1970	1980	1990	2000	2010
County of Lycoming	113,296	118,416	118,710	120,044	116,111
Pennsylvania	11,800,766	11,863,895	11,881,643	12,281,054	12,281,054

From 1970 to 2000, Lycoming County's population grew by 6,748 persons yielding a 6% overall gain which was higher than Pennsylvania's overall population growth at 4.1%. However, in the last decade between 2000-2010, Lycoming County's population fell 3.3% while the state population increased by 3.4%. It should be noted that the sudden influx of persons coming to the County associated with Marcellus Shale gas exploration commencing in 2008 are not captured in Lycoming County Census data because the vast majority of these individuals have permanent residences listed outside of the County and Census information is based on the individual's place of permanent residence. The map illustrated below shows the percentage population change by municipality from 1970-2010.



Indicative of statewide trends, county population has been shifting outward from the City and Boroughs into the suburban and rural Townships. However, much of the growth is occurring in rural Townships located just beyond the suburban fringe of the Williamsport Urbanized Area, which is well within commuting distance to major employment centers.

In terms of a future county-wide total population forecast, the 2018 Lycoming County Comprehensive Plan Update cites steady population decline out to 2040 while Pennsylvania's population is projected to remain relatively stagnant in that timeframe based upon projections of current trends and recent American Community Survey, (ACS) estimates. See illustration below.



Population By Age Groups

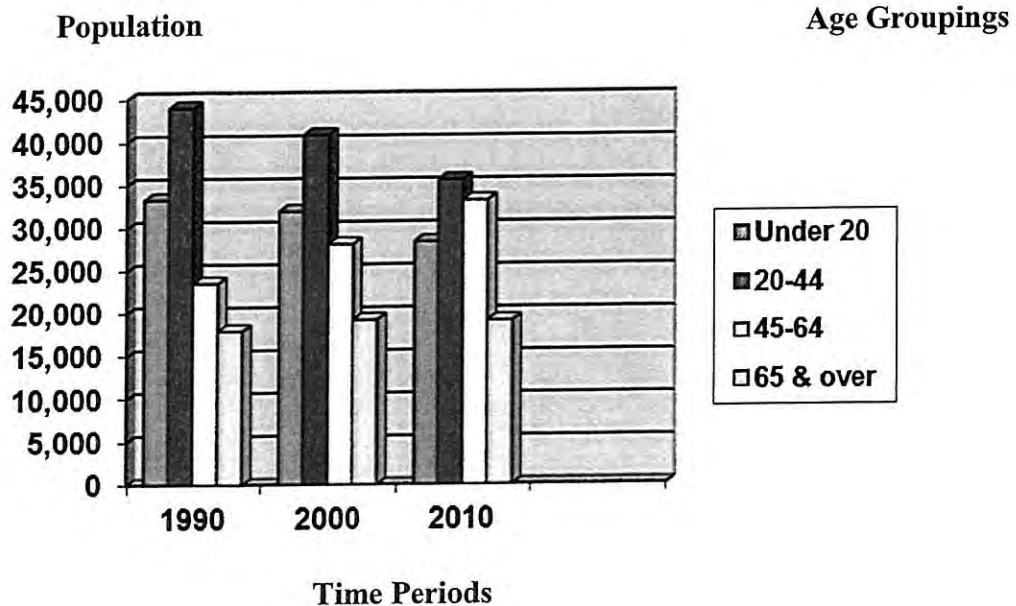
The US Census 2010 population for Lycoming County is shown by various age groups. The Lycoming County Comprehensive Plan further identifies age groups as follows:

- School Age Group (Under age 20)*
- Young Adult Age Group (20 to 44 years)*
- Mature Age Group (45 to 64 years)*
- Senior Elderly Population Age Group (65 years and over)*

AGE GROUP	2010 POPULATION	PERCENT SHARE
School Age (Under 20 years)	28,333	24.4 %
Young Adult (20 to 44 years)	35,528	30.6%
Mature (45 to 64 years)	33,138	28.5%
Senior Elderly (65 years and over)	19,112	16.5%
Total Population	116,111	100%

The next bar chart depicts these same population age group trends between 1990 and 2010.

LYCOMING COUNTY AGE GROUP TRENDS



Between 1990-2010, younger school age populations have seen a steady overall 15% decline. The young adult population group also declined by 19% while the mature age group population increased by a significant 40% and the senior age group rose 6% over the last two decades. This is a concern because a reduction or exodus of younger generation populations and corresponding rises in elderly populations can destabilize the social fabric of the community as less and less younger workers who generate a greater proportion of the tax base required to support necessary community services such as transportation, required by older individuals create the potential for budget deficits and adversely impact delivery of services to all individuals. Again, the emergence of Marcellus Shale employment opportunities may help retain younger local workers in the region, however additional Census data compiled in future years will be necessary to clearly establish meaningful future trends as Marcellus activity was just beginning at the time of the 2010 Census.

Racial Composition

The 2010 Census information by racial composition is provided on the following table:

Race	2010 Population	Percent Share
<i>White</i>	107,573	92.6 %
<i>Black or African American</i>	5,203	4.5%
<i>American Indian and Alaska Native</i>	217	.2%
<i>Asian</i>	671	.6%
<i>Native Hawaiian and other Pacific Islander</i>	25	.0%
<i>Some other Race</i>	421	.4%
<i>Two or More Races</i>	2,001	1.7%
Totals	116,111	100.0%

It should be noted that Hispanic is an ethnicity, not a racial category contained in Census data since persons of Hispanic origin can be of any race.

There are 1,543 persons of Hispanic or Latino minority ethnicity which represent 1.3% of Lycoming County's population according to the 2010 Census which is considerably lower than the State-wide 5.5% Hispanic or Latino minority population figure. Again, there are a number of individuals of Hispanic or Latino origin observed working in the Marcellus industry, however in many cases they are not recorded in Lycoming County population figures since their primary residence is out of county. As shown in the above statistics, the County's population racial composition is predominantly white, however 7.4% of the population is non-white which is substantially lower than the 14.7 % state-wide non-white population figure.



2007-2011 American Community Survey, (ACS)

The US Census Bureau has multiple data sets that it releases pertaining to population and transportation characteristics. Below is a summary of the latest ACS population and transportation data for Lycoming County that has relevance to the WATS Long Range Transportation Plan.

(Limited English Proficiency)

- ❖ According to ACS, there are a total of 109,884 persons in Lycoming County aged five years and older. A total of 1,046 persons (1%) speak a primary language at home other than English and Speak English less than very well. Lycoming County is lower than the statewide percent of 3.8% primary non English speaking population.

(Disabled Population)

- ❖ In terms of the total Civilian Non-institutionalized population of Lycoming County, there are 113,715 persons residing in the County, where 16,476 persons (14.5%) have a physical or mental disability. The 65 years and over age group of this population grouping total 18,245 persons with 6,900 persons (37.8%) having a physical or mental disability. Lycoming County population disability percentages are slightly higher than the state-wide disability percentages at 13.1% total disability and 35.6% over age 65 with disability figures.

(Poverty Status)

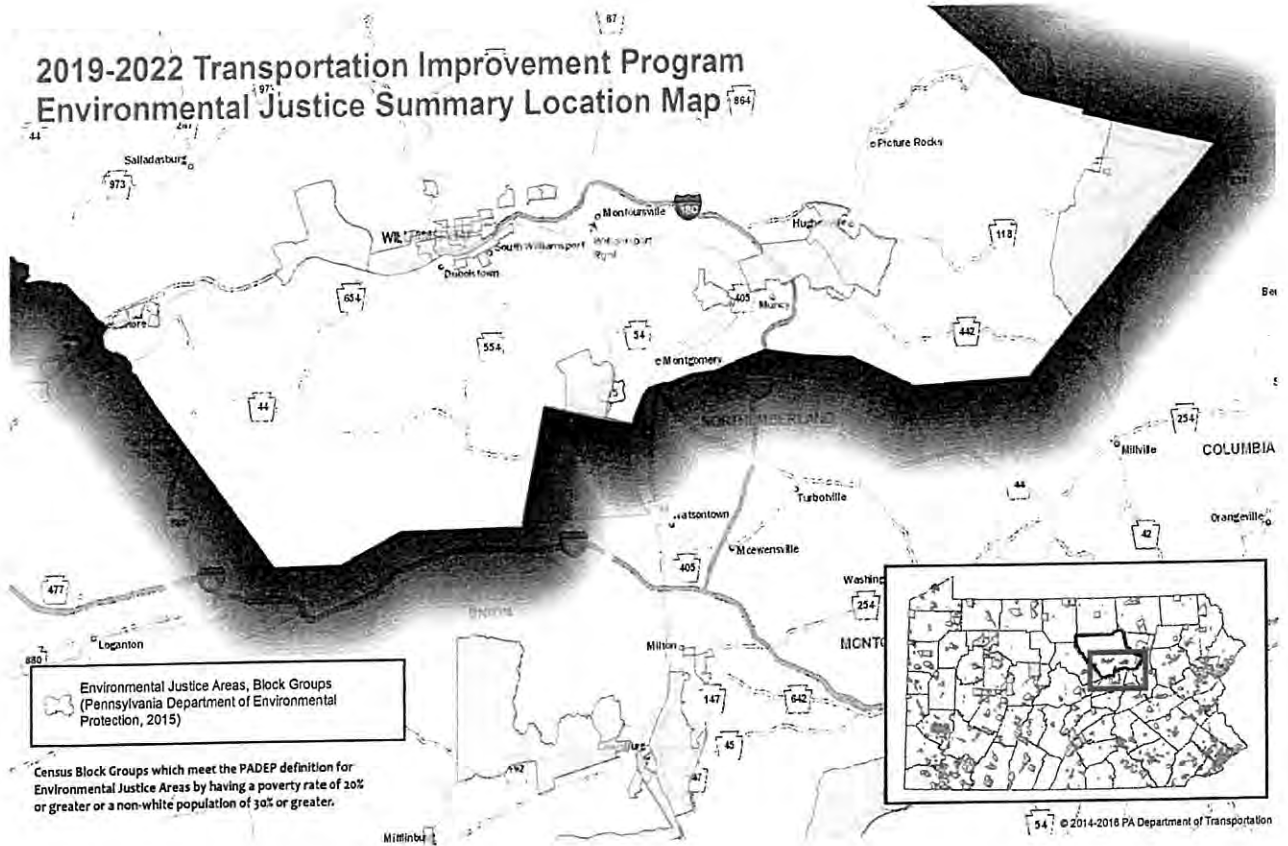
- ❖ There are 111,118 persons in Lycoming County for whom poverty status is determined. Of this number, 15,834 persons (14.2%) were determined to be falling below the poverty level which is slightly higher than the Pennsylvania 12.6% poverty level figure.

❖ The Census and ACS data was used to determine the percent of minority, and low-income residents within each of the census tracts in Lycoming County.

The map on the next page of this summary illustrates the clustering of environmental justice populations groups for those census tracts that meet the federal criteria of an environmental justice area where the tract has 20% or more families below the federal poverty level and has 30% or more minority population.

The proposed FFY 2019-2022 WATS MPO Transportation Improvement Program projects were also identified in relation to the mapped environmental justice population areas. Of the 67 proposed highway and bridge improvement projects listed on the WATS TIP, only 13 individual projects are included within the environmental justice population cluster. These projects are:

- West Fourth Street Reconstruction Project in the Newberry Section of the City of Williamsport.
- West Third Street Reconstruction Project between Campbell and Basin Streets in the City of Williamsport Central Business District
- Hepburn Street Reconstruction Project between Via Bella and West Third Streets in the City of Williamsport.
- Reconstruction of West Fourth Street from US 15 to Campbell Street in the City of Williamsport.
- High Street resurfacing project from Lycoming Creek Road to Hepburn Street, City of Williamsport.
- Lycoming Creek Road resurfacing project from High Street to Pleasant Hill Road in Old Lycoming, Loyalsock and Lycoming Townships.
- Interstate 180 resurfacing from US 15 to Warrensville Road in the City of Williamsport and Loyalsock Township.
- Pathway to Health Phase IV transportation enhancement project in the City of Williamsport.
- Millers Run Greenway Transportation Enhancement project in Loyalsock Township.
- US 220 West Fourth Street Interchange Ramp 4 bridge improvement in Woodward Township
- US 220 Corridor Access Management – Safety Improvements from PA 287 to West Fourth Street Interchange in Piatt and Woodward Townships.
- PA 44 over Lawshee Run bridge improvement project in Jersey Shore Borough.
- PA 405 resurfacing project from Main Street to SR 2057 in Muncy Borough and Muncy Creek Township.



As part of the preliminary design phase of these projects, PennDOT and consultant teams are working to avoid, minimize, and mitigate adverse impacts to environmental justice populations and these efforts are being documented in the environmental clearance documents for each project.

For other transportation projects which are advancing from the WATS Long Range Plan for programming on the WATS Transportation Improvement Program preliminary design phase, WATS will work with PennDOT and other project sponsors to identify the environmental justice populations and evaluate direct and indirect impacts of the projects on these populations. For projects which have advanced beyond preliminary design phase, WATS, PennDOT and other project sponsors will work to avoid, minimize and mitigate adverse impacts to environmental justice populations. Again, these efforts are documented in the appropriate environmental clearance documents for the projects.

In terms of transit, it should be recognized that WATS, River Valley Transit and STEP activity solicit input from environmental justice populations through the WATS Transit Advisory Committee which includes numerous social service organizations providing programs and services supporting the transportation needs of such populations. RVT and STEP continually attempt to improve public transit service to key growth areas which include subject populations.

On May 27, 2014, the WATS MPO also adopted its Coordinated Public Transit-Human Services Transportation Plan in conjunction with the SEDA-COG MPO. This plan helps guide the distribution of federal funds from certain transit programs that serve low incomes, minority populations, persons with disabilities and the elderly. A large number of stakeholders provided input about this Coordinated Plan, including many stakeholders that directly or indirectly represent environmental justice populations of concern.

As noted on the mapping, many WATS TIP projects are situated outside environmental justice population concentrated areas. Targeted WATS outreach efforts will be made to ensure meaningful input from environmental justice populations on all WATS proposed projects, especially regarding those projects situated within environmental justice population centers which are primarily concentrated within the Williamsport Urbanized Area.

PUBLIC OUTREACH

One of the core principles of environmental justice is to “ensure the full and fair participation by all potentially affected communities in the transportation decision-making process”. A number of steps were taken to enable members of the public to comment on the FFY 2019-2022 WATS TIP.

A 30 day public comment period is being held from May 1, 2018 through May 31, 2018 . During this time, the draft TIP is being posted on the Lycoming County website www.lyco.org and at offices of all 108 interested parties identified in the WATS Public Participation Plan so that the TIP documents are easily accessible either on-line or are physically accessible at convenient locations throughout Lycoming County. The TIP public comment period is being advertised in the Williamsport Sun Gazette in 3 separate newspaper editions during this 30 day period. A public meeting will be convened by the Lycoming County Planning Commission during the comment period on May 17, 2018 as federally required. The County is also continuing to use Facebook, Twitter, a YouTube video and Googleplus as social media to broaden its TIP public outreach techniques. The TIP projects were derived from the Williamsport MPO 2013-2033 Long Range Transportation Plan adopted on December 19, 2013. As part of the LRTP public outreach process, a documentary TV series on the plan was aired on Comcast Channel 75 (Lycoming County Area Television) as a unique public outreach technique which again can be easily viewed at any time on the County website www.lyco.org. Notices were also sent to all Native American Indian Tribes and Nations whose ancestors had at one time lived in Lycoming County. The TIP will be adopted by the WATS MPO Coordinating Committee at their June 18, 2018 public meeting.

FUTURE ENVIRONMENTAL JUSTICE ANALYSIS

The Williamsport MPO will continue to refine the locations of populations of concern as additional ACS and Census information becomes available, to expand methods of analysis for determining benefits and burdens, and to implement techniques for informing all citizens about future transportation projects.

EXHIBIT 5

WATS MPO TIP

**PUBLIC OUTREACH DOCUMENTS
NEWS MEDIA COVERAGE**

Mark Murawski

From: Jane Magyar
Sent: Tuesday, April 17, 2018 8:42 AM
To: Planning and Community Development Email
Subject: Williamsport Sun-Gazette News Articles - April 17, 2018

TRANSPORTATION PROJECT COSTS REACH \$82M MARK

Transportation planners are on an aggressive schedule over the next four years to improve area highways, bridges and other modes of transit.

"We are being 'aggressive,' with 67 projects including highway construction, bridge repair and replacement, intersection safety improvements on a draft Transportation Improvement Plan," said Mark Murawski, transportation supervisor for Lycoming County, during Monday's meeting of the Williamsport Area Transportation Study.

The group reviews transportation projects with local and state officials.

In all, \$82 million is on the table for approval over the next four years of the proposed plan list, he said.

"To do all 67, it will take another \$62 million," Murawski said. *"It's really a \$145 million commitment to finish what we started."*

Attention to bridges was highlighted as a critical infrastructure improvement goal. The goal is to see zero percent structurally deficient state bridges, Murawski said.

"We also must allocate money to keep them (bridges not on the list) from becoming structurally deficient and unsafe," he said. *"We have to have money to keep them from becoming on the bubble."*

Bridge replacements and repairs specified included the English Center suspension bridge restoration estimated at \$5.1 million and scheduled for additional work in 2020.

The bridge over Glade Run in Muncy on Route 405 is a \$1 million project eyed for 2020. The work falls in line with efforts by the Muncy Resiliency project in terms of reducing flooding risk with design.

"During the highway projects, it is important for the public to know we will try to coordinate the work not to fall during special events, such as the Little League World Series in mid-August," he said.

Additionally, crews will do nighttime work when appropriate, according to T.J. Cunningham, a spokesman for the state Department of Transportation.

BETTER SURFACES, SAFER TRAVEL PROMISED

Several highway construction projects are on the drawing board for area transportation officials over the next four years.

The largest — worth \$38.8 million — is the Route 220 corridor between Woodward and Piatt townships west of Williamsport and east of Jersey Shore, according to Mark Murawski, Lycoming County transportation supervisor.

Next year, work on construction to improve access by adding right turns and jug-handles to turn opposite directions could begin, Murawski said.

To assist in funding the project an additional \$20 million in discretionary funding was allocated by the state Department of Transportation, said T.J. Cunningham, a spokesman for PennDOT.

Residents soon will begin to see utility relocations on West Fourth Street, between Hillside Drive and the Route 15 entrance.

A \$6.2 million project is set for bids to go out in 2020 to repair Third Street from Campbell east to Basin streets, Murawski said.

Next year construction is expected at the routes 220 and 405 interchange at Hughesville/Wolf Township. The purpose of the \$2.3 million project is to improve congestion issues and make it safer for traffic to turn north or south.

A project on Fairfield Road at the interstate exchange has received \$2.9 million of Appalachian Regional Commission funds. Improvements could begin in 2019, officials were told.

The resurfacing of West Fourth Street from Lycoming Creek, east to Campbell Street is scheduled to be discussed in 2024.

Funding for the Central Susquehanna Valley Thruway traffic-impact study was approved by PennDOT. The project will get \$70,000 in state funds and require a consultant to be hired by bid, Murawski said.

Commissioners are to vote soon on using \$30,000 of natural gas impact fees for a match, said Kurt Hausammann Jr., county planning director.

Hausammann said the consultant selected will be able to look at the effects of traffic not only on Interstate 180 and impacts on the city and region but also Route 15.

He anticipates economic consequences with development pressure at stops along Interstate 180 and, if there is a decrease in traffic on Route 15, a potential for that to be conducive to industrial development on that corridor.

The proposed study is timed perfectly with the release of the county comprehensive plan scheduled for this summer, he said.

The bypass and bridge is planned to eliminate traffic congestion in key locations at Lewisburg and Shamokin Dam. The thruway is scheduled for completion in 2024, Cunningham said.

FUNDING APPROVED FOR LOCAL HOUSING NEEDS

Lycoming County is set to receive \$400,000 in funding for housing and rental assistance programs.

5/2/18 Sun Gazette
(Williamsport)

\$82 MILLION IN PROJECTS OPEN FOR PUBLIC VIEWING

The Williamsport Area Transportation Study's coordinating committee on Monday approved a package of highway and bridge improvements of \$86 million to be done over the next four years.

Among the projects on the list of 67 projects are 43 bridge-related repairs, said Mark Murawski, transportation supervisor

for the county. Many of the bridges are in poor condition and some are nearing that state, he said. The critical need to make them safer is part of the funding package in the four-year transportation improvement project, he said.

The project list also includes highway safety improvements, chief among them Route 220 west of Williamsport to Route 287, he said. Work totaling \$38 million will include jug-handle construction and access improvements designed to prevent serious crashes and deaths on the road, he said.

Drivers will start to see heavy construction occurring in 2019 in the 6-mile Piatt and Woodward township corridor, according to T.J. Cunningham, a spokesman for the state Department of Transportation.

Another project highlighted at the meeting and part of the package, is the improvement of the surface of Third Street, from Campbell to Basin streets, he said. The project correlates directly to improvements the city and Lycoming College are working on together called the East Third Street Gateway Revitalization.

The Third Street project is to be bid to contractors in 2020, Murawski said.

Another project on the horizon, is the milling and resurfacing of West Fourth Street in Newberry.

Murawski also said the historic suspension bridge at English Center will be rehabilitated starting in 2020. The project will take about three years, with a temporary bridge built while the suspension bridge is repaired.

The projects can be discussed with the county planning commission at 6 p.m. May 17 at Executive Plaza and are available to view on the Lycoming County website today, Murawski said.

Meanwhile, in separate but related accounts, Murawski said a traffic and land-use study on the impact of Central Susquehanna Valley Thruway and its effect on Interstate 180 and Route 15 has been funded.

The \$70,000 study was paid for through PennDOT funds and matching county funds, he said.

The study should begin in July and will have engineers look at how traffic impacts the new highway circumventing congested areas on Route 15 in Lewisburg and Shamokin Dam will have on the city and region, he said.

Geisinger acute care facility cc

(From Page A-1)

"Part of our overall effort to create superior value and enhance health in northcentral Pennsylvania, the goal of this new

LEASE/SALE

MUNCY

Geisinger acute

From: Jane Magyar
 Sent: Monday, May 21, 2018 8:47 AM
 To: Planning and Community Development Email
 Subject: Williamsport Sun-Gazette News Articles - May 19, 20 and 21, 2018

Penns Creek offers unique experience

Any credible list of the best trout streams of Pennsylvania, or even the eastern United States, will always have Penns Creek near the top.



Penn's Creek is shown here winding through a canopy of trees. The stream spans a number of private properties with little public access and is a unique fishing spot for many locals.

PHOTO PROVIDED

Although the fishing is rarely easy on this outstanding waterway, Penns Creek possesses a character all its own and has enjoyed generations of dedicated fans.

It originates from Penns Cave, a limestone cavern in Centre County. For the first few miles, the stream is rather small and flows through private property with no public access.

Near Spring Mills, Penns Creek gains volume and is stocked with trout from the bridge on Route 45 downstream to the confluence with Elk Creek just downstream of Coburn.

Downstream of the confluence with Elk Creek, Penns Creek is managed as a wild trout fishery, and the next seven miles of the stream are under a unique set of special regulations.

From the opening day of trout season until Labor Day, a slot limit for trout is in effect, which allows angler to keep two trout per day between seven and 12 inches long.

During the remainder of the year, all trout caught in this section must be released.

Penns Creek then flows through the northeast corner of Millin County and into Union County.

Here, nearly four miles of the stream are under "catch and release" artificial lures only regulations.

In this section, fishing with live or natural bait is not allowed. Fishing must be done with artificial lures or flies, and both spinning and fly tackle are permitted. Fishing is permitted year-round, but no trout may be killed or had in possession at any time.

This section of the stream tends to be highly popular with many Penns Creek devotees. No roads parallel the water in this area, so access is largely walk-in via streamside trails.

The spectacular forest scenery provides a hint of wilderness unlike any other trout stream in central Pennsylvania. Large, deep pools, expansive riffles and rolling pocket water affords ample habitat for a substantial population of wild brown trout and serves up endless challenges for the anglers who

seek them.

Few streams in Pennsylvania offer the opportunity to catch a wild trout measuring 20 inches or more as this part of Penns Creek.

Penns Creek has long been a favored destination for fly anglers because of the amazing diversity of aquatic insects that live throughout the stream.

Dozens of species of mayflies, caddisflies and stoneflies inhabit Penns Creek and not only provide an abundant food supply for its population of trout, but these insects also afford fly-fishermen with ample opportunities to "match the hatch."

Despite the remarkable variety of hatches, Penns Creek offers throughout the fishing season, one in particular outshines them all. That one is the green drake, a huge mayfly that typically hatches for several days around Memorial Day.

Many other trout streams in Pennsylvania and the Northeast also

(See PENNS, Page B-6)

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ECONOMY TASK FORCE TO ADDRESS LYCOMING MALL AT FIRST MEETING

The new Economic Development Task Force will hold its first meeting, focusing on reuse of vacancies in and around the Lycoming Mall, on Wednesday, Kurt Hausammann Jr., director of Lycoming County planning, told the county planning commission Thursday.

"The last anchor store announced its closing, which is the Bon-Ton," Hausammann said. "When that closes, there's no anchor stores left at the mall. We also know that there are outparcels that are vacant."

The task force will brainstorm ways to reuse the vacant stores that likely are to succeed and meet the needs of the community. If ideas for reuse would require zoning ordinance changes, Hausammann said the task force will look into those with open minds.

The core members will include the Lycoming County commissioners and representatives from the planning department and Williamsport/Lycoming Chamber of Commerce. Representatives from other organizations will be asked to join based on the issue the task force is tackling at the time, Hausammann said.

While looking at the mall, the Lycoming County Water and Sewer Authority and municipal officials from that area were invited to participate. Hausammann added he also reached out to the mall's owner, who seems enthusiastic about the task force and its impending ideas but will not be able to physically make it to the first meeting.

In another matter, the planning commission will recommend a flood plain zoning amendment to the commissioners. The amendment would permit manufactured homes within the flood plain, but not within 50 feet of a streambed, Hausammann said.

Currently, the ordinance does not allow new mobile homes in the flood plain, meaning a mobile home that was grandfathered into the ordinance can remain in its location and can be replaced if damaged. The amendment will allow mobile homes in a flood plain where there previously was none.

The homeowners still will have to follow strict requirements set by the Federal Emergency Management Agency such as encroachment permits, if necessary, and permanent foundations, Hausammann added.

The amendment will go to all 21 municipalities that fall under the county's zoning ordinance as well as to the state Department of Community and Economic Development for review before it goes to the commissioners.

"We're not proposing to do anything outside the guidelines," Hausammann said. "I don't anticipate any problem with DCED."

Two long-awaited documents also were recommended for the commissioners' approval — the countywide comprehensive plan and the Transportation Improvement Program projects list, both pending public comment.

A public hearing was held for the projects list at the commission's meeting, during which Mark Murawski, transportation supervisor, explained the need for the list and several projects therein.

"The TIP (Transportation Improvement Program) is a federal document that identifies all of the capital improvement transportation projects that are planned over the next four years for all of Lycoming County," he said. "If the project is not on the TIP, basically, it's not going to be approved for federal funding or state funding."

There are about \$86 million in infrastructure improvement projects as well as about \$50 million in transit projects listed for the county over the next four years, including River Valley Transit's complete conversion from diesel to compressed natural gas buses, the base-up reconstruction of West Third Street between Campbell and Basin streets, West Fourth Street reconstruction in Newberry and 43 bridge rehabilitation or replacement projects, Murawski said.

Public comment on the projects list continues through May 31 and can be made to Murawski at mmurawski@lyco.org or 570-320-2138. Pending comments, the list should be approved by the Williamsport Area Transportation Study Coordinating Committee on June 18.

Comments on the comprehensive plan may be made online, via email or phone, or in person at the planning department's office until June 11. Pending comments, the commissioners are slated to adopt the plan at their meeting June 28.

MEMORIAL UNDERSCORES THE NEED TO REMEMBER HISTORY – WARTS INCLUDED

Never forget. Particularly our history.

A “*visually stunning*” memorial wall of monuments is being constructed at Veterans Memorial Park in Williamsport.

While the memorial won't be ready for the hoped-for Memorial Day unveiling, it should be ready by Veterans Day Nov. 11.

The memorial is going to feature monuments in special tribute to the American Revolution, the War of 1812, the American Indian War, Mexican War, Civil War and the Spanish-American War.

These wars, spanning from 1775 to 1902, were the main pre-World War I conflicts.

Six black granite monuments on pedestals of concrete will depict elements of those wars.

The memorials will be fronted by a pathway of gray pavers, which will serve as a project fundraiser.

The bricks will be sold, engraved and set in front of the wall on the north side of the Veterans Memorial Park near Williamsport's western boundary.

It's the biggest project ever undertaken by the Veterans Memorial Park Commission.

We hope the new memorial wall will be honored for what it is – an indelible part of the history that has led us to these United States in 2018.

The project comes at a time when memorials to history are an endangered species, many of them removed by either legislative action or political activism.

In our view, this is unfortunate. Memorials, statues and monuments are meant to reflect important parts of history.

That history has been etched by people who, being human beings, were imperfect. The origins of the events that mark that history may not fit the political views of all of us.

The events and people who were part of the path to the times we live in were, of course, imperfect and debatable.

But imperfect people – that's all of us – can still create historic advances.

Those advances should be remembered by all – even if not all of us revere those moments and people – not destroyed.

Mark Murawski

From: Jane Magyar
Sent: Wednesday, June 06, 2018 8:44 AM
To: Planning and Community Development Email
Subject: Williamsport Sun-Gazette News Articles - June 6, 2018

TRANSPORTATION COMMITTEE SEEKING EMERGENCY FUNDS FOR ROUTE 44 SOIL SLIDE

A soil slide is deteriorating the shoulder of Route 44's southbound lane between the villages of Waterville and Ramsey and blocking the Pine Creek Rail Trail below, which sits between the embankment and a stream, said Mark Murawski, Lycoming County's transportation supervisor, during the Williamsport Area Transportation Study Technical Committee meeting Monday morning.

The slide has narrowed that portion of Route 44 down to one lane and the trail is closed until the slide can be fixed, he said.

"Obviously it's a safety concern," he said. "This could continue to move ... The worst case scenario, they could end up closing down Route 44."

To address the collapsing road, Murawski submitted a letter to Leslie Richards, secretary of the state Department of Transportation, requesting about \$3 million from the statewide emergency fund, he said.

He hopes to have a response in time for the June 18 Coordinating Committee meeting, he added.

Though it's reasonable to expect some financial aid from the state, it's unlikely Richards will approve the full \$3 million due to the limited capacity of the emergency fund, said Carey Mullins, a representative from the department's Harrisburg office and chairman of the Technical Committee. The total cost of requests for emergency funds the department has received so far already surpasses the funds available, he said.

In other business, Murawski told the committee that feedback on the incoming four-year Transportation Improvement Program has been positive. So far, only one change has been requested and that is the addition of a center turning lane to Route 405 between Wolf and Muncy Creek townships.

The committee will recommend the Coordinating Committee officially approve the program update at its meeting June 18.

In another matter, William E. Nichols Jr., committee member and general manager of River Valley Transit, expressed concern over ongoing litigation between the Owner-Operator Independent Drivers Association and the state Turnpike Commission over alleged misappropriation of turnpike fees.

The association claims the fees should not be used to help fund budgets for programs such as River Valley Transit, and should only be used to maintain turnpike roads. If the association wins the case, Nichols said much of River Valley Transit's capital budget could be in jeopardy.

Mullins could not comment on the matter, but Murawski agreed the suit presents a *“very big concern.”*

“In fact, that has implications across all of the PennDOT programs,” he said.

The next Technical Committee’s meeting will be held Sept. 24.

PLANNING AND COMMUNITY DEVELOPMENT

Commissioners:
R. Jack McKernan, Chairman
Tony R. Mussare, Vice Chairman
Richard Mirabito, Secretary

Location:
Executive Plaza
330 Pine Street
Williamsport Pennsylvania 17701



“Building Partnerships”
IMPORTANT NOTICE!!!

Kurt Hausammann, Jr., AICP, Director

Voice: (570) 320-2130
Fax: (570) 320-2135
www.lyco.org

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

TO: All Lycoming County Municipalities
Williamsport-Lycoming Chamber of Commerce
River Valley Transportation Services
Chris King, PENNDOT Engineering District 3-0
Hughesville Public Library
James V. Brown Library
Konkle WB Library
Montgomery Area Public Library
Muncy Public Library
STEP, Inc. Bi-County Office of Aging
Hope Enterprises
Career-Link
Center for Independent Living
The Firetree Place
YMCA / YWCA
Penn College of Technology
Lycoming College
Lycoming County Public Assistance Office
All Nursing Homes in Lycoming County
Senator Yaw
Representative Everett
Representative Wheeland
Susquehanna Health Systems
Williamsport Regional Airport
Tribal Nations

FROM: Mark Murawski, Lycoming County Transportation Supervisor

SUBJECT: Draft FFY 2019-2022 Transportation Improvement Program

ISSUED: April 30, 2018

The Lycoming County Planning Commission in cooperation with PennDOT and the River Valley Transit requests your cooperation and assistance in making publicly available the attached draft Williamsport Area Transportation Study (WATS) Transportation Improvement Program (TIP) for public review and comment. This document lists all federally funded transportation projects proposed within Lycoming County during the next four federal fiscal years. **The attached document instructs the public on the procedures for public comment. Your staff is NOT being asked to explain the document, just make it available to interested persons in a location that is accessible to the public. Your organization is also invited to make public comment on these TIP documents, if you so choose.**

We ask that you display this document at your facility as a handout to interested persons from May 1, 2018 to May 31, 2018. Should you have questions or need additional copies of this document based on public demand, please contact me at (570) 320-2138.

SAMPLE TRIBAL LETTER (SENT TO ATTACHED LIST)

PLANNING AND COMMUNITY DEVELOPMENT

Commissioners:

R. Jack McKernan, Chairman
Tony R. Mussare, Vice Chairman
Richard Mirabito, Secretary

Location:

Executive Plaza
330 Pine Street
Williamsport Pennsylvania 17701



"Building Partnerships"

Kurt Hausammann, Jr., AICP, Director

Voice: (570) 320-2130
Fax: (570) 320-2135
www.lyco.org

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

April 30, 2018

Neil Patterson Jr., Director
Tuscarora Environmental Program
2045 Upper Mountain Road
Tuscarora Nation
Sanborn, NY 14132

Dear Mr. Patterson :

The Williamsport Area Metropolitan Planning Organization is releasing the attached draft FFY 2019-2022 Transportation Improvement Program (TIP) for a federally required 30 day public comment period which will end on May 31, 2018.

The TIP is a document that lists all proposed highway, bridge and public transit projects proposed for federal, state and local funding in Lycoming County, PA during this four year time period. The TIP may also be viewed and downloaded by visiting our county website at the www.lyco.org homepage.

Please address any comments to me at the above mailing address or email me at mark.murawski@lyco.org by the May 31, 2018 deadline. **If you do not have comments to offer, no response is necessary on your part.**

I can also be reached by phone number (570) 320-2138.

Thank you for your interest in our transportation program.

Sincerely,

Mark R. Murawski
Lycoming County Transportation Supervisor

Enclosure

Tribal Contacts

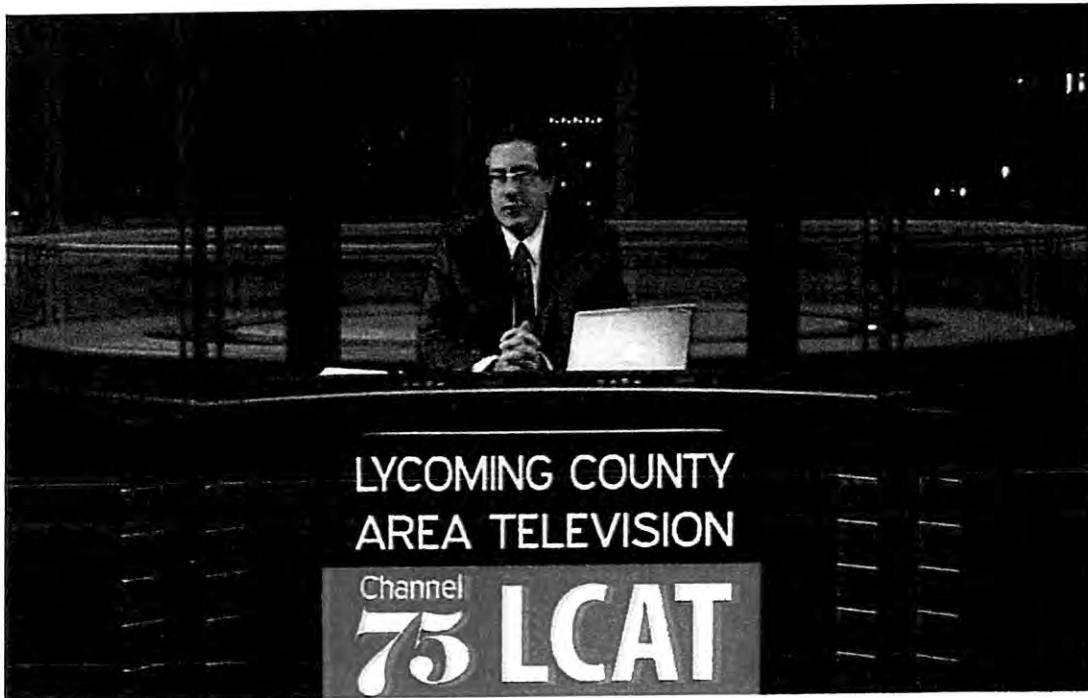
FIRST NAME	LAST NAME	Title	ORGANIZATION	ADDRESS	CITY	STATE	ZIP
ina	Butler-Wolfe	Governor	Shawnee Tribe of Oklahoma	2025 South Gordon Cooper Drive	Shawnee	OK	74801
	Thompson		Shawnee Tribe of Oklahoma	2025 South Gordon Cooper Drive	Shawnee	OK	74801
			Cayuga Nation	PO Box 803	Seneca Falls	NY	13148
			Cayuga Nation	PO Box 169	Seneca Falls	NY	13148
arah	Dotson	Tribal President	Delaware Nation	PO Box 825	Anadarko	OK	73005
ole	Penrod	Director	Delaware Nation	31064 State Highway 281, PO Box 825	Anadarko	OK	73005
rin	Alligood		Delaware Nation	31064 State Highway 281, PO Box 825	Anadarko	OK	73005
an	Ahshapanek	EPA Director	Delaware Nation	31064 State Highway 281, PO Box 825	Anadarko	OK	73005
anna	Bachor		Delaware Tribe Historic Preservation	PO Box 64	Pocono Lake	PA	18347
tt	Wallace	Chief	Eastern Shawnee Tribe of Oklahoma	PO Box 350	Seneca Falls	MO	64865
	Barnes	THPO	Eastern Shawnee Tribe of Oklahoma	PO Box 350	Seneca Falls	MO	64865
	Gardner	NAGPRA Coordinator	Eastern Shawnee Tribe of Oklahoma	PO Box 350	Seneca Falls	MO	64865
anne	Weldon	EPA Director	Eastern Shawnee Tribe of Oklahoma	PO Box 350	Seneca Falls	MO	64865
itina	Danforth	Chairwoman	Oneida Nation of Wisconsin	PO Box 365	Oneida	WI	54155
ina	Williams	THPO	Oneida Nation of Wisconsin	PO Box 365	Oneida	WI	54155
ld	Gates	President	Seneca Nation of Indians	PO Box 231	Salamanca	NY	14779
rris	Abrams	Acting THPO	Seneca Nation of Indians	90 O:hi'yoh Way	Salamanca	NY	14779
	Toth		Seneca Nation of Indians	90 O:hi'yoh Way	Salamanca	NY	14779
liam	Fisher	Chief	Seneca-Cayuga Tribe of Oklahoma	PO Box 1283	Miami	OK	74355
liam	Tarrant	Director, Cultural/Historic Program	Seneca-Cayuga Tribe of Oklahoma	PO Box 1283	Miami	OK	74355
erly	Cook	Chief	St. Regis Mohawk Tribe	412 State Route 37	Hogansburg	NY	13655
old	Printup	Historic Preservation Officer	St. Regis Mohawk Tribe	412 State Route 37	Hogansburg	NY	13655
l	Jocks	Director	St. Regis Mohawk Tribe	RR#1, Box 8a	Hogansburg	NY	13655
n	Sparkman	Chairman	Shawnee Tribe	29 South 69a Highway	Miami	OK	74354
ya	Tipton	Historic Preservation Officer	Shawnee Tribe	29 South 69a Highway	Miami	OK	74354
rwinn	Hill	Chief	Tonawanda Seneca Nation	7027 Meadville Road	Basom	NY	14013

EXHIBIT 6

WATS PUBLIC PARTICIPATION PLAN

**WILLIAMSPORT AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION**

PUBLIC PARTICIPATION PLAN



**Adopted by Williamsport MPO
December 19, 2013
Amended
July 18, 2016**



Introduction

Public involvement is essential to good planning. Without meaningful public participation, there is a risk of making poor decisions, or decisions that have unintended negative consequences. The fundamental objective of public involvement programs is to make certain that everyone with an interest in transportation decisions has an opportunity to provide input in the development of policies, programs and projects being proposed in Lycoming County.

Federal law, (SAFETEA-LU and MAP-21) require that *“the MPO shall develop and use a documented participation plan that defines the process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.”*



Overview of the WATS Transportation Planning Process

Federal law and regulations require the establishment of a Metropolitan Planning Organization, (MPO) to oversee the transportation planning process in all urbanized areas of the nation having a population of 50,000 or more persons as documented by the U.S. Bureau of the Census as part of the decennial census. The Williamsport Area Transportation Study, (WATS) serves as the designated Metropolitan Planning Organization for the Williamsport Urbanized area established under a legal Agreement with PennDOT approved in 1968. The WATS jurisdictional boundary was further extended in 1991 to encompass the entire geographic area of Lycoming County. Therefore, the federal transportation planning and programming process within Lycoming County is undertaken by WATS, including the development and approval of the WATS Long Range Transportation Plan, WATS Transportation Improvement Program and WATS Public Participation Plan.

Basically, WATS core functions include:

- Establish and manage a fair and impartial setting for effective regional decision-making in the planning area (Lycoming County).*
- Identify and evaluate alternative transportation improvement options: Use data and planning methods to generate and evaluate alternatives. Planning studies and evaluations are included in the MPO Unified Planning Work Program, (UPWP).*
- Develop a Transportation Improvement Program (TIP): Develop a short-range (four year) program of transportation improvements based on the long range transportation plan. The TIP should be designated to achieve the area's goals, using spending, regulating, operating, management and financial tools.*
- Involve the public: Continually involve the general public and other affected constituencies in the essential functions listed above.*

The WATS MPO is organizationally structured with two Committees; a Technical Committee and a Coordinating Committee with defined functions and membership composition as follows:

WATS COMMITTEE STRUCTURE



Technical Committee

The purpose of the Technical Committee is to oversee the development of detailed transportation planning documents, special studies and other technical analysis that documents multi-modal transportation issues and needs and provide advice and recommendations to the Coordinating Committee. The Technical Committee consists of seven (7) voting members, as follows:

- PennDOT Center for Program Development and Management Representative
- PennDOT Engineering District 3-0 Representative
- Lycoming County Planning and Community Development Director
- Lycoming County Planning Commission Member
- River Valley Transit Transit General Manager
- Williamsport Regional Airport Executive Director
- City of Williamsport Engineer/Community Development Director

The PennDOT Center for Program Development and Management Representative serves as Chairman of the Technical Committee.

The Technical Committee voting members are designated by their respective member organizations and serve without term limits at the discretion of their member organizations. Each member organization designates the individual serving on the

Technical Committee as their voting member at the beginning of each calendar year and provides written documentation to the WATS MPO Chairman for WATS MPO files maintained by the Lycoming County Planning and Community Development Department. Member organizations designate an alternate voting member that may vote on behalf of the designated member in the case where the designated voting member is unable to attend a specific meeting.

In addition to the seven voting members, the Technical Committee includes four (4) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration
- PA Department of Community and Economic Development
- Susquehanna Transit Company

Non-voting members of the Technical Committee receive WATS reports and meeting notices and agendas and participate in WATS discussions, but serve without a vote.

Coordinating Committee

The purpose of the Coordinating Committee is to review and act upon the recommendations of the Technical Committee and serve as the official policy decision-making body of the WATS MPO.

The Coordinating Committee consist of eleven (11) voting members, comprising elected and appointed officials as follows:

- PennDOT Engineering District 3-0 Executive
- PennDOT Deputy Secretary for Planning
- Lycoming County Commissioner
- Lycoming County Commissioner
- Mayor, City of Williamsport
- Council Member, City of Williamsport
- River Valley Transit General Manager
- SEDA-COG Joint Rail Authority Executive Director
- Williamsport Regional Airport Executive Director
- Lycoming County Association of Township Officials Representative
- Lycoming-Sullivan Boroughs Association Representative

The PennDOT Engineering District 3-0 Executive serves as Chairman of the Coordinating Committee.

Again, the Coordinating Committee voting members shall be designated by their respective member organizations and serve without term limits at the discretion of their member organizations. Each member organization designates the individual(s) serving on the Coordinating Committee as their voting member(s) at the beginning of

each calendar year and provide written documentation to the WATS MPO Chairman for WATS MPO files maintained by the Lycoming County Planning and Community Development Department. Member organizations also designate an alternate voting member that may vote on behalf of the designated voting member in the case where the designated voting member is unable to attend a specific meeting.

In addition to the 11 voting members, the Coordinating Committee includes four (4) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration
- US Department of Housing and Urban Development
- PA Department of Community and Economic Development

Non-voting members of the Coordinating Committee receive WATS MPO reports and meeting notices and agendas and participate in WATS MPO discussions, but serve without vote.

The WATS MPO Coordinating Committee may establish advisory committees, ad hoc work groups, special purpose task forces or steering committees to gather specialized experience, technical advice and input that may be needed to help carry forth transportation planning related activities under the jurisdiction of the WATS MPO transportation planning process. The WATS MPO has established a Transit Advisory Committee that is comprised of WATS members, transit providers and various social service organizations to provide input and recommendations to the WATS MPO on public transit issues and needs in Lycoming County.

Public Participation Plan - Federal Requirements

According to the Federal Highway Administration, current Federal statutes and regulations provide general guidelines for public involvement processes and procedures. There is great flexibility available to transportation agencies in developing specific public involvement / participation plans. However, while the set of techniques for any given situation may differ depending upon such factors as demographics and identified potential impacts, the general approach to developing a public participation plan contains elements that are relevant and responsive to all communities. Below are brief excerpts from relevant federal statutes, regulations and Executive Orders setting forth key elements of the public involvement process that is to be used during the transportation planning and project development.

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act of 1990 (ADA) “prohibits discrimination on the basis of disability by public entities in services, programs and activities. Public entities are required to make programs accessible to individuals with disabilities including conducting meetings and hearings in ADA-compliant buildings. Special accommodations

must be provided to ensure communications are equally effective for persons with disabilities in order to participate in meetings, planning and programming activities.” With advance notice, special provisions must be made to accommodate hearing-impaired or visually impaired participants.



Center for Independent Living
of North Central Pennsylvania



www.shutterstock.com 56370081

Title VI of the Civil Rights Act

Title VI of the Civil Rights Act of 1964 is the federal law that protects individuals from discrimination on the basis of their race, color, or national origin in programs that receive federal financial assistance. Title VI states, “ **No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.**”

Environmental Justice

Presidential Executive Order 12898 establishes provisions. The Environmental Protection Agency defines Environmental Justice as the “fair treatment of people in all races, cultures, and income with respect to development, implementation and enforcement of environmental laws, regulations, programs and policies.” Further, the Federal Highway Administration establishes three fundamental environmental justice principles:

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

Limited English Proficiency

On August 11, 2000, the President signed Executive Order 13166, "Improving Access to Services for Persons with *Limited English Proficiency*, (*LEP*). "LEP" persons are those individuals who do not speak English as their primary language, and who also have a limited ability to read, speak, write or understand English. The key commonality among LEP persons is their inability to communicate effectively in the English language, regardless of their native tongue. Persons that are multi-lingual, in that they speak one or more other languages in addition to being proficient in English, are not considered to be Limited English Proficient. The Executive Order is intended to improve access to federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency.

The Federal Highway Administration has published guidance related to LEP in 2005 which includes methods by which transportation agencies can determine the need for translation of materials or provision of interpreters at public hearings or other events. It states that recipients "are required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons."

State Requirements – Public Participation Plan

Commonwealth of Pennsylvania, Sunshine Law



Act 84 of 1986 as amended June 15, 1993, February 26, 1996 and October 15, 1998 is an act requiring public agencies to hold certain meetings and hearings open to the public; and providing penalties. The PA General Assembly finds that secrecy in public affairs undermines the faith of the public in government. Highlights of this law include:

- ❖ *Official action and deliberation by a quorum of the members of an agency shall take place at a meeting open to the public.*
- ❖ *Written minutes shall be kept of all open meetings of agencies.*
- ❖ *Public notice is not required in the case of an emergency meeting or a conference.*
- ❖ *The board or council has the option to accept all public comment at the beginning of the meeting.*
- ❖ *A person attending a meeting of an agency shall have the right to use recording devices to record all the proceedings.*

MPO Public Participation Plans

The Federal SAFETEA-LU Act requires MPO's to develop and document, in consultation with interested parties, a Public Participation Plan that details strategies for incorporating visualization techniques, using electronic media, holding public meetings, and responding to public input, among other things prior to development of the MPO Long Range Transportation Plan and MPO Transportation Improvement Program. The public involvement process shall include the publication and distribution of draft versions of the proposed plan and provide adequate opportunities for review and comment. The approved plan must also be published or made readily available in other ways for informational purposes. Where possible, this process should include visualization techniques and make use of the internet. Federal regulations require that public officials (elected and appointed) and citizens have adequate opportunity to participate in the development of the Long Range Plan before it is approved and adopted by the MPO. The regulations explicitly identify several parties who should be engaged and involved throughout the plan development / update process.

WATS MPO Approach Toward Fulfillment of Public Participation Process

This section of the plan specifically outlines how the WATS MPO, under the leadership direction of the Lycoming County Board of Commissioners and planning staff, responds to the previously outlined federal and state requirements regarding public involvement in the development of this Long Range Transportation Plan, Transportation Improvement Program and during the transportation project development process and preparation of special studies and related plans.



Lycoming County Board of Commissioners
(From Left: Commissioner Mirabito, Commissioner McKernan, Commissioner Mussare)

Compliance With Americans with Disabilities Act

All WATS MPO public meetings are located in ADA accessible buildings. Most meetings are held at the Lycoming County Executive Plaza Building, 330 Pine Street, Williamsport, PA 17701. This meeting location is conveniently situated near the River Valley Transit Hub (Trade and Transit Centre) which operates a fully accessible fixed route transit fleet as well as ADA paratransit services subcontracted through shared ride provider, STEP. All public notices published by WATS indicate that special ADA accommodations can be provided with advance notification to the Lycoming County Planning Commission. The WATS Transit Advisory Committee includes voting representation by physically and mentally disabled community organizations and individual transit consumers. If an alternate meeting site is chosen, care is taken to ensure ADA compliance is satisfied. All public meetings associated with development of this Long Range Transportation Plan have been held at the ADA accessible Executive Plaza meeting location.



Compliance with Title VI

The WATS MPO is fully committed to ensure compliance with Title VI. Accordingly, the MPO adopted Title VI complaint procedures at their July 23, 2012 public meeting. Since discrimination can happen at any time in any organization, it is essential employees know what to do if they are given a complaint under Title VI. An example of the Title VI WATS MPO complaint form is illustrated on the following page.

WILLIAMSPORT AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION
TITLE VI COMPLAINT FORM

Please Print All Information Below.

Complainant Name: _____ Name of Individual Assisting Complainant: _____

Complainant Address: _____ Assisting Individual Address: _____

Complainant Phone # _____ Assisting Individual Phone # (Home or Cell) _____

Basis of Complaint: (e.g., Race,Color,National Origin,Sex,Age,Disability, Retaliation) _____

Date(s) of alleged discrimination: _____

Please provide a detailed description of the circumstances of the incident(s), including any additional information supporting your complaint (please use additional pages as necessary):

Please provide the name(s), title and address of the person who discriminated against the Complainant.

Please provide, if applicable, names and contact information of people who may have knowledge of the alleged incident(s) or are perceived as parties in the complained-of incidents(s):

Please list any other agency where complaint has been filed:

Complainant Signature: _____ Date: _____

The WATS MPO will acknowledge receipt of the complaint by notifying the Complainant within 15 days of the complaint filing. The WATS MPO will transmit the complaint to the proper state or federal agency (e.g., Federal Highway Administration, Federal Transit Administration, and PennDOT) for investigation and disposition pursuant to that agency's Title VI complaint procedures.

Next Action:

All WATS public meeting notices indicate the procedures for filing a Title VI complaint. To date, the WATS MPO has not received any complaints under Title VI associated with development of this plan or other WATS functions.

Compliance with Environmental Justice

Chapters 3 and 7 of the WATS Long Range Transportation Plan provides data and mapping of Lycoming County environmental justice population areas based on 2010 Census information along with analysis of proposed transportation project impacts related to environmental justice populations.

Because the Williamsport MPO is responsible for allocating federal funds, the MPO is required to consider environmental justice (EJ) by:

- Enhancing its analytical capabilities to ensure that the WATS MPO Long Range Transportation Plan and the Transportation Improvement Program comply with Title VI.
- Identifying residential, employment, and transportation patterns of minority and low-income populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluating and, where necessary, improving its public involvement process to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.

Identification of Environmental Justice Populations

Populations of concern were identified using data from the 2010 Decennial Census and the American Community Survey, (ACS). Federal guidelines require minority and low-income populations to be considered in EJ analysis.

The following definitions are used for the purposes of this analysis:

Elderly: Individuals age 65 or older.

Minority: Individuals who are:

Black or African American

Hispanic or Latino

Asian American

American Indian/ Native American or Alaskan Native

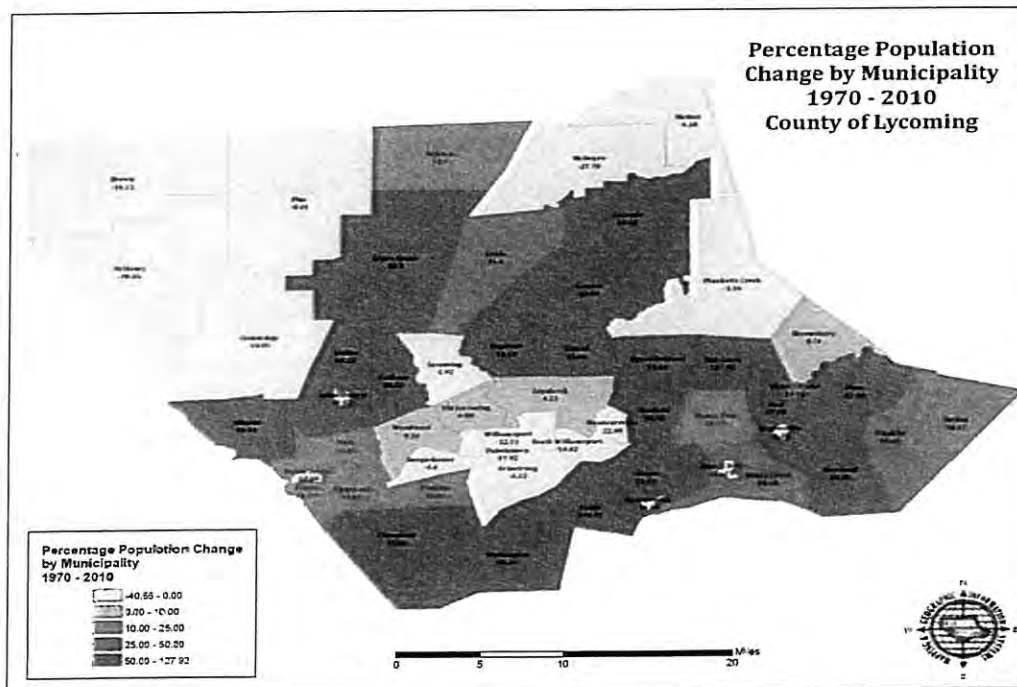
Lycoming County Population Profile

According to the US. Bureau of Census 2010 population figures, there are a total of 116,111 persons residing in Lycoming County. The chart below illustrates population changes in the County since 1970 in relation to the Commonwealth of Pennsylvania.

Change in Population (County of Lycoming) 1970-2010					
Year	1970	1980	1990	2000	2010
County of Lycoming	113,296	118,416	118,710	120,044	116,111
Pennsylvania	11,800,766	11,863,895	11,881,643	12,281,054	12,281,054

From 1970 to 2000, Lycoming County’s population grew by 6,748 persons yielding a 6% overall gain which was higher than Pennsylvania’s overall population growth at 4.1%. However, in the last decade between 2000-2010, Lycoming County’s population fell 3.3% while the state population increased by 3.4%. It should be noted that the sudden influx of persons coming to the County associated with Marcellus Shale gas exploration commencing in 2008 are not captured in Lycoming County Census data because the vast majority of these individuals have permanent residences listed outside of the County and Census information is based on the individual’s place of permanent residence.

The map illustrated below shows the percentage population change by municipality from 1970-2010.



Indicative of statewide trends, county population has been shifting outward from the City and Boroughs into the suburban and rural Townships. However, much of the growth is occurring in rural Townships located just beyond the suburban fringe of the Williamsport Urbanized Area, which is well within commuting distance to major employment centers.

In terms of a future county-wide total population forecast, the Lycoming County Comprehensive Plan Update anticipates total population to decrease to 112,000 persons by 2020 with a further decrease to 106,000 persons by 2030 which is the new County Comprehensive Plan Update horizon year. A major reason for this decrease is attributed to “brain drain” trends where younger people going to colleges and universities elsewhere do not return to Lycoming County for employment once students graduate.

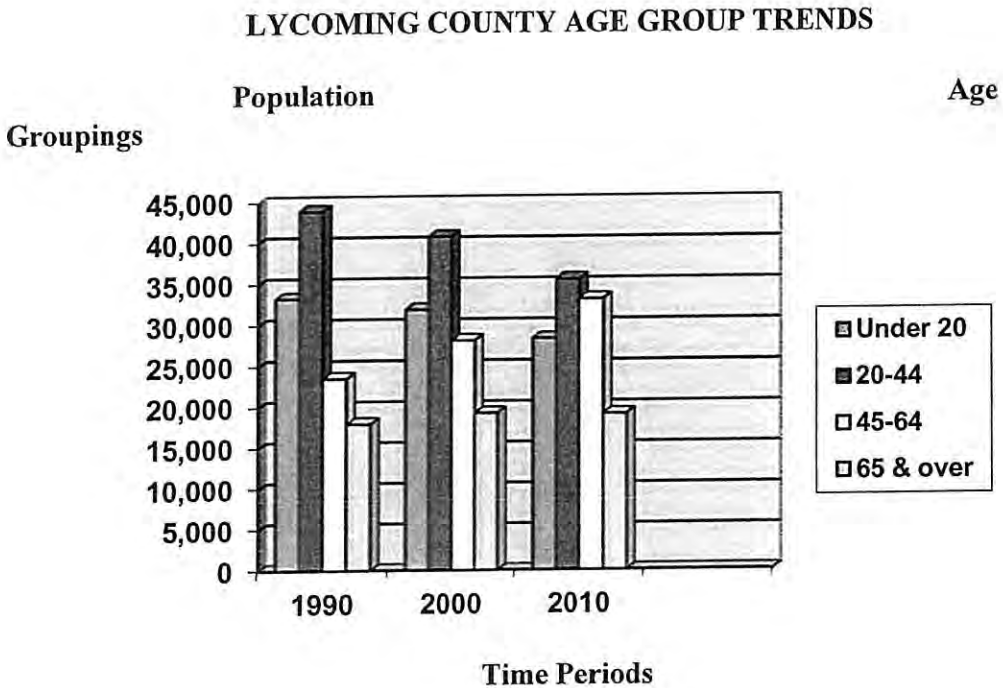
Population By Age Groups

The US Census 2010 population for Lycoming County is shown by various age groups. The Lycoming County Comprehensive Plan further identifies age groups as follows:

- School Age Group (Under age 20)*
- Young Adult Age Group (20 to 44 years)*
- Mature Age Group (45 to 64 years)*
- Senior Elderly Population Age Group (65 years and over)*

AGE GROUP	2010 POPULATION	PERCENT SHARE
School Age (Under 20 years)	28,433	24.4%
Young Adult (20 to 44 years)	45,528	38.6%
Mature (45 to 64 years)	33,138	28.2%
Senior Elderly (65 years and over)	19,112	16.5%
Total Population	116,211	100%

The next bar chart depicts these same population age group trends between 1990 and 2010.



Between 1990-2010, younger school age populations have seen a steady overall 15% decline. The young adult population group also declined by 19% while the mature age group population increased by a significant 40% and the senior age group rose 6% over the last two decades. This is a concern because a reduction or exodus of younger generation populations and corresponding rises in elderly populations can destabilize the social fabric of the community as less and less younger workers who generate a greater proportion of the tax base required to support necessary community services such as transportation, required by older individuals create the potential for budget deficits and adversely impact delivery of services to all individuals. Again, the emergence of Marcellus Shale employment opportunities may help retain younger local workers in the region, however additional Census data compiled in future years will be necessary to clearly establish meaningful future trends as Marcellus activity was just beginning at the time of the 2010 Census.

Racial Composition

The 2010 Census information by racial composition is provided on the following table:

Race	2010 Population	Percent Share
<i>White</i>	107,573	92.6 %
<i>Black or African American</i>	5,203	4.5%
<i>American Indian and Alaska Native</i>	217	.2%
<i>Asian</i>	671	.6%
<i>Native Hawaiian and other Pacific Islander</i>	25	.0%
<i>Some other Race</i>	421	.4%
<i>Two or More Races</i>	2,001	1.7%
Totals	116,111	100.0%

It should be noted that Hispanic is an ethnicity, not a racial category contained in Census data since persons of Hispanic origin can be of any race.

There are 1,543 persons of Hispanic or Latino minority ethnicity which represent 1.3% of Lycoming County's population according to the 2010 Census which is considerably lower than the State-wide 5.5% Hispanic or Latino minority population figure. Again, there are a number of individuals of Hispanic or Latino origin that were observed working in the Marcellus industry, however in many cases they are not recorded in Lycoming County population figures since their primary residence is out of county. As shown in the above statistics, the County's population racial composition is predominantly white, however 7.4% of the population is non-white which is substantially lower than the 14.7 % state-wide non-white population figure.



2007-2011 American Community Survey, (ACS)

The US Census Bureau has multiple data sets that it releases pertaining to population and transportation characteristics. Below is a summary of the latest ACS population and transportation data for Lycoming County that has relevance to the WATS Long Range Transportation Plan and WATS Public Participation Plan .

(Limited English Proficiency)

- ❖ According to ACS, there are a total of 109,884 persons in Lycoming County aged five years and older. A total of 1,046 persons (1%) speak a primary language at home other than English and Speak English less than very well. Lycoming County is lower than the statewide percent of 3.8% primary non English speaking population.

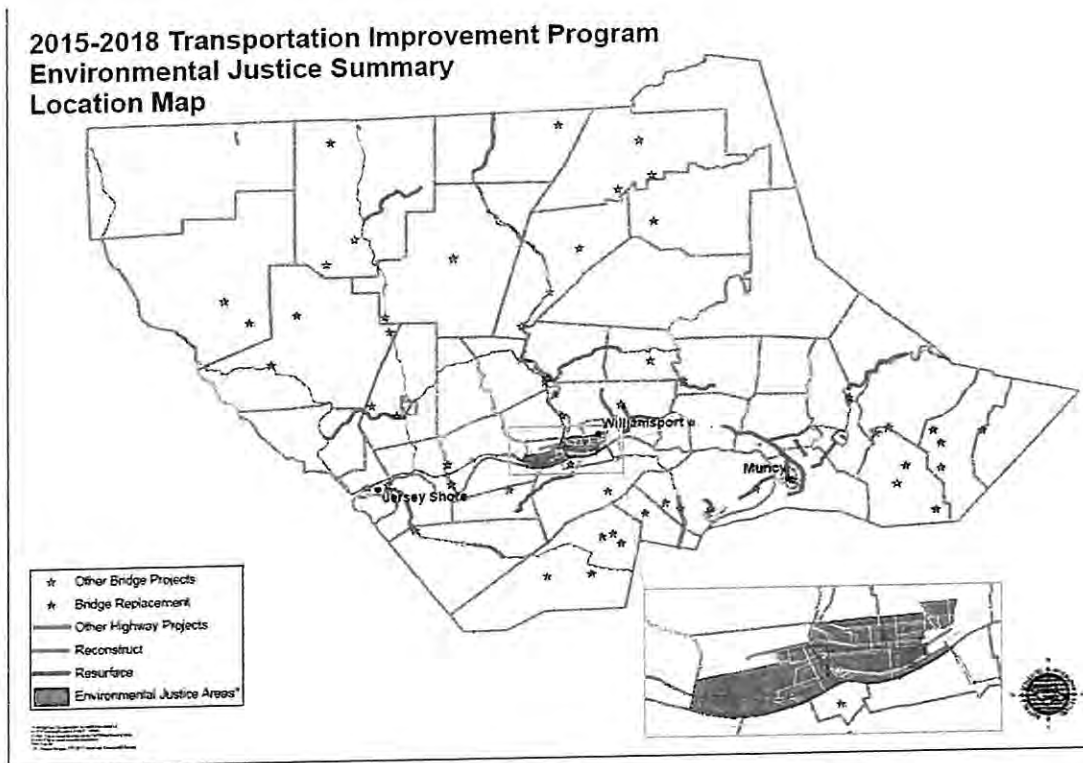
(Disabled Population)

- ❖ In terms of the total Civilian Non-institutionalized population of Lycoming County, there are 113,715 persons residing in the County, where 16,476 persons (14.5%) have a physical or mental disability. The 65 years and over age group of this population grouping total 18,245 persons with 6,900 persons (37.8%) having a physical or mental disability. Lycoming County population disability percentages are slightly higher than the state-wide disability percentages at 13.1% total disability and 35.6% over age 65 with disability figures.

(Poverty Status)

- ❖ There are 111,118 persons in Lycoming County for whom poverty status is determined. Of this number, 15,834 persons (14.2%) were determined to be falling below the poverty level which is slightly higher than the Pennsylvania 12.6% poverty level figure.

The Census and ACS data was used to determine the percent of minority, and low-income residents within each of the census tracts in Lycoming County. The map below illustrates the clustering of environmental justice populations groups for those census tracts that meet the federal criteria of an environmental justice area where the tract has 20% or more families below the federal poverty level and has 30% or more minority population. The current FFY 2015-2018 WATS MPO Transportation Improvement Program projects were also identified on this map in relation to the mapped environmental justice population areas.



Of the 81 highway and bridge improvement projects listed on the FFY 2015-2018 WATS TIP, only 5 projects are included within the environmental justice population cluster situated entirely within the Williamsport Urbanized Area. These projects are:

- *West Fourth Street Reconstruction Project in the Newberry Section of the City of Williamsport.*
- *West Third Street Reconstruction Project between Campbell and Basin Streets in the City of Williamsport Central Business District*
- *Hepburn Street Resurfacing Project between Via Bella and West Third Streets in the City of Williamsport.*
- *Interstate 180 Bridge Deck Replacement Project over the Lycoming Valley Railroad in the City of Williamsport.*
- *West Fourth Street Bridge Rehabilitation Project over Lycoming Creek in the City of Williamsport.*

As part of the preliminary design phase of these projects, PennDOT and consultant teams are working to avoid, minimize, and mitigate adverse impacts to environmental justice populations and these efforts are being documented in the environmental clearance documents for each project.

For other transportation projects which are advancing from the WATS Long Range Plan for programming on the WATS Transportation Improvement Program preliminary design phase, WATS will work with PennDOT and other project sponsors to identify the environmental justice populations and evaluate direct and indirect impacts of the projects on these populations. For projects which have advanced beyond preliminary design phase, WATS, PennDOT and other project sponsors will work to avoid, minimize and mitigate adverse impacts to environmental justice populations. Again, these efforts are documented in the appropriate environmental clearance documents for the projects.

In terms of transit, it should be recognized that WATS, River Valley Transit and STEP activity solicit input from environmental justice populations through the WATS Transit Advisory Committee which includes numerous social service organizations providing programs and services supporting the transportation needs of such populations. RVT and STEP continually attempt to improve public transit service to key growth areas which include subject populations.

On May 27, 2014, the WATS MPO also adopted its Coordinated Public Transit-Human Services Transportation Plan in conjunction with the SEDA-COG MPO. This plan helps guide the distribution of federal funds from certain transit programs that serve low incomes, minority populations, persons with disabilities and the elderly. A large number of stakeholders provided input about this Coordinated Plan, including many stakeholders that directly or indirectly represent environmental justice populations of concern.

As noted on the mapping, most WATS TIP projects are situated outside environmental justice population concentrated areas. Targeted WATS outreach efforts will be made to ensure meaningful input from environmental justice populations on all WATS proposed projects, especially regarding those projects situated within environmental justice population centers which are primarily concentrated within the Williamsport Urbanized Area.



ENVIRONMENTAL JUSTICE PUBLIC OUTREACH

One of the core principles of environmental justice is to “ensure the full and fair participation by all potentially affected communities in the transportation decision-making process”. A number of steps are taken to enable members of the public to comment on the WATS TIP.

A 30 day public comment period is held. During this time, the draft TIP is posted on the Lycoming County website www.lyco.org and at offices of all 109 interested parties identified in this WATS Public Participation Plan so that the TIP documents are easily accessible either on-line or are physically accessible at convenient locations throughout Lycoming County. The TIP public comment period is advertised in the Williamsport Sun Gazette in 3 separate newspaper editions during this 30 day period. A public meeting is also convened by the Lycoming County Planning Commission during the comment period as federally required. The County also uses Facebook, Twitter, a YouTube video and Googleplus as social media for the first time to broaden its TIP public outreach techniques. Notices are also sent to all Native American Indian Tribes and Nations whose ancestors had at one time lived in Lycoming County.

The TIP projects are derived from the Williamsport MPO 2013-2033 Long Range Transportation Plan adopted by the WATS MPO on December 19, 2013. As part of the LRTP public outreach process, a TV series on the plan is shown on Comcast Channel 75 (Lycoming County Area Television) as a unique public outreach technique which again can be easily viewed at any time on the County website www.lyco.org.

The Williamsport MPO will continue to refine the locations of populations of concern as additional ACS and Census information becomes available, to expand methods of analysis for determining benefits and burdens, and to implement techniques for informing all citizens about future transportation projects as part of this Public Participation Plan.



Compliance with Limited English Proficiency, (LEP)

According to American Community Survey, there are a total of 109,884 persons in Lycoming County aged five years and older. A total of 1,046 persons (1%) speak a primary language at home other than English and Speak English less than very well. Lycoming County is lower than the statewide percent of 3.8% primary non English speaking population. This LEP population breakdown for Lycoming County is illustrated below

**Lycoming County Limited English Proficiency (LEP) Profile
2007-2011 American Community Survey 5 Year Estimates**

	Lycoming County,	
	Estimate	Margin of
Total:	109,884	+/-37
Speak only English	106,466	+/-430
Spanish or Spanish Creole:	1,197	+/-216
Speak English "very well"	898	+/-201
Speak English less than "very well"	299	+/-90
French (incl. Patois, Cajun):	180	+/-91
Speak English "very well"	162	+/-91
Speak English less than "very well"	18	+/-18
French Creole:	38	+/-60
Speak English "very well"	16	+/-25
Speak English less than "very well"	22	+/-35
Italian:	119	+/-60
Speak English "very well"	73	+/-36
Speak English less than "very well"	46	+/-39
Portuguese or Portuguese Creole:	2	+/-4
Speak English "very well"	2	+/-4
Speak English less than "very well"	0	+/-81
German:	535	+/-218
Speak English "very well"	435	+/-178
Speak English less than "very well"	100	+/-72
Yiddish:	17	+/-26
Speak English "very well"	17	+/-26
Speak English less than "very well"	0	+/-81
Other West Germanic languages:	450	+/-232
Speak English "very well"	248	+/-99
Speak English less than "very well"	202	+/-166

Scandinavian languages:	0	+/-81
Speak English "very well"	0	+/-81
Speak English less than "very well"	0	+/-81
Greek:	8	+/-8
Speak English "very well"	8	+/-8
Speak English less than "very well"	0	+/-81
Russian:	105	+/-76
Speak English "very well"	65	+/-62
Speak English less than "very well"	40	+/-42
Polish:	47	+/-36
Speak English "very well"	40	+/-34
Speak English less than "very well"	7	+/-10
Serbo-Croatian:	43	+/-49
Speak English "very well"	29	+/-39
Speak English less than "very well"	14	+/-23
Other Slavic languages:	0	+/-81
Speak English "very well"	0	+/-81
Speak English less than "very well"	0	+/-81
Armenian:	7	+/-9
Speak English "very well"	3	+/-4
Speak English less than "very well"	4	+/-5
Persian:	0	+/-81
Speak English "very well"	0	+/-81
Speak English less than "very well"	0	+/-81
Gujarati:	117	+/-112
Speak English "very well"	16	+/-23
Speak English less than "very well"	101	+/-115
Hindi:	33	+/-48
Speak English "very well"	19	+/-29
Speak English less than "very well"	14	+/-21
Urdu:	0	+/-81
Speak English "very well"	0	+/-81
Speak English less than "very well"	0	+/-81
Other Indic languages:	56	+/-47
Speak English "very well"	53	+/-44
Speak English less than "very well"	3	+/-6
Other Indo-European languages:	29	+/-23
Speak English "very well"	23	+/-16
Speak English less than "very well"	6	+/-9
Chinese:	40	+/-43
Speak English "very well"	27	+/-24
Speak English less than "very well"	13	+/-22
Japanese:	25	+/-23
Speak English "very well"	15	+/-18
Speak English less than "very well"	10	+/-15
Korean:	17	+/-18
Speak English "very well"	2	+/-5
Speak English less than "very well"	15	+/-18
Mon-Khmer, Cambodian:	12	+/-21
Speak English "very well"	5	+/-9
Speak English less than "very well"	7	+/-13
Hmong:	0	+/-81
Speak English "very well"	0	+/-81
Speak English less than "very well"	0	+/-81
Thai:	0	+/-81

Speak English "very well"	0	+/-81
Speak English less than "very well"	0	+/-81
Laotian:	0	+/-81
Speak English "very well"	0	+/-81
Speak English less than "very well"	0	+/-81
Vietnamese:	82	+/-63
Speak English "very well"	21	+/-23
Speak English less than "very well"	61	+/-54
Other Asian languages:	94	+/-67
Speak English "very well"	72	+/-56
Speak English less than "very well"	22	+/-33
Tagalog:	35	+/-32
Speak English "very well"	30	+/-31
Speak English less than "very well"	5	+/-6
Other Pacific Island languages:	26	+/-36
Speak English "very well"	24	+/-36
Speak English less than "very well"	2	+/-3
Navajo:	0	+/-81
Speak English "very well"	0	+/-81
Speak English less than "very well"	0	+/-81
Other Native North American	41	+/-58
Speak English "very well"	41	+/-58
Speak English less than "very well"	0	+/-81
Hungarian:	0	+/-81
Speak English "very well"	0	+/-81
Speak English less than "very well"	0	+/-81
Arabic:	37	+/-32
Speak English "very well"	2	+/-3
Speak English less than "very well"	35	+/-32
Hebrew:	0	+/-81
Speak English "very well"	0	+/-81
Speak English less than "very well"	0	+/-81
African languages:	14	+/-25
Speak English "very well"	14	+/-25
Speak English less than "very well"	0	+/-81
Other and unspecified languages:	12	+/-22
Speak English "very well"	12	+/-22
Speak English less than "very well"	0	+/-81

The WATS MPO complies with LEP requirements by including in the WATS public meeting notices the availability of LEP language translation services upon advance notification. The WATS MPO has LEP translation service availability through PennDOT contract with **Propio Language Services**. Therefore, this plan document may be translated into other languages to facilitate public review by LEP individuals upon request.



Compliance with PA Sunshine Law

All WATS public meetings are publicly advertised in the Williamsport Sun Gazette at least 7 days prior to the meeting and are open to the general public. Public information requests for WATS produced documents are handled directly by the Lycoming County Right to Know Public Information Officer in a manner that is in compliance with state law. Minutes of all WATS public meetings are prepared by LCPC and are posted on the website after WATS approval at their public meeting and copies are publicly available from the LCPC office upon request.

Compliance with Public Participation Plan

The WATS MPO initially developed a Public Participation Plan in 1994 with subsequent plan updates since that time to ensure compliance with federal public participation requirements and to respond to changing demographics and emerging new technologies that have become available to the WATS MPO to improve public outreach techniques. This plan provides a demographic overview of Lycoming County based on Census information, identifies “interested parties” for WATS targeted public outreach in response to federal requirements and outlines a variety of techniques used by WATS to conduct its public outreach program. The updated demographic profiles for Lycoming County which serve as a foundation of WATS public outreach were outlined earlier in this plan. This section of the plan will focus on the identification of “interested parties” in response to federal requirements along with discussion of WATS public outreach techniques used in Long Range Plan, TIP development and other WATS programs.

Interested Parties

Interested parties are generally defined under federal SAFETEA-LU legislation. In response, the WATS MPO has further defined interested parties to ensure local public participation among all categories of transportation users and stakeholders defined in the law. The WATS Public Participation Plan identifies the following organizations as interested parties:

- ✦ PennDOT
- ✦ River Valley Transit
- ✦ SEDA-COG Joint Rail Authority
- ✦ Norfolk Southern
- ✦ STEP
- ✦ Billtown Cab
- ✦ Williamsport-Lycoming Chamber of Commerce
- ✦ Lycoming County Tourist Promotion Agency
- ✦ Lycoming County Industrial Properties Corporation
- ✦ All 52 Lycoming County Municipalities (Inc. Townships / Boros Association)
- ✦ Susquehanna Trailways
- ✦ Williamsport Bicycle Club
- ✦ Our Towns 2010
- ✦ PA Motor Truck Association
- ✦ SEDA-COG
- ✦ West Branch Manufacturers Association
- ✦ West Branch Council of Governments
- ✦ Pine Creek Council of Governments
- ✦ PA Department of Environmental Protection
- ✦ PA Department of Community and Economic Development
- ✦ US Army Corps of Engineers
- ✦ Williamsport Municipal Airport Authority
- ✦ PA Aviation Advisory Committee
- ✦ Williamsport Parking Authority
- ✦ Lycoming County Housing Finance, Inc.
- ✦ First Communities Foundation of PA
- ✦ Route 15 Coalition
- ✦ Appalachian Thruway Association
- ✦ PA Highway Information Association
- ✦ Children's Development Center
- ✦ National Multiple Sclerosis Society
- ✦ Easter Seal Society
- ✦ Susquehanna Health
- ✦ Bi-County Office for the Aging
- ✦ American Association of Retired People
- ✦ Lycoming County Mental Health and Mental Retardation
- ✦ Hope Enterprises
- ✦ Williamsport Home

- ✦ Center of Independent Living / Roads to Freedom of Northcentral PA
- ✦ Rose View Manor
- ✦ Sycamore Manor
- ✦ Manor Care Health Services
- ✦ North Central Sight Services
- ✦ Office of Vocational Rehabilitation
- ✦ American Cancer Society
- ✦ Lycoming Valley Association for the Deaf
- ✦ American Lung Association of Central PA
- ✦ Lycoming County Public Assistance Office
- ✦ Williamsport YMCA/YWCA
- ✦ Valley View Nursing Home
- ✦ The Center
- ✦ Lycoming College
- ✦ Penn College
- ✦ Career-Link
- ✦ Lycoming County Health Improvement Coalition
- ✦ AFSCME
- ✦ Coalition for Responsible Growth and Resource Conservation

The WATS MPO conducts directly mailings to the above-listed organizations during development of the WATS Long Range Plan and Transportation Improvement Program and other WATS initiatives as appropriate.



**Williamsport/Lycoming
Chamber of Commerce**

WATS Public Outreach Techniques

The Lycoming County Planning Commission utilizes a variety of public outreach techniques to encourage public participation in the development of WATS programs, including the Long Range Plan and Transportation Improvement Program. These outreach techniques are summarized on the next page.

Public Participation Element

Outreach Technique

WATS Documents Availability

LCPC Office, Interested Party mailings, county website www.lyco.org. Utilize social media such as Facebook, Twitter, GooglePlus and You Tube. Tribal nations notification.

Comment Opportunities

Public meeting, written comments (email or hardcopy)

Public Meeting

Hold minimum of 1 public meeting during public comment period and 1 public meeting at plan adoption stage

Public Comment Period Notice

Publish legal notice at least 30 calendar days prior to TIP public comment period ending and 45 calendar days for Long Range Plan and Public Involvement Plan Updates. (Public Notice published in the Williamsport Sun Gazette minimum of 3 times.)

Public Meeting Notice

Publish legal notice at least 7 calendar days prior to public meeting (published in Williamsport Sun Gazette)

Public Comment Summary

Prepare a summary of comments received during public comment period

Visualization Techniques

Where appropriate, make use of Lyco- Geographic Information System, (GIS) to develop maps, charts, figures, power-point presentations and public displays.

NEW INNOVATIVE PUBLIC INVOLVEMENT TECHNIQUE

Lycoming County Area Television, (LCAT)

In addition to the previously mentioned public outreach techniques, a major new public outreach initiative has begun in Lycoming County. Lycoming County Area Television (LCAT) is a nonprofit entity filling a significant gap in the education-government information dissemination throughout Lycoming County. There is currently very limited or sporadic television coverage of major events within the county. Regional TV stations, operating in Wilkes-Barre and Scranton Areas have no incentive to provide this type of programming throughout Lycoming County since we are on the fringe of their 12 county viewing area and lack the type of population figures that make it financially worthwhile for the for-profit TV companies, located over 100 miles away to cover.



LCAT is broadcasting on the existing Comcast Channel # 75 program with content that is educational and / or governmental. LCAT intends to design and activate an associated web site for announcing program content and for providing "Live Streaming" of broadcast material to listeners/viewers across the internet. Program content will help promote regional tourism opportunities, focus on community events, provide viewing of governmental meetings and presentations of local interest, and serve as a direct means of disseminating public safety and emergency information, a function particularly important to the County. The County has developed a video series featuring the 2013-2033 WATS Long Range Transportation Plan which aired on LCAT during the 45 day public comment period during November-December, 2013 and has been re-broadcast on a continual basis since 2013. WATS access to the other area-wide TV stations such as WNEP, WBRE, WYOU will continue be maintained as well along with radio, newspaper and internet. The LCPC, working with PennDOT, maintains a comprehensive, updated media contact list for distribution of press releases and other important public information announcements about WATS plans and TIP projects.

2013-2033 WATS Long Range Plan Development Public Meeting Schedule

There were 11 publicly advertised meetings held or arranged by WATS during the development of this WATS Long Range Transportation Plan Update as follows:

<i>Public Meeting</i>	<i>Date/Time</i>	<i>Place</i>
WATS Technical Committee (Plan Kickoff)	December 17, 2012 (10 AM)	Executive Plaza 330 Pine St. Williamsport, PA
WATS Technical Committee	February 7, 2013 (10 AM)	Executive Plaza
WATS Coordinating Committee	February 25, 2013 (1 PM)	Executive Plaza
WATS Technical Committee	May 7, 2013 (10 AM)	Executive Plaza
WATS Coordinating Committee	May 28, 2013 (1 PM)	Executive Plaza
WATS Technical Committee	September 25, 2013 (10 AM)	Executive Plaza
WATS Coordinating Committee	October 8, 2013 (1 PM)	Executive Plaza
Lycoming County Planning Comm.	November 21, 2013 (6PM)	Executive Plaza
WATS Technical Committee	December 10, 2013 (10 AM)	River Valley Transit 1500 West 3 rd St. Williamsport, PA
Lycoming County Commissioners	December 12, 2013 (10 AM)	Executive Plaza
WATS Coordinating Committee (WATS MPO Plan Adoption)	December 19, 2013 (1 PM)	Executive Plaza

The WATS Technical Committee served as the overall WATS Long Range Plan development steering committee. In addition to the above noted public meeting schedule, an Agency Coordination Meeting, (ACM) consultation was held with ACM participation environmental agencies on October 23, 2013 fulfilling the federal environmental consultation public involvement requirements. A federally required 45 day public comment period was advertised by WATS following the ACM presentation which began on November 1, 2013 and concluded on December 15, 2013 for this draft Long Range Transportation Plan. All public comments were summarized and addressed prior to the WATS MPO plan adoption date on December 19, 2013. The next Long Range Plan Update adoption is scheduled for December 31, 2018.

HOW DO I PARTICIPATE?

- ✓ Visit the County of Lycoming website at www.lyco.org to view and download WATS MPO transportation related information pertaining to the WATS Long Range Transportation Plan, Transportation Improvement Program and other planning documents, videos and programs. Upcoming public meeting notices are posted on the website, including meeting agendas, meeting minutes and related materials. The County of Lycoming has recently initiated a variety of social media public outreach efforts so you can visit us on Facebook, Twitter, Google Plus and You Tube. The complete TV Series featuring the 2013-2033 WATS Long Range Transportation Plan aired on LCAT Comcast Channel 75 is now available for viewing at www.lyco.org.
- ✓ Review the Williamsport Sun Gazette newspaper legal ad section for WATS MPO Public Meeting advertisements and Long Range Plan and TIP public comment periods.
- ✓ Attend WATS MPO public meetings. All meetings are open to the public and there are public comment opportunities on all agenda items at the beginning and conclusion of each meeting. Public discussion during agenda items may also be entertained at the discretion of the WATS Chairman. WATS Technical Committee and Coordinating Committee meetings are usually held quarterly (every three months) throughout the year, however the schedule may vary somewhat depending upon the urgency of certain committee business.
- ✓ Contact the Lycoming County Planning Commission with questions, concerns and comments on transportation issues. Our contact information is provided below:

Mark Murawski, Lycoming County Transportation Planner
Lycoming County Planning Commission
48 West Third Street
Williamsport, PA 17701

Phone Number (570) 320-2138
Fax Number (570) 320-2135
Email: mark.murawski@lvco.org
Website: www.lvco.org

Office Hours 8:30 AM – 5:00 PM Monday through Friday

Fully accessible Public Transportation provided by River Valley Transit. Contact (570) 326-2500 for more information or visit ridervt.com.

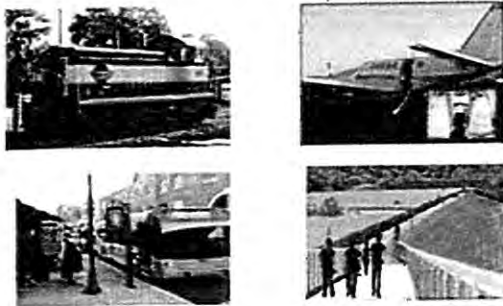
FUTURE PLAN EVALUATION PROCEDURES

The WATS MPO will periodically evaluate the procedures for public participation including the review of public meeting attendance, the frequency and nature of public comments received on WATS planning documents, website and social media interaction and any other comments or suggestions. The findings will be incorporated as part of subsequent WATS Public Participation Plan updates and public involvement activities.

WILLIAMSPORT AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION
2013-2033 LONG RANGE TRANSPORTATION PLAN



MOVING IN THE RIGHT DIRECTION



Prepared By Lycoming County Planning and Community Development

Adopted By WATS MPO Coordinating Committee
December 19, 2013



EXHIBIT 7

WATS MPO TIP

**WRITTEN PUBLIC COMMENTS RECEIVED
WITH WATS MPO RESPONSES**

Mark Murawski

From: Mark Murawski
Sent: Wednesday, May 23, 2018 9:02 AM
To: 'Paul heise'
Cc: 'King, Christopher D.'; Mullins, Carey R
Subject: RE: TIP public comment - PA 405 widening

Paul,

Thanks for your comments on Route 405 widening for TIP funding consideration. I will bring this issue to the attention of the WATS Technical Committee at their June 4, 2018 public meeting and let you know how your comments will be addressed.

Best Regards,

Mark R. Murawski
Transportation Supervisor
Lycoming County Planning Commission
48 West Third Street
Williamsport, PA 17701
Tel: 570-320-2138
Fax: 570-320-2135
email: mark.murawski@lyco.org

From: Paul heise [<mailto:peheise7@gmail.com>]
Sent: Tuesday, May 22, 2018 7:31 PM
To: Mark Murawski
Subject: Fwd: Delivery Status Notification (Delay)

Lycoming County Warning: This is an external email. Please exercise caution. Think Before You Click!

----- Forwarded message -----

From: Mail Delivery Subsystem <mailer-daemon@googlemail.com>
Date: Tue, May 22, 2018 at 4:02 PM
Subject: Delivery Status Notification (Delay)
To: peheise7@gmail.com



Delivery incomplete

There was a temporary problem delivering your message to mmurawski@lyco.org. Gmail will retry

for 20 more hours. You'll be notified if the delivery fails permanently.

LEARN MORE

The response was:

The recipient server did not accept our requests to connect. Learn more at <https://support.google.com/mail/answer/7720> [iyco.org 69.172.201.153: timed out]

Final-Recipient: rfc822; mmurawski@iyco.org

Action: delayed

Status: 4.4.1

Diagnostic-Code: smtp; The recipient server did not accept our requests to connect. Learn more at <https://support.google.com/mail/answer/7720>

[iyco.org 69.172.201.153: timed out]

Last-Attempt-Date: Tue, 22 May 2018 13:02:11 -0700 (PDT)

Will-Retry-Until: Wed, 23 May 2018 09:31:48 -0700 (PDT)

----- Forwarded message -----

From: Paul heise <peheise7@gmail.com>

To: mmurawski@iyco.org, "Tosca, Sandra" <STOSCA@pa.gov>, geverett@pahousegop.com

Cc:

Bcc:

Date: Sun, 20 May 2018 12:31:47 -0400

Subject: Lycoming County TIP

Mark, I would like you to add to the TIP Route 405 from current three lane in Wolf Twp. to the three lane in Muncy Creek Twp. This section of TR405 is built up the entire distance and has numerous traffic generators. The addition of a center turning lane would be an excellent safety improvement. This two lane section has one of the highest traffic volumes in Lycoming County. Truck traffic has increased with the gas companies becoming more active to our North. Project has a wide right of way existing and should only require small amount for drainage. Hope you will give this serious consideration.

Paul

EXHIBIT 8

**WATS MPO LONG RANGE TRANSPORTATION PLAN
FEDERAL ACCEPTANCE LETTER**



U. S. DEPARTMENT
OF TRANSPORTATION

Federal Highway
Administration

Pennsylvania Division

DEC 31 2013

228 Walnut Street, Room 508
Harrisburg, PA 17101-1720

In reply refer to:
HPD-PA

Pennsylvania – Williamsport Area
Transportation Study MPO 2013-2033 LRTP
Acceptance

Mr. Mark Murawski
Transportation Planner
Lycoming County Planning Commission
48 West Third Street
Williamsport, PA 17701

Dear Mr. Murawski:

The Federal Highway Administration (FHWA) has completed our review of the Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization's 2013-2033 Long Range Transportation Plan (LRTP) Update, as submitted on December 23, 2013. Based on our review of the information provided and our office's participation in those transportation planning processes, we find that the WATS LRTP was developed based on a continuing, cooperative, and comprehensive transportation planning process in accordance with 23 USC 134. This letter constitutes FHWA's acceptance of the 2013-2033 WATS LRTP.

If you have any questions, please feel free to contact Deborah Suci-Smith at 717-221-3785 or Deborah.suci.smith@dot.gov.

Sincerely,

Keith Lynch
Director of Program Development

cc: James Ritzman, PennDOT
Larry Shifflet, PennDOT
Sandra Tosca, PennDOT 3-0
Carey Mullins, PennDOT

EXHIBIT 9

WATS MPO SELF-CERTIFICATION RESOLUTION

PLANNING AND COMMUNITY DEVELOPMENT

Commissioners:

R. Jack McKernan, Chairman
Tony R. Mussare, Vice Chairman
Richard Mirabito, Secretary

Location:

Executive Plaza
330 Pine Street
Williamsport Pennsylvania 17701



"Building Partnerships"

Kurt Hausammann, Jr., AICP, Director

Voice: (570) 320-2130
Fax: (570) 320-2135
www.lyco.org

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

WILLIAMSPORT AREA TRANSPORTATION STUDY METROPOLITAN PLANING ORGANIZATION SELF-CERTIFICATION RESOLUTION

RESOLUTION of the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program, (TIP) and the Long Range Transportation Plan (LRTP).

WHEREAS, 23 CFR Part 450.334 specifies that, concurrent with the submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transportation Administration, (FTA) as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations, (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Sections 134 and 135 of Title 23 USC, 49 USC 5303-5304, and 23 CFR Part 450 set forth national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including development of a TIP and LRTP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR Part 450.324 and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; the Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37 and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101 (b) of the Fixing American's Surface Transportation, (FAST) Act (Public Law 114-94) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met; and

WHEREAS, the provisions of 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations) have been met; and

WHEREAS, the provision of 49 CFR Part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE, BE IT RESOLVED that the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's transportation plans and programs, including the WATS MPO FFY 2019-2022 TIP and the WATS MPO LRTP. (See Exhibit 1)

We, the undersigned, hereby certify that the foregoing resolution was adopted in accordance with the WATS Bylaws, by the WATS MPO at their June 18, 2018 publicly advertised meeting, and that said resolution is now in full force and effect.


Mark Murawski, WATS MPO Secretary

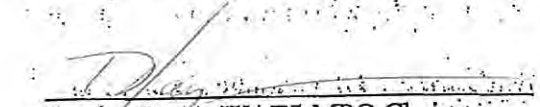

Sandra Tosca, WATS MPO Chairman

EXHIBIT 10

**RIVER VALLEY TRANSIT
FINANCIAL CAPACITY ANALYSIS**

RVT Financial Plan: FY 2017 – FY 2022

A principal challenge facing RVT over the next several years will be to maintain the financial capacity required to fund the continued provision of high quality transit service to the local communities RVT presently serves and the planning for fixed route service to Clinton County in 2018. Developing a plan to assure this financial viability over the next few years is further challenged by substantial uncertainties concerning both the expense side and especially the revenue side of the financial equation. This financial plan, then, will attempt to identify realistic and prudent assumptions regarding such uncertainties and then develop revenue and expense projections, determine likely deficit financial requirements, and develop a financial management strategy for RVT through Fiscal 2022. This Financial Plan does not take into consideration service to Clinton County which may be initiated in CY 2018 utilizing PennDOT Demonstration grant funding at 85% of the operating cost for the first three years if established performance standards are met.

Revenue and Expense Projections

RVT's operating expense depends primarily on the number of vehicle hours and miles operated in addition to the cost of maintaining fixed assets and the administrative support cost of managing the system. Vehicle miles operated on RVT's fixed route operating system has been quite stable over the past several years, with minor revisions along the way involving both service cuts and expansions compensating for each other out over the long run. Thus, although RVT plans to conduct a comprehensive service plan update next year, this plan assumes continuation of current service levels over the next three years, with some modest expansion in service.

Figure 1 presents a fully allocated cost model for Fiscal 2017, which allocates all audited expenses for that year to either vehicle miles, vehicle hours, or fixed capacity as represented by the number of peak hour vehicles in service on weekdays. Total operating expense for Fiscal 2017 was \$7,057,598, which factors down to an average variable cost of \$54.02 per vehicle hour operated and \$1.56 per vehicle mile operated, in addition to \$2,198.67 fixed cost per peak hour vehicle per week. The fixed cost per peak hour vehicle per week is computed as total fixed costs of \$2,629,615 divided by 23 vehicles operating at peak hours over 52 weeks in the year. It should be noted that these cost factors pertain only to RVT's regular fixed route transit system. In addition, the direct cost of providing the ADA paratransit service, RVT Plus, which is partially operated through a subcontract with STEP, Inc., was \$8,750. Thus, RVT's total operating expense for Fiscal 2017 was \$7,066,348.

Figure 1

FULLY ALLOCATED COST MODEL
FISCAL YEAR 2017 - AUDIT

Cost Function	Vehicle Revenue Hours (56,965)	Vehicle Revenue Miles (864,129)	Peak Hour Vehicle (23 x 52)	Total
LABOR				
Operators' Salary & Wages	\$1,801,340			\$1,801,340
Supervisors' Salary	\$ 317,598			\$ 317,598
Maintenance Salary & Wages		\$ 444,923		\$ 444,923
Administrative Salary & Wages			\$ 593,635	\$ 593,635
FRINGE BENEFITS				
Operators & Supervision	\$ 958,476			\$ 958,476
Maintenance		\$201,349		\$ 201,349
Administrative			\$ 171,506	\$ 171,506
SERVICES				
			\$ 800,374	\$ 800,374
MATERIALS & SUPPLIES				
Fuel & Lubricants		\$ 398,051		\$ 398,051
Tires & Tubes		\$ 64,643		\$ 64,643
Other Materials & Supplies			\$ 511,464	\$ 511,464
UTILITIES				
		\$ 69,324	\$ 34,662	\$ 103,986
CASUALTY & LIABILITY				
		\$ 172,279		\$ 172,279
MISCELLANEOUS EXPENSE				
			\$ 517,974	\$ 517,974
TOTAL	\$3,077,414	\$1,350,569	\$2,629,615	\$7,057,598
Cost Factors	\$ 54.02	\$1.56	\$2,198.67*	
ADA COMPLEMENTARY PARATRANSIT SERVICE				
				\$ 8,750
SYSTEM TOTAL OPERATING EXPENSE				
				\$7,066,348

* Fixed Cost Per Peak Hour Vehicle Per Week

Figure 2 shows revenue and expense estimates for Fiscal 2018 and projections for Fiscal 2019 through 2022, as well as, actual figures for the past four years beginning with Fiscal 2014. The expense projections are based on the following general assumptions:

- Modest increase in service levels
- 2.5% annual increase in wages
- 4% annual increase in benefits
- 3% increase in annual insurance costs
- 5% increase in utility costs
- 2% increase in fuel costs

Figure 2 Revenue and Expense Projections (000's)

	Fiscal Year	Total Expense	Total Revenue	Net Cost	% Cost Recovery
Actual:	2014	\$6,307	\$1,143	\$5,164	18.1%
	2015	\$6,672	\$1,105	\$5,567	16.6%
	2016	\$6,845	\$ 962	\$5,883	14.1%
	2017	\$7,066	\$1,071	\$5,995	15.2%
Estimated:	2018	\$7,450	\$1,089	\$6,361	14.6%
Projected:	2019	\$7,661	\$1,110	\$6,551	14.5%
	2020	\$7,883	\$1,135	\$6,748	14.4%
	2021	\$8,105	\$1,155	\$6,950	14.3%
	2022	\$8,333	\$1,175	\$7,158	14.1%

Thus, total operating expense is projected to increase from an estimated \$7,450,000 in Fiscal 2018 to \$8,333,000 by Fiscal 2022. Thus, RVT's operating expense is projected to increase by less than 3% per year over the next four years due to combination of a modest increase in service levels, with 23 vehicles used in peak periods, and cost increases in essential expense items. Also, RVT's fleet will continue to be converted from diesel fuel to compressed natural gas (CNG) which will result in lower fuel cost in the future years.

Total revenue is projected to increase at a less moderate rate, due to stable ridership and incremental fare increases. It should be understood, however, that these revenue figures substantially understate actual earned revenue inasmuch as RVT is reimbursed by the Commonwealth of Pennsylvania for free fare senior citizen trips it carries as part of a larger single package of state assistance. In any case, RVT's stated revenue is projected to increase from \$1,089,000 in Fiscal 2018 to \$1,175,000 by Fiscal 2022, an average gain of 2% per year over the next four years. RVT will also continue its policy of implementing incremental increases in selective fare categories as needed to achieve these revenue targets.

The net effect of these expense and revenue projections would be a slight increase in net operating cost in Fiscal 2018, up to \$6,360,609 as compared with \$5,995,879 in 2017, followed by a widening net cost or operating deficit over the next few years, topping \$7,158,000 in Fiscal 2022. Thus, RVT's percent cost recovery ratio is projected to decrease incrementally to 14.6% in 2018 and continue slightly downward towards 14.1% in Fiscal 2019 through Fiscal 2022, so RVT's cost recovery ratio is actually projected to remain stable over the next few years.

Deficit Financing

The implications of these revenue and expense projections in terms of RVT's overall financial viability are shown in Figure 3. Local operating funds from the City of Williamsport and RVT's other local government partners was \$350,369 in Fiscal 2017. As per a mandate enacted in Act 44 of 2007, local transit agencies in Pennsylvania are required to increase their local contributions to fund operating deficits by 5% per year until their local shares reach 15% of state funding. Therefore, contributions from the local jurisdictions participating in the RVT transit system will continue to increase by 5% per year from \$368,000 in Fiscal 2018 to \$414,000 by Fiscal 2022. This will be achieved by increasing the contribution rates of all the participating local jurisdictions each year. A critical issue in this regard was the restoration of Lycoming County Government's commitment of funds to support RVT's transit operations on an ongoing basis.

Base Federal funding for RVT stands at \$900,000 per year, but RVT has also been awarded additional funding from the Small Transit Intensive Cities apportionments by virtue of exceeding all six performance criteria on which this program is based. Thus, total Federal funding for RVT amounted to \$1,826,516 in Fiscal 2017 and anticipates receiving a total of \$1.8 - \$2.0 million per fiscal year beginning in Fiscal 2018 through Fiscal 2022. Because the projections discussed above assume stable service levels along with further ridership increases over the next four years, RVT will be striving to exceed the performance targets in the near term future and anticipates continuing to receive Federal funding at these levels over the next four fiscal years. These funds can be allocated to operating assistance, as well as, to capital projects. Given the need for continued capital programming, RVT plans to use \$1.8 - \$2.0 million of this expected federal apportionment for operating expenses and reserve the balance, if any, for planning and capital requirements. If RVT fails to hit the performance targets in the next four years, or receive less than \$1.8 - \$2.0 million in federal funding for other reasons, those monies will have to be allocated to cover the projected operating deficits first, leaving little federal funding available for capital programming.

Operating funds from Pennsylvania State Government (PennDOT) amounted to \$4,045,240 in Fiscal 2017 and increased to \$4,192,438 in Fiscal 2018. In order to balance the operating budget, RVT projects needing \$4.32 in operating funds from PennDOT in Fiscal 2019 and will need to have this amount increase from the Commonwealth to a projected \$4.72 million in Fiscal 2022.

RVT has completed a very aggressive capital program over the past several years, recently constructing a \$12 million Trade & Transit Centre II Project in 2016. RVT will continue our fleet replacement program, focusing now on the acquisition of CNG transit vehicles. Substantial funding has been secured for these projects, but additional capital is still needed to move forward on them. RVT continues to apply for discretionary capital funding; both at the federal and state level, to meet these additional needs and completing these planned capital projects over the next four fiscal years. However, if either federal or state operating assistance falls below the projections discussed above, this will leave less funding available for these planned capital projects and further delay their completion.

Financial Management Strategy

Given limited resources and the likelihood of continued cost increases, RVT will require a sound financial strategy based on clear priorities and an understanding of the desired relationships among various system parameters including service levels, expense, ridership, fares, revenue, external funding, and local subsidies. Clearly, the top priority is to preserve the ability to provide high quality fixed route public transportation service to the Williamsport urbanized area and surrounding portions of Lycoming County while keeping the costs to local governments in the area at reasonable levels. As discussed in several Performance Reports and Plan Updates, RVT's overall strategy for maintaining financial viability in the face of growing operating deficits consists of the following principles:

- Holding the line on costs wherever possible, including continuing to increase the use of compressed natural gas (CNG) to reduce the cost of fuel,
- Seeking ways to attract additional ridership and enhance earned revenue,
- Leveraging state and federal funds to the greatest extent,
- Raising fares incrementally so as to minimize ridership disruption, and
- Increasing the local commitment to preserve high quality public transportation in RVT's service area.

The first line of defense, holding costs down to the lowest reasonable levels, means first of all the continued strict managerial control RVT has exerted effectively over the past several years so as to hold real cost increases down to essential elements dictated by service requirements or reasonable "cost of living" adjustments in wages and benefits and unavoidable price increases for utilities, materials and supplies, insurance, and contract services. Moreover, current operations must continue to be scrutinized on a regular basis to identify potential cost savings through selective service trimming where ridership is weak. Beginning in Fiscal 2013, RVT began to purchase compressed natural gas (CNG) buses and has continued to purchase CNG vehicles, which will serve to reduce fuel usage and costs. Along these lines, it should be mentioned that RVT is

planning to continue to purchase CNG transit vehicles in the future. In 2018, RVT will be receiving nine more CNG vehicles, bringing the total number of CNG buses to 19, which will make the fleet over 63% CNG. RVT is planning on all future bus purchases and support vehicles to be powered by CNG.

RVT must also continue to search for opportunities to enhance ridership and revenue through route realignments or other changes in the service plan, as discussed in previous Performance Report and Plan Updates. Aggressive marketing tailored to the needs of specific market segments such as students, senior citizens, or the "transit dependent" population coming into the service area – through service adjustments as well as advertising and promotional campaigns – will continue to promote ridership retention and growth. Thus, one of the key objectives in RVT's Strategic Plan is to develop a comprehensive marketing program. In part, this will entail keeping an eye out for possible entrepreneurial opportunities for expanding service and ridership base through cooperative arrangements with other organizations or governmental units. In Fiscal 2012, at the request of PennDOT, RVT began to manage the Endless Mountains Transportation Authority (EMTA) and has worked on a transportation committee to look at providing services to the south of Lycoming County.

RVT traditionally has one of the lowest transit fare structures in Pennsylvania in order to assure accessible and affordable service to those who need it most. However, it must also recognize that fare increases will be necessary in order to keep pace with increasing operating costs. The goal is to raise fares when needed with only minimal disruption of ridership, and thus RVT has moved to a policy of more frequent, incremental fare increases in selected categories rather than more dramatic across-the-board fare hikes which have tended to drive more patrons away from the system. RVT has implemented small fare increases in our EZ Fares every other year and other similar selective fare increases will be instituted as needed in the future.

Obviously, RVT will also have to continue taking advantage of available state and federal funding to the fullest extent possible. In the short run, this means utilizing substantial amounts to fund operating deficits, as discussed above, although in the long run it is equally important to maintain adequate capital reserves for fleet replacement and other capital projects.

Finally, regarding the last line of defense, it is clear from the analysis presented above that financial support on the part of the local governments and other private sector "partners" will have to increase over time. Contributions from the municipalities participating in the system were last increased in Fiscal 2004, but it will be necessary to raise the local share again in the near and mid-term future as required by PennDOT. In addition, it will be imperative for RVT to restore its commitment of funds to support RVT's transit operations on an ongoing basis. In Fiscal 2014, RVT was able to secure a long-term commitment for substantial funding from the County, keyed to the level of township and municipal funding on a matching basis, as justified by the fact that the River Valley Transit system and the complementary ADA paratransit service now provide essential public services to all population centers in Lycoming County.

Lycoming

5755

MPMS #:5755

Municipality:Jackson (Twp)

Title:SR 1010 over Roaring Branch

Route:1010

Section:001

A/Q Status:

Improvement Type:Bridge Improvement

Exempt Code:

Est. Let Date:09/01/2025

Actual Let Date:

Geographic Limits:SR 1010 (Roaring Branch Rd) over Roaring Branch, , Jackson Township

Narrative:Bridge improvement on SR 1010 (Roaring Branch Rd) in Jackson Township, Lycoming County.

TIP Program Years (\$000)								
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
PE	BOF	\$ 0	\$ 0	\$ 0	\$ 80	\$ 0	\$ 0	
FD	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
UTL	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
ROW	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
CON	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250	\$ 250	
		\$ 0	\$ 0	\$ 0	\$ 80	\$ 310	\$ 250	
Total FY 2019-2022 Cost \$ 80								

5891

MPMS #:5891

Municipality:Mcintyre (Twp)

Title:T-665 over Pleasant Stream

Route:

Section:LBR

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:01/17/2019

Actual Let Date:

Geographic Limits:Township Road 665 over Pleasant Stream, McIntyre Township

Narrative:Bridge improvement on Township Road 665 (Pleasant Stream Road) over Pleasant Stream in McIntyre Township, Lycoming County.

TIP Program Years (\$000)								
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
CON	BOF	\$ 347	\$ 453	\$ 0	\$ 0	\$ 0	\$ 0	
CON	183	\$ 65	\$ 85	\$ 0	\$ 0	\$ 0	\$ 0	
CON	LOC	\$ 22	\$ 28	\$ 0	\$ 0	\$ 0	\$ 0	
		\$ 434	\$ 566	\$ 0	\$ 0	\$ 0	\$ 0	
Total FY 2019-2022 Cost \$ 1,000								

5920

Lycoming

5920

MPMS #:5920

Municipality:Cascade (Twp)

Title:SR 1006 over Trib to Wallis Run

Route:1006

Section:035

A/Q Status:

Improvement Type:Bridge Improvement

Exempt Code:

Est. Let Date:09/01/2024

Actual Let Date:

Geographic Limits:SR 1006 (Wallis Run Rd) over Tributary to Wallis Run, , Cascade Township

Narrative: Bridge improvement on SR 1006 (Wallis Run Rd) over Tributary to Wallis Run in Cascade Township, Lycoming County.

TIP Program Years (\$000)								
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
PE	185	\$ 0	\$ 0	\$ 0	\$ 20	\$ 20	\$ 0	
FD	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
UTL	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
ROW	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
CON	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 150	\$ 0	
		\$ 0	\$ 0	\$ 0	\$ 20	\$ 230	\$ 0	
Total FY 2019-2022 Cost \$ 20								

5939

MPMS #:5939

Municipality:Pine (Twp)

Title:SR 284 over Flooks Run

Route:284

Section:012

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:09/01/2025

Actual Let Date:

Geographic Limits:SR 284 over Flooks Run, Pine Township

Narrative: Bridge improvement on SR 284 over Flooks Run in Pine Township, Lycoming County.

TIP Program Years (\$000)								
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
PE	BOF	\$ 0	\$ 0	\$ 0	\$ 80	\$ 0	\$ 0	
FD	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
UTL	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
ROW	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
CON	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 160	\$ 240	
		\$ 0	\$ 0	\$ 0	\$ 80	\$ 220	\$ 240	
Total FY 2019-2022 Cost \$ 80								

5983

Lycoming

5983

MPMS #:5983

Municipality:Plunketts Creek (Twp)

Title:SR 1005 over Plunketts Creek

Route:1005

Section:001

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:09/01/2025

Actual Let Date:

Geographic Limits:SR 1005 (Proctor Rd) over Plunketts Creek, Plunketts Creek Township

Narrative:Bridge improvement on SR 1005 (Proctor Rd) over Plunketts Creek in Plunketts Creek Township, Lycoming County.

		TIP Program Years (\$000)						
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
PE	BOF	\$ 0	\$ 0	\$ 0	\$ 80	\$ 0	\$ 0	
FD	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
UTL	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
ROW	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
CON	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 532	\$ 252	
		\$ 0	\$ 0	\$ 0	\$ 80	\$ 592	\$ 252	
Total FY 2019-2022 Cost		\$ 80						

6030

MPMS #:6030

Municipality:Penn (Twp)

Title:SR 2061 over Beaver Run

Route:2061

Section:012

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:09/01/2026

Actual Let Date:

Geographic Limits:SR 2061 (Beaver Lake Road) over Beaver Run, , Penn Township, 41 2061 0340 0000

Narrative:Bridge improvement on SR 2061 (Beaver Lake Road) over Beaver Run in Penn Township, Lycoming County.

		TIP Program Years (\$000)						
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
PE	BOF	\$ 0	\$ 0	\$ 0	\$ 60	\$ 0	\$ 0	
FD	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 10	\$ 0	
UTL	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 10	\$ 0	
ROW	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 10	\$ 0	
CON	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 352	
		\$ 0	\$ 0	\$ 0	\$ 60	\$ 30	\$ 352	
Total FY 2019-2022 Cost		\$ 60						

6031

Lycoming

6031

MPMS #:6031

Municipality:Cogan House (Twp)

Title:SR 4010 over Larrys
Creek

Route:4010

Section:011

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:09/01/2025

Actual Let Date:

Geographic Limits:SR 4010 (Cogan House Road) over Larry's Creek, , Cogan House Township, , 41 4010 0092 0643

Narrative:Bridge improvement on SR 4010 (Cogan House Road) over Larry's Creek in Cogan House Township, Lycoming County.

		TIP Program Years (\$000)						
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
PE	BOF	\$ 0	\$ 0	\$ 0	\$ 40	\$ 0	\$ 0	
FD	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
UTL	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
ROW	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	
CON	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 205	\$ 95	
		\$ 0	\$ 0	\$ 0	\$ 40	\$ 265	\$ 95	
Total FY 2019-2022 Cost \$ 40								

6085

MPMS #:6085

Municipality:Lewis (Twp)

Title:T-836 over Trout Run

Route:

Section:LBR

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:01/11/2024

Actual Let Date:

Geographic Limits:Township Road 836 over Trout Run, Lewis Township

Narrative:Bridge replacement on Township Road 836 over Trout Run in Lewis Township

Lycoming

6085

Phase	Fund	TIP Program Years (\$000)					
		2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	BOF	\$ 0	\$ 0	\$ 160	\$ 0	\$ 0	\$ 0
PE	183	\$ 0	\$ 0	\$ 30	\$ 0	\$ 0	\$ 0
PE	LOC	\$ 0	\$ 0	\$ 10	\$ 0	\$ 0	\$ 0
FD	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 80	\$ 0
FD	183	\$ 0	\$ 0	\$ 0	\$ 0	\$ 15	\$ 0
FD	LOC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5	\$ 0
UTL	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 16	\$ 0
UTL	183	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3	\$ 0
UTL	LOC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1	\$ 0
ROW	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 16	\$ 0
ROW	183	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3	\$ 0
ROW	LOC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1	\$ 0
CON	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 320	\$ 0
CON	183	\$ 0	\$ 0	\$ 0	\$ 0	\$ 60	\$ 0
CON	LOC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
		\$ 0	\$ 0	\$ 200	\$ 0	\$ 540	\$ 0
Total FY 2019-2022 Cost \$ 200							

6096

Lycoming

6096

MPMS #:6096

Municipality:Muncy (Boro)

Title:SR 405 & SR 2014

Route:405

Section:56S

A/Q Status:

Intersection

Improvement Type:Intersection Improvement Exempt Code:

Est. Let Date:09/01/2020

Actual Let Date:

Geographic Limits:SR 405 and SR 2014 (Main St), Muncy Borough

Narrative:Intersection improvement at SR 405 & SR 2014 (Main St) in Muncy Borough, Lycoming County.

		TIP Program Years (\$000)					
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
FD	STP	\$ 0	\$ 125	\$ 0	\$ 0	\$ 0	\$ 0
UTL	STP	\$ 0	\$ 25	\$ 0	\$ 0	\$ 0	\$ 0
ROW	STP	\$ 0	\$ 25	\$ 0	\$ 0	\$ 0	\$ 0
CON	STP	\$ 0	\$ 0	\$ 400	\$ 0	\$ 0	\$ 0
		\$ 0	\$ 175	\$ 400	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 575							

6106

MPMS #:6106

Municipality:Mifflin (Twp)

Title:SR 3018 ov

Route:3018

Section:012

A/Q Status:

1stFrkLarrysCr

Improvement Type:Bridge Improvement Exempt Code:

Est. Let Date:01/09/2020

Actual Let Date:

Geographic Limits:SR 3018 (First Fork Road) over First Fork Larry's Creek, Mifflin Township, 41 3018 0050 0000

Narrative:Bridge improvement on SR 3018 (First Fork Road) over First Fork Larry's Creek in Mifflin Township, Lycoming County.

		TIP Program Years (\$000)					
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
FD	185	\$ 15	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
UTL	185	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
ROW	185	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CON	BOF	\$ 0	\$ 125	\$ 25	\$ 0	\$ 0	\$ 0
		\$ 55	\$ 125	\$ 25	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 205							

6209

Lycoming

6209

MPMS #:6209

Municipality:Pine (Twp)

Title:SR 4001 ov Lt Pine Creek

Route:4001

Section:020

A/Q Status:

Improvement Type:Bridge Rehabilitation

Exempt Code:

Est. Let Date:01/16/2020

Actual Let Date:

Geographic Limits:SR 4001 (Little Pine Creek Rd) over Little Pine Creek, Pine Township, BMS# 41 4001 0270 0000

Narrative: Bridge rehabilitation on SR 4001 (Little Pine Creek Road) over Little Pine Creek in Pine Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
FD	STP	\$ 81	\$ 70	\$ 0	\$ 0	\$ 0	\$ 0
UTL	185	\$ 0	\$ 8	\$ 0	\$ 0	\$ 0	\$ 0
ROW	185	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CON	NHPP	\$ 0	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0
CON	STP	\$ 0	\$ 529	\$ 823	\$ 823	\$ 0	\$ 0
CON	185	\$ 0	\$ 726	\$ 1,326	\$ 563	\$ 0	\$ 0
		\$ 101	\$ 1,533	\$ 2,149	\$ 1,386	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 5,169							

6261

MPMS #:6261

Municipality:Muncy (Boro)

Title:SR 405 over Glade Run

Route:405

Section:069

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:09/01/2020

Actual Let Date:

Geographic Limits:SR 405 over Glade Run, , Muncy Borough, , 41040501200718

Narrative: Bridge improvement on SR 405 over Glade Run in Muncy Borough, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	185	\$ 50	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0
FD	185	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0
UTL	185	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0
ROW	185	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0
CON	185	\$ 0	\$ 0	\$ 150	\$ 850	\$ 0	\$ 0
		\$ 50	\$ 90	\$ 150	\$ 850	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 1,140							

81897

Lycoming

81897

MPMS #:81897

Municipality:Williamsport (City)

Title:Via Bella Dr to Third St

Route:2060

Section:02M

A/Q Status:

Improvement Type:Reconstruct

Exempt Code:

Est. Let Date:12/01/2020

Actual Let Date:

Geographic Limits:SR 2060 (Hepburn Street) from Via Bella to Third Street, , City of Williamsport, , SR2060 Seg 0010/0000 to 0020/0758

Narrative: Mill and resurface SR 2060 (Hepburn Street) from Via Bella to Third Street in the City of Williamsport, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
UTL	581	\$ 0	\$ 0	\$ 75	\$ 0	\$ 0	\$ 0
CON	581	\$ 0	\$ 0	\$ 200	\$ 400	\$ 400	\$ 0
		\$ 0	\$ 0	\$ 275	\$ 400	\$ 400	\$ 0
Total FY 2019-2022 Cost \$ 675							

87918

MPMS #:87918

Municipality:Jersey Shore (Boro)

Title:SR 44 over Lawshe Run

Route:44

Section:064

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:08/22/2019

Actual Let Date:

Geographic Limits:SR 44 over Lawshe Run, Jersey Shore Borough

Narrative: Bridge improvement on State Route 44 over Lawshe Run in Jersey Shore Borough

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	185	\$ 291	\$ 710	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 291	\$ 710	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 1,001							

87987

Lycoming

87987

MPMS #:87987

Municipality:Williamsport (City)

Title:Campbell St to Basin St

Route:2014

Section:84M

A/Q Status:

Improvement Type:Reconstruct

Exempt Code:

Est. Let Date:12/01/2020

Actual Let Date:

Geographic Limits:SR 2014 (West Fourth Street) from Campbell Street to Basin Street, , City of Williamsport, , Seg 0120/0000 to 0160/0811

Narrative:Reconstruct SR 2014 (West Fourth Street) from Campbell Street to Basin Street in the City of Williamsport, Lycoming County.

Phase	Fund	TIP Program Years (\$000)					
		2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
UTL	581	\$ 0	\$ 0	\$ 500	\$ 0	\$ 0	\$ 0
ROW	581	\$ 0	\$ 300	\$ 0	\$ 0	\$ 0	\$ 0
CON	NHPP	\$ 0	\$ 0	\$ 1,110	\$ 0	\$ 760	\$ 0
CON	STP	\$ 0	\$ 0	\$ 600	\$ 1,000	\$ 1,825	\$ 0
CON	581	\$ 0	\$ 0	\$ 1,204	\$ 1,524	\$ 5,584	\$ 0
		\$ 0	\$ 300	\$ 3,414	\$ 2,524	\$ 8,169	\$ 0
Total FY 2019-2022 Cost \$ 6,238							

88743

MPMS #:88743

Municipality:Pine (Twp)

Title:SR 4001 over Lt Pine Crk

Route:4001

Section:003

A/Q Status:

Improvement Type:Bridge Rehabilitation

Exempt Code:

Est. Let Date:01/12/2023

Actual Let Date:

Geographic Limits:SR 4001 (Little Pine Creek Rd) over Little Pine Creek, Pine (Twp), , BMS# 41 4001 0210 0312

Narrative:Rehabilitate superstructure of bridge carrying S.R. 4001 (Little Pine Creek Road) over Little Pine Creek in Pine (Township), Lycoming County.

Phase	Fund	TIP Program Years (\$000)					
		2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
FD	185	\$ 10	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CON	STP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,042	\$ 0
		\$ 10	\$ 0	\$ 0	\$ 0	\$ 1,042	\$ 0
Total FY 2019-2022 Cost \$ 10							

88746

Lycoming

88746

MPMS #:88746

Municipality:Lewis (Twp)

Title:SR 14 over Grays Run

Route:14

Section:076

A/Q Status:

Improvement Type:Bridge Rehabilitation

Exempt Code:

Est. Let Date:12/07/2017

Actual Let Date:12/07/2017

Geographic Limits:SR 14 over Grays Run, Lewis Twp, , BMS# 41-0014-0100-0000

Narrative: Bridge superstructure rehabilitation on SR 14 over Grays Run in Lewis Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	NHPP	\$ 900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 900							

88967

MPMS #:88967

Municipality:Mchenry (Twp)

Title:SR 414 over Bluestone Run

Route:414

Section:057

A/Q Status:

Improvement Type:Bridge Rehabilitation

Exempt Code:

Est. Let Date:09/13/2018

Actual Let Date:

Geographic Limits:SR 414 over Bluestone Run, , Mchenry Twp, , BMS# 41 0414 0120 1610

Narrative: Bridge replacement on SR 414 over Bluestone Run in Mchenry Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
FD	STP	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
UTL	STP	\$ 25	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
ROW	STP	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CON	STP	\$ 200	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 265	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 465							

93016

Lycoming

93016

MPMS #:93016

Municipality:Wolf (Twp)

Title:US220&SR 405

Route:220

Section:120

A/Q Status:

Intersection

Improvement Type:Intersection Improvement Exempt Code:

Est. Let Date:07/26/2018

Actual Let Date:

Geographic Limits:Intersection of SR220 & SR 405, , Wolf Twp & Hughesville Boro, SR 0220 0420/0775 - 0430/1375, , SR 0405 0250/0000 - 0250/1862

Narrative:Improvement of the intersection of SR 220 & SR 405 (North Main Street), Wolf Township & Hughesville Borough, Lycoming County.

		TIP Program Years (\$000)					
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
UTL	581	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CON	HSIP	\$ 76	\$ 1,005	\$ 0	\$ 0	\$ 0	\$ 0
CON	581	\$ 876	\$ 250	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 1,052	\$ 1,255	\$ 0	\$ 0	\$ 0	\$ 0
		Total FY 2019-2022 Cost \$ 2,307					

93679

MPMS #:93679

Municipality:Moreland (Twp)

Title:SR 2013 over Laurel Run

Route:2013

Section:007

A/Q Status:

Improvement Type:Bridge Replacement Exempt Code:

Est. Let Date:12/21/2017

Actual Let Date:12/21/2017

Geographic Limits:SR 2013 (Liuzza Road) over Laurel Run, Moreland Township, BMS# 41-2013-0010-0000

Narrative:Bridge replacement on State Route 2013 (Liuzza Road) over Laurel Run in Moreland Township, Lycoming County.

		TIP Program Years (\$000)					
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	BOF	\$ 125	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 125	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		Total FY 2019-2022 Cost \$ 125					

93732

Lycoming

93732

MPMS #:93732

Municipality:Woodward (Twp)

Title:PA 287 to West Fourth Street

Route:220

Section:122

A/Q Status:

Improvement Type:Safety Improvement

Exempt Code:

Est. Let Date:02/14/2019

Actual Let Date:

Geographic Limits:SR 220 from 4th Street to SR 287, Woodward and Piatt Townships

Narrative:Access and intersection improvements on SR 220 from 4th Street to SR 287 in Woodward and Piatt Townships, Lycoming County.

		TIP Program Years (\$000)						
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
FD	HSIP	\$ 548	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
UTL	HSIP	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
ROW	HSIP	\$ 284	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
ROW	NHPP	\$ 892	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
CON	HSIP	\$ 61	\$ 86	\$ 1,022	\$ 1,018	\$ 0	\$ 0	
CON	NHPP	\$ 20,315	\$ 1,550	\$ 0	\$ 1,407	\$ 0	\$ 0	
CON	STP	\$ 0	\$ 771	\$ 173	\$ 0	\$ 0	\$ 0	
CON	581	\$ 1,273	\$ 2,658	\$ 3,248	\$ 3,391	\$ 0	\$ 0	
		\$ 23,473	\$ 5,065	\$ 4,443	\$ 5,816	\$ 0	\$ 0	
		Total FY 2019-2022 Cost \$ 38,797						

97508

MPMS #:97508

Municipality:Williamsport (City)

Title:US 15 to Campbell Street

Route:2014

Section:092

A/Q Status:

Improvement Type:Reconstruct

Exempt Code:

Est. Let Date:01/01/2024

Actual Let Date:

Geographic Limits:SR 2014 (Fourth Street) from SR 15 to Campbell Street,, City of Williamsport, , Seg 0070/2210 to 0120/0000

Narrative:Reconstruction of SR 2014 (Fourth Street) from Campbell Street to SR 15 in the City of Williamsport, Lycoming County.

Lycoming

97508

Phase	Fund	TIP Program Years (\$000)					
		2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
STUDY	NHPP	\$ 250	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PE	NHPP	\$ 0	\$ 0	\$ 500	\$ 375	\$ 0	\$ 0
FD	NHPP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 850	\$ 0
UTL	STP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100	\$ 0
UTL	581	\$ 0	\$ 0	\$ 0	\$ 0	\$ 900	\$ 0
ROW	581	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250	\$ 0
CON	NHPP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,541	\$ 0
CON	STP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,851	\$ 0
CON	581	\$ 0	\$ 0	\$ 0	\$ 0	\$ 7,226	\$ 4,100
		\$ 250	\$ 0	\$ 500	\$ 375	\$ 15,718	\$ 4,100
Total FY 2019-2022 Cost \$ 1,125							

97609

Lycoming

97609

MPMS #:97609

Municipality:Cummings (Twp)

Title:PA 44 over Ramsey Run

Route:44

Section:054

A/Q Status:

Improvement Type:Bridge Rehabilitation

Exempt Code:

Est. Let Date:09/01/2021

Actual Let Date:

Geographic Limits:SR 44 over Ramsey Run, Cummings Township

Narrative: Bridge improvement on SR 44 over Ramsey Run in Cummings Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	185	\$ 75	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FD	185	\$ 0	\$ 0	\$ 25	\$ 0	\$ 0	\$ 0
UTL	185	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0
ROW	185	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0
CON	185	\$ 0	\$ 0	\$ 0	\$ 400	\$ 400	\$ 0
		\$ 75	\$ 0	\$ 65	\$ 400	\$ 400	\$ 0
Total FY 2019-2022 Cost \$ 540							

97623

MPMS #:97623

Municipality:Pine (Twp)

Title:PA 284 over Blacks Creek

Route:284

Section:008

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:09/01/2023

Actual Let Date:

Geographic Limits:SR 284 over Blacks Creek, , Pine Township

Narrative: Bridge replacement on SR 284 over Blacks Creek in Pine Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	BOF	\$ 0	\$ 0	\$ 0	\$ 40	\$ 0	\$ 0
PE	185	\$ 0	\$ 0	\$ 40	\$ 0	\$ 0	\$ 0
FD	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
UTL	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
ROW	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
CON	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 800	\$ 0
		\$ 0	\$ 0	\$ 40	\$ 40	\$ 860	\$ 0
Total FY 2019-2022 Cost \$ 80							

97625

Lycoming

97625

MPMS #:97625

Municipality:Cummings (Twp)

Title:PA 287 over Larry's Creek

Route:287

Section:138

A/Q Status:

Improvement Type:Bridge Improvement

Exempt Code:

Est. Let Date:09/01/2022

Actual Let Date:

Geographic Limits:SR 287 over Larry's Creek, , Cummings Township

Narrative:Bridge improvement on SR 287 over Larry's Creek in Cummings Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
FD	185	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0
UTL	185	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0
ROW	185	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0
CON	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,300	\$ 0
		\$ 0	\$ 60	\$ 0	\$ 0	\$ 1,300	\$ 0
Total FY 2019-2022 Cost \$ 60							

97632

MPMS #:97632

Municipality:Washington (Twp)

Title:SR 2003 over Spring
Creek

Route:2003

Section:010

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:09/01/2023

Actual Let Date:

Geographic Limits:SR 2003 (Pikes Peak Rd) over Spring Creek, , Washington Township

Narrative:Bridge replacement on SR 2003 (Pikes Peak Rd) over Spring Creek in Washington Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	BOF	\$ 0	\$ 0	\$ 0	\$ 40	\$ 0	\$ 0
PE	185	\$ 0	\$ 0	\$ 40	\$ 0	\$ 0	\$ 0
FD	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
UTL	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
ROW	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
CON	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 800	\$ 0
		\$ 0	\$ 0	\$ 40	\$ 40	\$ 860	\$ 0
Total FY 2019-2022 Cost \$ 80							

97672

Lycoming

97672

MPMS #:97672

Municipality:Muncy Creek (Twp)

Title:Muncy Creek to South
Main Street

Route:180

Section:121

A/Q Status:

Improvement Type:Resurface

Exempt Code:

Est. Let Date:04/06/2017

Actual Let Date:04/13/2017

Geographic Limits:Interstate 180 WB from Muncy Creek to SR 2014 (South Main Street) Muncy Creek Township, , 0465/0000 TO 0495/0194, 0464/0000 TO 0494/0187

Narrative:Resurface Interstate 180 WB from Muncy Creek to SR 2014 (South Main Street) in Muncy Creek Township, Lycoming County.

		TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years		
CON	STP	\$ 960	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
		\$ 960	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
		Total FY 2019-2022 Cost \$ 960							

97803

MPMS #:97803

Municipality:Loyalsock (Twp)

Title:NorthwayRdtoWashington

Route:2056

Section:002

A/Q Status:

Improvement Type:Resurface

Exempt Code:

Est. Let Date:02/14/2019

Actual Let Date:

Geographic Limits:State Route 2056 from State Route 2029 (Northway Road) to State Route 2016 (Washington Boulevard) in Loyalsock Township, , 0004/0000 to 0010/0212

Narrative:Resurface State Route 2056 from SR 2029 (Northway Road) to SR 2016 (Washington Boulevard) in Loyalsock Township, Lycoming County.

		TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years		
CON	581	\$ 100	\$ 50	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
		\$ 100	\$ 50	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
		Total FY 2019-2022 Cost \$ 150							

98166

Lycoming

98166

MPMS #:98166

Municipality:Fairfield (Twp)

Title:Fairfield Crossing

Route:2045

Section:03L

A/Q Status:

Improvement Type:Intersection Improvement

Exempt Code:

Est. Let Date:01/17/2019

Actual Let Date:

Geographic Limits:Fairfield Township

Narrative: Intersection improvements to improve access conditions for proposed Fairfield Crossing mixed use development off of SR (2045) Fairfield Road and Brushy Ridge Road in Fairfield Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	581	\$ 1,950	\$ 1,000	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 1,950	\$ 1,000	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 2,950							

98924

MPMS #:98924

Municipality:Wolf (Twp)

Title:Muncy Crk to Main St

Route:220

Section:174

A/Q Status:

Improvement Type:Resurface

Exempt Code:

Est. Let Date:12/21/2017

Actual Let Date:12/21/2017

Geographic Limits:SR 220 from Muncy Creek to Main Street,, Wolf Twp & Picture Rocks Boro.

Narrative: Mill and Resurface SR 220 from Muncy Creek to Main Street in Wolf Township & Picture Rocks Borough, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	STP	\$ 420	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 420	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 420							

98931

Lycoming

98931

MPMS #:98931

Municipality:Muncy (Boro)

Title:SR 2014 to SR 2057

Route:405

Section:094

A/Q Status:

Improvement Type:Resurface

Exempt Code:

Est. Let Date:01/01/2021

Actual Let Date:

Geographic Limits:SR 405 from SR 2014 to SR 2057,, Muncy Boro & Muncy Creek Twp.

Narrative:Resurface Roadway on SR 405 from SR 2014 to SR 2057, Muncy Boro & Muncy Creek Twp.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
FD	581	\$ 15	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 15	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 15							

98942

MPMS #:98942

Municipality:Loyalsock (Twp)

Title:Lyc Cr Rd to Hepburn St

Route:2016

Section:19M

A/Q Status:

Improvement Type:Resurface

Exempt Code:

Est. Let Date:06/08/2017

Actual Let Date:06/08/2017

Geographic Limits:SR 2016 (Washington Blvd) from SR 1017 (Lycoming Creek Rd) to Hepburn Street,, Old Lycoming & Loyalsock Twps. & City of Wmpt.

Narrative:Resurface SR 2016 (Washington Boulevard) from SR 1017 (Lycoming Creek Road) to Hepburn Street, Old Lycoming & Loyalsock Townships & City of Williamsport, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	581	\$ 79	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 79	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 79							

98983

Lycoming

98983

MPMS #:98983

Municipality:South Williamsport (Boro)

Title:Main St to Southern Ave

Route:15

Section:152

A/Q Status:

Improvement Type:Reconstruct

Exempt Code:

Est. Let Date:10/01/2026

Actual Let Date:

Geographic Limits:SR 15 From Main Street to Southern Ave in South Williamsport Borough

Narrative:Reconstruct SR 15 from Main Street to Southern Avenue in South Williamsport Borough, Lycoming County.

		TIP Program Years (\$000)					
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
STUDY	NHPP	\$ 100	\$ 150	\$ 0	\$ 0	\$ 0	\$ 0
PE	581	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,060	\$ 0
FD	581	\$ 0	\$ 0	\$ 0	\$ 0	\$ 750	\$ 0
UTL	NHPP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 288	\$ 0
UTL	581	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 900
ROW	STP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500	\$ 0
CON	NHPP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 6,058
CON	STP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 220
CON	581	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,155
		\$ 100	\$ 150	\$ 0	\$ 0	\$ 2,598	\$ 12,333
		Total FY 2019-2022 Cost \$ 250					

99013

MPMS #:99013

Municipality:Cascade (Twp)

Title:SR 1006 over Slacks Run

Route:1006

Section:026

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:01/17/2019

Actual Let Date:

Geographic Limits:SR 1006 (Slacks Run Rd) over Slacks Run, , Cascade Township

Narrative:Bridge improvement on SR 1006 (Slacks Run Rd) over Slacks Run in Cascade Township, Lycoming County.

		TIP Program Years (\$000)					
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
UTL	185	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CON	185	\$ 20	\$ 130	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 40	\$ 130	\$ 0	\$ 0	\$ 0	\$ 0
		Total FY 2019-2022 Cost \$ 170					

99025

Lycoming

99025

MPMS #:99025

Municipality:Jackson (Twp)

Title:SR1009 ov

Route:1009

Section:008

A/Q Status:

TrBlockhouseCr

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:09/01/2022

Actual Let Date:

Geographic Limits:SR 1009 (Blockhouse Rd) over a Tributary to Blockhouse Creek, , Jackson Township

Narrative:Bridge replacement on SR 1009 (Blockhouse Rd) over a Tributary to Blockhouse Creek in Jackson Township

		TIP Program Years (\$000)						
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
PE	185	\$ 0	\$ 20	\$ 20	\$ 0	\$ 0	\$ 0	
FD	185	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0	
UTL	185	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0	
ROW	185	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0	
CON	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 150	\$ 0	
		\$ 0	\$ 20	\$ 20	\$ 60	\$ 150	\$ 0	
Total FY 2019-2022 Cost \$ 100								

99027

MPMS #:99027

Municipality:Jackson (Twp)

Title:SR 1010 ov Little Elk Run

Route:1010

Section:008

A/Q Status:

Improvement Type:Bridge Improvement

Exempt Code:

Est. Let Date:09/01/2021

Actual Let Date:

Geographic Limits:SR 1010 (Roaring Branch Rd) over Little Elk Run, , Jackson Township

Narrative:Bridge improvement on SR 1010 (Roaring Branch Rd) over Little Elk Run in Jackson Township, Lycoming County.

		TIP Program Years (\$000)						
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
PE	BOF	\$ 20	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0	
FD	BOF	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	
ROW	BOF	\$ 0	\$ 0	\$ 24	\$ 0	\$ 0	\$ 0	
CON	BOF	\$ 0	\$ 0	\$ 0	\$ 187	\$ 0	\$ 0	
		\$ 20	\$ 20	\$ 44	\$ 187	\$ 0	\$ 0	
Total FY 2019-2022 Cost \$ 271								

99029

Lycoming

99029

MPMS #:99029

Municipality:Old Lycoming (Twp)

Title:Beech Street to Mill Lane

Route:1017

Section:016

A/Q Status:

Improvement Type:Resurface

Exempt Code:

Est. Let Date:01/17/2019

Actual Let Date:

Geographic Limits:SR 1017 (Lycoming Creek Rd) from High Street to Pleasant Hill Road, , Old Lycoming, Loyalsock, and Lycoming Townships

Narrative:Resurface SR 1017 (Lycoming Creek Road) from High Street to Pleasant Hill Road in Old Lycoming, Loyalsock, and Lycoming Townships, Lycoming County.

		TIP Program Years (\$000)					
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	STP	\$ 375	\$ 375	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 375	\$ 375	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 750							

99032

MPMS #:99032

Municipality:Washington (Twp)

Title:SR 2004 over Trb Spring Ck

Route:2004

Section:007

A/Q Status:

Improvement Type:Bridge Improvement

Exempt Code:

Est. Let Date:09/01/2021

Actual Let Date:

Geographic Limits:State Route 2004 (Alvira Road) over a Tributary to Spring Creek, Washington Township

Narrative:Bridge replacement on State Route 2004 (Alvira Road) over a Tributary to Spring Creek in Washington Township, Lycoming County.

		TIP Program Years (\$000)					
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	185	\$ 50	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FD	185	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0
UTL	185	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0
ROW	185	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0
CON	185	\$ 0	\$ 0	\$ 0	\$ 42	\$ 108	\$ 0
		\$ 50	\$ 0	\$ 40	\$ 62	\$ 108	\$ 0
Total FY 2019-2022 Cost \$ 152							

99034

Lycoming

99034

MPMS #:99034

Municipality:Williamsport (City)

Title:Bridge Deck Overlays

Route:15

Section:154

A/Q Status:

Improvement Type:Bridge Preservation Activities

Exempt Code:

Est. Let Date:09/01/2025

Actual Let Date:

Geographic Limits:Epoxy overlay on 10 bridge decks on various state routes in various townships

Narrative:Epoxy overlay on 10 bridge decks on various state routes in various townships.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
FD	185	\$ 25	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CON	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 750	\$ 750
		\$ 25	\$ 0	\$ 0	\$ 0	\$ 750	\$ 750
Total FY 2019-2022 Cost \$ 25							

99035

MPMS #:99035

Municipality:Wolf (Twp)

Title:SR 2073 ov Greggs Run

Route:2073

Section:001

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:09/01/2022

Actual Let Date:

Geographic Limits:SR 2073 over Greggs Run, , Penn Township,, 41 2073 0020 1672

Narrative:Bridge improvement on SR 2073 over Greggs Run in Penn Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	BOF	\$ 0	\$ 40	\$ 0	\$ 0	\$ 0	\$ 0
FD	BOF	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0
UTL	BOF	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0
ROW	BOF	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0
CON	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 176	\$ 0
		\$ 0	\$ 40	\$ 0	\$ 60	\$ 176	\$ 0
Total FY 2019-2022 Cost \$ 100							

99036

Lycoming

99036

MPMS #:99036

Municipality:Piatt (Twp)

Title:SR 3007 ov Pine Run

Route:3007

Section:015

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:11/07/2019

Actual Let Date:

Geographic Limits:SR 3007 (Level Corners Road) over Pine Run, , Piatt and Woodward Townships,, 41 3007 0040 0000

Narrative: Bridge improvement on SR 3007 (Level Corners Road) over Pine Run in Piatt and Woodward Townships, Lycoming County.

		TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years		
FD	BOF	\$ 10	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
UTL	BOF	\$ 0	\$ 25	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
ROW	BOF	\$ 15	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
CON	BOF	\$ 0	\$ 43	\$ 109	\$ 0	\$ 0	\$ 0	\$ 0	
		\$ 25	\$ 68	\$ 109	\$ 0	\$ 0	\$ 0	\$ 0	
Total FY 2019-2022 Cost \$ 202									

99038

MPMS #:99038

Municipality:Fairfield (Twp)

Title:SR 2014 ov Bennett's Run

Route:2014

Section:095

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:01/16/2020

Actual Let Date:

Geographic Limits:SR 2014 (Lycoming Mall Drive) over Bennett's Run,, Fairfield Township, , 41201403001462

Narrative: Bridge improvement on SR 2014 (Lycoming Mall Drive) over Bennett's Run in Fairfield Township, Lycoming County.

		TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years		
PE	185	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
FD	185	\$ 0	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
CON	185	\$ 0	\$ 150	\$ 50	\$ 0	\$ 0	\$ 0	\$ 0	
		\$ 20	\$ 155	\$ 50	\$ 0	\$ 0	\$ 0	\$ 0	
Total FY 2019-2022 Cost \$ 225									

99052

Lycoming

99052

MPMS #:99052

Municipality:Piatt (Twp)

Title:SR 3010 ov Larrys Creek

Route:3010

Section:016

A/Q Status:

Improvement Type:Bridge Rehabilitation

Exempt Code:

Est. Let Date:09/01/2023

Actual Let Date:

Geographic Limits:SR 3010 (Larryville Road) over Larry's Creek, , Piatt Township, , 41 3010 0072 0000

Narrative:Bridge improvement on SR 3010 (Larryville Road) over Larry's Creek in Piatt Township

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	BOF	\$ 0	\$ 0	\$ 0	\$ 40	\$ 0	\$ 0
PE	185	\$ 0	\$ 0	\$ 40	\$ 0	\$ 0	\$ 0
FD	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
UTL	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
ROW	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
CON	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 750	\$ 0
		\$ 0	\$ 0	\$ 40	\$ 40	\$ 810	\$ 0
Total FY 2019-2022 Cost \$ 80							

99061

MPMS #:99061

Municipality:Cogan House (Twp)

Title:SR 4010 ov Larry's Creek

Route:4010

Section:006

A/Q Status:

Improvement Type:Bridge Rehabilitation

Exempt Code:

Est. Let Date:09/01/2023

Actual Let Date:

Geographic Limits:SR 4010 (Cogan House Road) over Larry's Creek, , Cogan House Township, , 41 4010 0082 0000

Narrative:Bridge improvement on SR 4010 (Cogan House Road) over Larry's Creek in Cogan House Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	BOF	\$ 0	\$ 0	\$ 0	\$ 40	\$ 0	\$ 0
PE	185	\$ 0	\$ 0	\$ 40	\$ 0	\$ 0	\$ 0
FD	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
UTL	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25	\$ 0
ROW	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
CON	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 849	\$ 0
		\$ 0	\$ 0	\$ 40	\$ 40	\$ 914	\$ 0
Total FY 2019-2022 Cost \$ 80							

99226

Lycoming

99226

MPMS #:99226

Municipality:Fairfield (Twp)

Title:Lyc Co Bridge Prsv Grp

Route:180

Section:127

A/Q Status:

Improvement Type:Bridge Rehabilitation

Exempt Code:

Est. Let Date:09/01/2023

Actual Let Date:

Geographic Limits:Multiple bridges on I-180, , Various municipalities

Narrative:Bridge painting of multiple bridges on I-180 in various municipalities in Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	185	\$ 40	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FD	185	\$ 0	\$ 10	\$ 0	\$ 0	\$ 0	\$ 0
CON	NHPP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,019	\$ 0
CON	STP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 371	\$ 0
		\$ 40	\$ 10	\$ 0	\$ 0	\$ 1,390	\$ 0
Total FY 2019-2022 Cost \$ 50							

99383

MPMS #:99383

Municipality:Mcintyre (Twp)

Title:PA 14 over Abbots Run

Route:14

Section:099

A/Q Status:

Improvement Type:Bridge Rehabilitation

Exempt Code:

Est. Let Date:09/01/2023

Actual Let Date:

Geographic Limits:PA 14 over Abbots Run, McIntyre Township

Narrative:Bridge replacement on PA 14 over Abbots Run in McIntyre Township

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	185	\$ 0	\$ 0	\$ 30	\$ 30	\$ 0	\$ 0
FD	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
UTL	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
ROW	185	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
CON	STP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 301	\$ 0
		\$ 0	\$ 0	\$ 30	\$ 30	\$ 361	\$ 0
Total FY 2019-2022 Cost \$ 60							

99400

Lycoming

99400

MPMS #:99400

Municipality:Pine (Twp)

Title:PA 287 over Lick Run

Route:287

Section:141

A/Q Status:

Improvement Type:Bridge Improvement

Exempt Code:

Est. Let Date:09/01/2022

Actual Let Date:

Geographic Limits:SR 287 over Lick Run, , Pine Township

Narrative: Bridge rehabilitation or replacement on SR 287 over Lick Run in Pine Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
FD	185	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0
UTL	185	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0
ROW	185	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0
CON	STP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,100	\$ 0
		\$ 0	\$ 60	\$ 0	\$ 0	\$ 1,100	\$ 0
Total FY 2019-2022 Cost \$ 60							

99408

MPMS #:99408

Municipality:Shrewsbury (Twp)

Title:SR 2083 over Lick Run

Route:2083

Section:001

A/Q Status:

Improvement Type:Bridge Rehabilitation

Exempt Code:

Est. Let Date:09/01/2023

Actual Let Date:

Geographic Limits:SR 2083 (Deer Lake Road) over Lick Run, , Shrewsbury Township, , 41 2083 0040 1261

Narrative: Bridge improvement on SR 2083 (Deer Lake Road) over Lick Run in Shrewsbury Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	BOF	\$ 0	\$ 0	\$ 20	\$ 20	\$ 0	\$ 0
FD	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
UTL	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
ROW	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
CON	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 150	\$ 0
		\$ 0	\$ 0	\$ 20	\$ 20	\$ 210	\$ 0
Total FY 2019-2022 Cost \$ 40							

99410

Lycoming

99410

MPMS #:99410

Municipality:Muncy (Boro)

Title:Water St to Rose Hill Rd

Route:2014

Section:097

A/Q Status:

Improvement Type:Resurface

Exempt Code:

Est. Let Date:01/07/2021

Actual Let Date:

Geographic Limits:SR 2014 (South Main Street) from PA 405 (Water Street) to Rose Hill Road, , Muncy Borough

Narrative:Resurface SR 2014 (South Main Street) from PA 405 (Water Street) to Rose Hill Road in Muncy Borough, Lycoming County.

Phase	Fund	TIP Program Years (\$000)					
		2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	581	\$ 0	\$ 15	\$ 0	\$ 0	\$ 0	\$ 0
CON	581	\$ 0	\$ 0	\$ 200	\$ 650	\$ 0	\$ 0
		\$ 0	\$ 15	\$ 200	\$ 650	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 865							

101971

MPMS #:101971

Municipality:Moreland (Twp)

Title:SR 2069 over Broad Run

Route:2069

Section:004

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:09/01/2020

Actual Let Date:

Geographic Limits:SR 2069 (Moreland Township Road) over Broad Run, , Moreland Township, , 41 2069 0060 0936

Narrative:Bridge replacement on SR 2069 (Moreland Township Road) over Broad Run, Lycoming County.

Phase	Fund	TIP Program Years (\$000)					
		2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
FD	185	\$ 0	\$ 15	\$ 0	\$ 0	\$ 0	\$ 0
UTL	185	\$ 0	\$ 0	\$ 35	\$ 0	\$ 0	\$ 0
ROW	185	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0
CON	185	\$ 0	\$ 0	\$ 75	\$ 75	\$ 0	\$ 0
		\$ 0	\$ 35	\$ 110	\$ 75	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 220							

102022

Lycoming

102022

MPMS #:102022

Municipality:Mcintyre (Twp)

Title:SR 14 over Lycoming Creek

Route:14

Section:101

A/Q Status:

Improvement Type:Bridge Rehabilitation

Exempt Code:

Est. Let Date:12/07/2017

Actual Let Date:12/07/2017

Geographic Limits:SR 14 over Lycoming Creek, McIntyre Township, , BMS 41 0014 0270 1507

Narrative:Bridge improvement on SR 14 over Lycoming Creek in McIntyre Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	185	\$ 1,100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 1,100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 1,100							

105532

MPMS #:105532

Municipality:Williamsport (City)

Title:SR 15 to Warrensville Rd WB

Route:180

Section:132

A/Q Status:

Improvement Type:Resurface

Exempt Code:

Est. Let Date:01/01/2024

Actual Let Date:

Geographic Limits:I 180 from 0311/0000 to 0371/1059, Loyalsock Twp & Williamsport

Narrative:Mill and resurface I 180 from Lycoming County line to the Loyalsock Twp line WB in Loyalsock Twp & Williamsport, Lycoming County

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	NHPP	\$ 0	\$ 0	\$ 0	\$ 100	\$ 0	\$ 0
FD	NHPP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 50	\$ 0
CON	NHPP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,400	\$ 0
		\$ 0	\$ 0	\$ 0	\$ 100	\$ 1,450	\$ 0
Total FY 2019-2022 Cost \$ 100							

106085

Lycoming

106085

MPMS #:106085

Municipality:Woodward (Twp)

Title:T-369 over

Route:

Section:LBR

A/Q Status:

Queneshukney Run

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:01/11/2024

Actual Let Date:

Geographic Limits:T-369 over Queneshukney Run, Woodward Township, BMS 41-7242-0369-0382

Narrative:Bridge improvement on T-369 over Queneshukney Run in Woodward Township

Phase	Fund	TIP Program Years (\$000)					
		2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	BOF	\$ 0	\$ 0	\$ 160	\$ 0	\$ 0	\$ 0
PE	183	\$ 0	\$ 0	\$ 30	\$ 0	\$ 0	\$ 0
PE	LOC	\$ 0	\$ 0	\$ 10	\$ 0	\$ 0	\$ 0
FD	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 80	\$ 0
FD	183	\$ 0	\$ 0	\$ 0	\$ 0	\$ 15	\$ 0
FD	LOC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5	\$ 0
UTL	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8	\$ 0
UTL	183	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2	\$ 0
UTL	LOC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1	\$ 0
ROW	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 16	\$ 0
ROW	183	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3	\$ 0
ROW	LOC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1	\$ 0
CON	BOF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 320	\$ 0
CON	183	\$ 0	\$ 0	\$ 0	\$ 0	\$ 60	\$ 0
CON	LOC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0
		\$ 0	\$ 0	\$ 200	\$ 0	\$ 531	\$ 0
Total FY 2019-2022 Cost \$ 200							

106124

MPMS #:106124

Municipality:Woodward (Twp)

Title:US 220 over Ramp A (to West Fourth St.)

Route:220

Section:193

A/Q Status:

Improvement Type:Bridge Improvement

Exempt Code:

Est. Let Date:09/27/2020

Actual Let Date:

Geographic Limits:SR 220 over Ramp A, , Woodward Township, Lycoming County, , 41-0220-0230-0000, , 41-0220-0231-0000

Narrative:Bridge improvement on SR 220 over Ramp A (West Fourth Street) in Woodward Township, Lycoming County.

Lycoming

106124

Phase	Fund	TIP Program Years (\$000)					
		2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	NHPP	\$ 55	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0
FD	NHPP	\$ 0	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0
UTL	NHPP	\$ 0	\$ 10	\$ 0	\$ 0	\$ 0	\$ 0
CON	NHPP	\$ 0	\$ 0	\$ 1,610	\$ 1,337	\$ 1,560	\$ 0
CON	STP	\$ 0	\$ 0	\$ 350	\$ 523	\$ 0	\$ 0
		\$ 55	\$ 210	\$ 1,960	\$ 1,860	\$ 1,560	\$ 0
Total FY 2019-2022 Cost \$ 4,085							

106125

Lycoming

106125

MPMS #:106125

Municipality:Gamble (Twp)

Title:SR 1003 over Jacoby Hollow

Route:1003

Section:035

A/Q Status:

Improvement Type:Bridge Rehabilitation

Exempt Code:

Est. Let Date:11/01/2019

Actual Let Date:

Geographic Limits:SR 1003 (Wallis Run Rd) over Jackson Hollow Run, Gamble Twp, , BMS 41 1003 0090 1173

Narrative:Bridge improvement on SR 1003 (Wallis Run Rd) over Jackson Hollow Run in Gamble Township, Lycoming County.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
UTL	185	\$ 15	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CON	185	\$ 90	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 105	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 105							

106133

MPMS #:106133

Municipality:Montoursville (Boro)

Title:Bridge Preservation Paint Group

Route:2014

Section:101

A/Q Status:

Improvement Type:Bridge Painting

Exempt Code:

Est. Let Date:11/09/2017

Actual Let Date:11/09/2017

Geographic Limits:Montoursville Borough, , 41 2014 0240 0229, , Salladasburg Borough, , 41 0287 0100 1251, , Williamsport City, , 41 2014 0040 0000, , 41 3021 0010 0000,

Narrative:Painting of 4 bridges in Lycoming County: Montoursville Borough (Broad Street over Loyalsock Creek), Salladasburg Borough (SR 287 over Larrys Creek), and the City of Williamsport (West Fourth Street over Daugherty's Run and Memorial Avenue over Lycoming Creek).

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	BOF	\$ 210	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CON	NHPP	\$ 600	\$ 1,110	\$ 0	\$ 0	\$ 0	\$ 0
CON	STP	\$ 204	\$ 228	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 1,014	\$ 1,338	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 2,352							

106156

Lycoming

106156

MPMS #:106156 **Municipality:**Lycoming (Twp)

Title:SR 973 to Lyc Cr Rd **Route:**3029 **Section:**007 **A/Q Status:**

Improvement Type:Resurface **Exempt Code:**

Est. Let Date:01/07/2021 **Actual Let Date:**

Geographic Limits:SR 3029 (St. Michaels Road) from SR 973 to Lycoming Creek Road, , Lycoming & Lewis Twps, , 0010/000 to 0052/0450

Narrative:Resurface SR 3029 (St. Michaels Road) from SR 973 to Lycoming Creek Road in Lewis & Lycoming Townships, Lycoming County.

		TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years		
CON	581	\$ 0	\$ 300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 0	\$ 300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 300									

106182

MPMS #:106182 **Municipality:**Upper Fairfield (Twp)

Title:Countywide Cable **Route:**864 **Section:**018 **A/Q Status:**

Guiderail Upgrades

Improvement Type:Guiderail Improvement **Exempt Code:**

Est. Let Date:01/01/2023 **Actual Let Date:**

Geographic Limits:County-wide

Narrative:County wide cable guiderail upgrade project.

		TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years		
PE	HSIP	\$ 0	\$ 0	\$ 68	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FD	HSIP	\$ 0	\$ 0	\$ 0	\$ 52	\$ 0	\$ 0	\$ 0	\$ 0
UTL	HSIP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 50	\$ 0	\$ 0	\$ 0
ROW	HSIP	\$ 0	\$ 0	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0
CON	HSIP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 400	\$ 0	\$ 0	\$ 0
		\$ 0	\$ 0	\$ 68	\$ 72	\$ 450	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 140									

106207

Lycoming

106207

MPMS #:106207

Municipality:Anthony (Twp)

Title:SR 3015 over Stoney Gap Run

Route:3015

Section:011

A/Q Status:

Improvement Type:Bridge Improvement

Exempt Code:

Est. Let Date:10/01/2020

Actual Let Date:

Geographic Limits:SR 3015 (Daugherty's Run Road) over Stoney Gap Run, , Anthony and Lycoming Townships,, 41 3015 0180 2279

Narrative:Bridge improvement on SR 3015 (Daugherty's Run Road) over Stoney Gap Run, Lycoming County.

		TIP Program Years (\$000)						
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
PE	BOF	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
FD	BOF	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0	
UTL	BOF	\$ 0	\$ 15	\$ 0	\$ 0	\$ 0	\$ 0	
ROW	BOF	\$ 0	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0	
CON	BOF	\$ 0	\$ 0	\$ 90	\$ 60	\$ 0	\$ 0	
		\$ 20	\$ 65	\$ 90	\$ 60	\$ 0	\$ 0	
		Total FY 2019-2022 Cost \$ 235						

106219

MPMS #:106219

Municipality:

Title:FFY 19 WATS RPM Contract

Route:

Section:

A/Q Status:

Improvement Type:Reflective Pavement Markers

Exempt Code:

Est. Let Date:06/18/2019

Actual Let Date:

Geographic Limits:Lycoming County

Narrative:Replace reflective pavement markers on various state routes in Lycoming County.

		TIP Program Years (\$000)						
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
CON	581	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
		\$ 30	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
		Total FY 2019-2022 Cost \$ 30						

108112

Lycoming

108112

MPMS #:108112

Municipality:Williamsport (City)

Title:Hillside Avenue to US 15

Route:2014

Section:83B

A/Q Status:

Phase 2

Improvement Type:Reconstruct

Exempt Code:

Est. Let Date:06/21/2018

Actual Let Date:

Geographic Limits:SR 2014 (West Fourth Street) from Hillside Avenue to SR 15, , City of Williamsport, , SEG 0060/0000 to 0070/2210

Narrative:Reconstruct SR 2014 (West Fourth Street) from Hillside Avenue to SR 15 in the City of Williamsport, Lycoming County

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	581	\$ 2,175	\$ 1,525	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 2,175	\$ 1,525	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 3,700							

108113

MPMS #:108113

Municipality:Williamsport (City)

Title:Pathway to Health Phase

Route:

Section:PTH

A/Q Status:

IV

Improvement Type:Transportation

Exempt Code:

Enhancement

Est. Let Date:

Actual Let Date:

Geographic Limits:City of Williamsport

Narrative:Pathways to health phase 4 of 5 in the City of Williamsport, Lycoming County

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	TAP	\$ 799	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 799	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 799							

108114

Lycoming

108114

MPMS #:108114

Municipality:Loyalsock (Twp)

Title:Loyalsock Township

Route:

Section:ENH

A/Q Status:

Recreational Pedestrian
Bridges

Improvement Type:Transportation
Enhancement

Exempt Code:

Est. Let Date:

Actual Let Date:

Geographic Limits:Loyalsock Township

Narrative:Construct two pedestrian bridges/trail segments to connect the Recreation Center and Park/Pool Complex and the Junior/Senior High School with Bruce Henry Park and surrounding residential areas in Loyalsock Township, Lycoming County.

		TIP Program Years (\$000)					
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	TAP	\$ 765	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 765	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		Total FY 2019-2022 Cost \$ 765					

108942

MPMS #:108942

Municipality:

Title:I-180, SR 147 , & SR 220

Route:

Section:

A/Q Status:

Ramps Wrong Way Signs

Improvement Type:Safety Improvement

Exempt Code:

Est. Let Date:07/12/2018

Actual Let Date:

Geographic Limits:I-180, SR, 147, & SR 220 Ramps in Lycoming and Northumberland Counties.

Narrative:Install wrong way signs on I-180, SR, 147, & SR 220 Ramps in Lycoming and Northumberland Counties.

		TIP Program Years (\$000)					
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	HSIP	\$ 290	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 290	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		Total FY 2019-2022 Cost \$ 290					

109218

Lycoming

109218

MPMS #:109218

Municipality:Susquehanna (Twp)

Title:Nisbet RRX Corridor

Route:

Section:RRX

A/Q Status:

Improvement Type:RR Warning Devices

Exempt Code:

Est. Let Date:

Actual Let Date:11/22/2017

Geographic Limits:Pfirman Rd, Village Rd, and two River Rd crossings,, Susquehanna Twp.

Narrative:Pfirman Rd, Village Rd, and two River Rd crossings, Susquehanna Twp.
Install mast signals and gates on one crossing, and install LED lights on three other crossings.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	RRX	\$ 446	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 446	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 446							

110167

MPMS #:110167

Municipality:Montgomery (Boro)

Title:SR 54 ov Susquehanna Riv

Route:54

Section:101

A/Q Status:

Improvement Type:Bridge Improvement

Exempt Code:

Est. Let Date:09/01/2025

Actual Let Date:

Geographic Limits:SR 54 over West Branch of the Susquehanna River, , Montgomery Borough

Narrative:Bridge improvement on SR 54 over West Branch of the Susquehanna River in Montgomery Borough.

TIP Program Years (\$000)							
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
PE	185	\$ 141	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FD	185	\$ 0	\$ 3	\$ 28	\$ 0	\$ 0	\$ 0
CON	NHPP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 660	\$ 1,519
CON	STP	\$ 0	\$ 0	\$ 0	\$ 0	\$ 673	\$ 349
		\$ 141	\$ 3	\$ 28	\$ 0	\$ 1,333	\$ 1,868
Total FY 2019-2022 Cost \$ 172							

110182

Lycoming

110203

MPMS #:110203

Municipality:Upper Fairfield (Twp)

Title:T-556 over East Mill
Creek

Route:7238

Section:LBR

A/Q Status:

Improvement Type:Bridge Replacement

Exempt Code:

Est. Let Date:09/01/2020

Actual Let Date:

Geographic Limits:T-556 over East Mill Creek, Upper Fairfield Township

Narrative:Bridge improvement on T-556 over East Mill Creek in Upper Fairfield Township

		TIP Program Years (\$000)						
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
PE	BOF	\$ 80	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
PE	183	\$ 15	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
PE	LOC	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
FD	BOF	\$ 0	\$ 40	\$ 0	\$ 0	\$ 0	\$ 0	
FD	183	\$ 0	\$ 8	\$ 0	\$ 0	\$ 0	\$ 0	
FD	LOC	\$ 0	\$ 3	\$ 0	\$ 0	\$ 0	\$ 0	
ROW	BOF	\$ 0	\$ 16	\$ 0	\$ 0	\$ 0	\$ 0	
ROW	183	\$ 0	\$ 3	\$ 0	\$ 0	\$ 0	\$ 0	
ROW	LOC	\$ 0	\$ 1	\$ 0	\$ 0	\$ 0	\$ 0	
CON	BOF	\$ 0	\$ 0	\$ 220	\$ 0	\$ 0	\$ 0	
CON	183	\$ 0	\$ 0	\$ 41	\$ 0	\$ 0	\$ 0	
CON	LOC	\$ 0	\$ 0	\$ 14	\$ 0	\$ 0	\$ 0	
		\$ 100	\$ 71	\$ 275	\$ 0	\$ 0	\$ 0	
		Total FY 2019-2022 Cost \$ 446						

110248

MPMS #:110248

Municipality:

Title:FFY 20 WATS RPM
Contract

Route:

Section:

A/Q Status:

Improvement Type:Reflective Pavement
Markers

Exempt Code:

Est. Let Date:

Actual Let Date:

Geographic Limits:Lycoming County

Narrative:Replace reflective pavement markers on various state routes in Lycoming County.

		TIP Program Years (\$000)						
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
CON	581	\$ 0	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0	
		\$ 0	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0	
		Total FY 2019-2022 Cost \$ 30						

110249

Lycoming

110249

MPMS #:110249

Municipality:

Title:FFY 21 WATS RPM

Route:

Section:

A/Q Status:

Contract

Improvement Type:Reflective Pavement Markers

Exempt Code:

Est. Let Date:06/01/2021

Actual Let Date:

Geographic Limits:Lycoming County

Narrative:Replace reflective pavement markers on various state routes in Lycoming County

TIP Program Years (\$000)								
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
CON	581	\$ 0	\$ 0	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 0	\$ 0	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 30								

110250

MPMS #:110250

Municipality:

Title:FFY 22 WATS RPM

Route:

Section:

A/Q Status:

Contract

Improvement Type:Reflective Pavement Markers

Exempt Code:

Est. Let Date:06/01/2022

Actual Let Date:

Geographic Limits:Lycoming County

Narrative:Replace reflective pavement markers on various state routes in Lycoming County

TIP Program Years (\$000)								
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
CON	581	\$ 0	\$ 0	\$ 0	\$ 30	\$ 0	\$ 0	\$ 0
		\$ 0	\$ 0	\$ 0	\$ 30	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 30								

110769

Lycoming

110769

MPMS #:110769

Municipality:

Title:Interstate Delineation
Project

Route:

Section:

A/Q Status:

Improvement Type:Safety Improvement

Exempt Code:

Est. Let Date:10/18/2018

Actual Let Date:

Geographic Limits:Lycoming County

Narrative:Interstate Delineation
Lycoming County

TIP Program Years (\$000)								
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
CON	HSIP	\$ 725	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 725	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 725								

110771

MPMS #:110771

Municipality:

Title:Districtwide Cable Guide
Rail Upgrade

Route:

Section:

A/Q Status:

Improvement Type:Guiderail Improvement

Exempt Code:

Est. Let Date:02/27/2020

Actual Let Date:

Geographic Limits:District wide

Narrative:District wide cable guide rail upgrades

TIP Program Years (\$000)								
Phase	Fund	2019	2020	2021	2022	2nd 4 Years	3rd 4 Years	
PE	HSIP	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FD	HSIP	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CON	HSIP	\$ 0	\$ 750	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 300	\$ 750	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 1,050								

110890

Lycoming

110890

MPMS #:110890

Municipality:Montgomery (Boro)

Title:Montgomery Corridor
RRX

Route:54

Section:90R

A/Q Status:

Improvement Type:RR Warning Devices

Exempt Code:

Est. Let Date:

Actual Let Date:

Geographic Limits:8 Rail Crossings in Lycoming County

Narrative: Railroad crossing upgrades: Install LED Lighting at the Second Street (SR 54), Bower Street, Main Street, and Thomas Avenue crossings in the Borough of Montgomery, the Saeger Station Road crossings in Clinton Township, the Sylvan Dell Road crossing in the Borough of South Williamsport, and the Sylvan Dell Road crossing in Armstrong Township, Lycoming County.

Phase	Fund	TIP Program Years (\$000)					
		2019	2020	2021	2022	2nd 4 Years	3rd 4 Years
CON	RRX	\$ 60	\$ 95	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 60	\$ 95	\$ 0	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 155							

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2019 Costs					FFY 2020 Costs					FFY 2021 Costs					FFY 2022 Costs					^Milestones							
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total			
Lycoming	220	120	93016	US220&SR 405 Intersection	C	SAMI						HSIP	1,004,500	581	250,000																		07/26/2018 E	
Lycoming	220	122	93732	PA 287 to West Fourth Street	F	SAMI	HSIP	547,684																									11/14/2018 E	
Lycoming	220	122	93732	PA 287 to West Fourth Street	U	SAMI	HSIP	100,000																										
Lycoming	220	122	93732	PA 287 to West Fourth Street	R	SAMI	HSIP	283,500																										
Lycoming	220	122	93732	PA 287 to West Fourth Street	R	SAMI	NHPP	891,500																										
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI	sNHPP	20,000,000	581	1,273,476																							02/14/2019 E	
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI	HSIP	60,500																										02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI	NHPP	314,500																										02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI						HSIP	85,500	581	2,658,000																			02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI						NHPP	1,550,000																					02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI						STP	770,904																					02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth Street	+C	SAMI																												02/14/2019 E
Lycoming	220	122	93732	PA 287 to West Fourth																														

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2019 Costs					FFY 2020 Costs					FFY 2021 Costs					FFY 2022 Costs					^Milestones						
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total		
Lycoming	405	069	6261	SR 405 over Glade Run	C	BRDG														185	150,000										09/01/2020 E		
Lycoming	405	069	6261	SR 405 over Glade Run	C	BRDG																			185	850,000				850,000	09/01/2020 E		
Lycoming	405	094	98931	SR 2014 to SR 2057	F	HRST			581	15,000																							
Lycoming	405	56S	6096	SR 405 & SR 2014 Intersection	F	SAMI									STP	125,000															07/09/2020 E		
Lycoming	405	56S	6096	SR 405 & SR 2014 Intersection	U	SAMI									STP	25,000																	
Lycoming	405	56S	6096	SR 405 & SR 2014 Intersection	R	SAMI									STP	25,000																	
Lycoming	405	56S	6096	SR 405 & SR 2014 Intersection	C	SAMI														STP	400,000										09/01/2020 E		
Lycoming	414	057	88967	SR 414 over Bluestone Run	+F	BRDG	STP	20,000																							07/13/2018 E		
Lycoming	414	057	88967	SR 414 over Bluestone Run	+U	BRDG	STP	25,000																									
Lycoming	414	057	88967	SR 414 over Bluestone Run	+R	BRDG	STP	20,000																									
Lycoming	414	057	88967	SR 414 over Bluestone Run	+C	BRDG	STP	200,000																							09/13/2018 E		
Lycoming	414	057	88967	SR 414 over Bluestone Run	+C	BRDG									STP	200,000															09/13/2018 E		
Lycoming	864	018	106182	Countywide Cable Guiderail U	+P	SAMI														HSIP	68,000										68,000		
Lycoming	864	018	106182	Countywide Cable Guiderail U	+F	SAMI																			HSIP	52,000					52,000		
Lycoming	864	018	106182	Countywide Cable Guiderail U	+R	SAMI																			HSIP	20,000					20,000		
Lycoming	1003	035	106125	SR 1003 over Jacoby Hollow	U	BRDG			185	15,000																							
Lycoming	1003	035	106125	SR 1003 over Jacoby Hollow	C	BRDG			185	90,000																						11/01/2019 E	
Lycoming	1005	001	5983	SR 1005 over Plunketts Creek	P	BRDG																			BOF	80,000					80,000		
Lycoming	1006	026	99013	SR 1006 over Slacks Run	U	BRDG			185	20,000																							
Lycoming	1006	026	99013	SR 1006 over Slacks Run	C	BRDG			185	20,000																						01/17/2019 E	
Lycoming	1006	026	99013	SR 1006 over Slacks Run	C	BRDG											185	130,000														01/17/2019 E	
Lycoming	1006	034	110182	SR 1006 over Slacks Run	P	BRDG																			185	20,000					20,000		
Lycoming	1006	034	110182	SR 1006 over Slacks Run	P	BRDG																					185	20,000			20,000		
Lycoming	1006	035	5920	SR 1006 over Trib to Wallis R	P	BRDG																					185	20,000			20,000		
Lycoming	1009	008	99025	SR1009 ov TrBlockhouseCr	P	BRDG																											
Lycoming	1009	008	99025	SR1009 ov TrBlockhouseCr	P	BRDG																											
Lycoming	1009	008	99025	SR1009 ov TrBlockhouseCr	F	BRDG																											
Lycoming	1009	008	99025	SR1009 ov TrBlockhouseCr	U	BRDG																											
Lycoming	1009	008	99025	SR1009 ov TrBlockhouseCr	R	BRDG																											
Lycoming	1010	001	5755	SR 1010 over Roaring Branch	P	BRDG																				BOF	80,000				80,000		
Lycoming	1010	008	99027	SR 1010 ov Little Elk Run	+P	BRDG	BOF	20,000																								08/01/2020 E	
Lycoming	1010	008	99027	SR 1010 ov Little Elk Run	+P	BRDG																											08/01/2020 E
Lycoming	1010	008	99027	SR 1010 ov Little Elk Run	+F	BRDG															BOF	20,000										07/01/2021 E	
Lycoming	1010	008	99027	SR 1010 ov Little Elk Run	+R	BRDG															BOF	23,500											
Lycoming	1010	008	99027	SR 1010 ov Little Elk Run	+C	BRDG																				BOF	187,000					187,000	09/01/2021 E
Lycoming	1017	016	99029	Beech Street to Mill Lane	+C	HRST	STP	375,000																								01/17/2019 E	
Lycoming	1017	016	99029	Beech Street to Mill Lane	+C	HRST									STP	375,000																01/17/2019 E	
Lycoming	2003	010	97632	SR 2003 over Spring Creek	P	BRDG																				BOF	40,000					40,000	

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2019 Costs					FFY 2020 Costs					FFY 2021 Costs					FFY 2022 Costs					^Milestones					
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total	
Lycoming	2003	010	97632	SR 2003 over Spring Creek	P	BRDG														185	40,000		40,000									
Lycoming	2004	007	99032	SR 2004 over Trb Spring Ck	P	BRDG			185	50,000		50,000																			08/01/2020 E	
Lycoming	2004	007	99032	SR 2004 over Trb Spring Ck	F	BRDG														185	20,000		20,000								07/01/2021 E	
Lycoming	2004	007	99032	SR 2004 over Trb Spring Ck	U	BRDG																			185	20,000		20,000				
Lycoming	2004	007	99032	SR 2004 over Trb Spring Ck	R	BRDG														185	20,000		20,000									
Lycoming	2004	007	99032	SR 2004 over Trb Spring Ck	C	BRDG																			185	42,094		42,094		09/01/2021 E		
Lycoming	2004	011	110190	SR 2004 over Tributary to Spr	P	BRDG																			185	20,000		20,000				
Lycoming	2013	007	93679	SR 2013 over Laurel Run	C	BRDG	BOF	125,000				125,000																			12/21/2017 A	
Lycoming	2014	092	97508	US 15 to Campbell Street	+S	HCON	NHPP	250,000				250,000																				
Lycoming	2014	092	97508	US 15 to Campbell Street	+P	HCON											NHPP	500,000														
Lycoming	2014	092	97508	US 15 to Campbell Street	+P	HCON																			NHPP	375,000					375,000	
Lycoming	2014	095	99038	SR 2014 ov Bennett's Run	P	BRDG			185	20,000		20,000																				
Lycoming	2014	095	99038	SR 2014 ov Bennett's Run	F	BRDG								185	5,000		5,000															
Lycoming	2014	095	99038	SR 2014 ov Bennett's Run	C	BRDG								185	150,000		150,000															01/16/2020 E
Lycoming	2014	095	99038	SR 2014 ov Bennett's Run	C	BRDG														185	50,000		50,000								01/16/2020 E	
Lycoming	2014	097	99410	Water St to Rose Hill Rd	+P	HRST								581	15,000		15,000															
Lycoming	2014	097	99410	Water St to Rose Hill Rd	C	HRST														581	200,000		200,000								01/07/2021 E	
Lycoming	2014	097	99410	Water St to Rose Hill Rd	C	HRST																			581	650,000		650,000			01/07/2021 E	
Lycoming	2014	101	106133	Bridge Preservation Paint Grou	+C	BRDG	BOF	210,332				210,332																			11/09/2017 A	
Lycoming	2014	101	106133	Bridge Preservation Paint Grou	+C	BRDG	NHPP	600,000				600,000																				11/09/2017 A
Lycoming	2014	101	106133	Bridge Preservation Paint Grou	+C	BRDG	STP	204,095				204,095																				11/09/2017 A
Lycoming	2014	101	106133	Bridge Preservation Paint Grou	+C	BRDG							NHPP	1,110,000			1,110,000															11/09/2017 A
Lycoming	2014	101	106133	Bridge Preservation Paint Grou	+C	BRDG							STP	227,596			227,596															11/09/2017 A
Lycoming	2014	83B	108112	Hillside Avenue to US 15 Phas	C	HCON			581	2,175,000		2,175,000																			06/21/2018 E	
Lycoming	2014	83B	108112	Hillside Avenue to US 15 Phas	C	HCON								581	1,525,000		1,525,000															06/21/2018 E
Lycoming	2014	84M	87987	Campbell St to Basin St	U	HCON														581	500,000		500,000									
Lycoming	2014	84M	87987	Campbell St to Basin St	R	HCON								581	300,000		300,000															
Lycoming	2014	84M	87987	Campbell St to Basin St	C	HCON												NHPP	1,110,000	581	1,204,000		2,314,000								12/01/2020 E	
Lycoming	2014	84M	87987	Campbell St to Basin St	C	HCON												STP	600,000				600,000								12/01/2020 E	
Lycoming	2014	84M	87987	Campbell St to Basin St	C	HCON																	STP	1,000,000	581	1,523,935		2,523,935			12/01/2020 E	
Lycoming	2016	19M	98942	Lyc Cr Rd to Hepburn St	C	HRST			581	78,524		78,524																			06/08/2017 A	
Lycoming	2045	03L	98166	Fairfield Crossing	C	HCON			e581	1,950,000		1,950,000																			01/17/2019 E	
Lycoming	2045	03L	98166	Fairfield Crossing	C	HCON								e581	1,000,000		1,000,000														01/17/2019 E	
Lycoming	2056	002	97803	NorthwayRdtoWashingtonBlv	C	HRST			581	100,000		100,000																			02/14/2019 E	
Lycoming	2056	002	97803	NorthwayRdtoWashingtonBlv	C	HRST								581	50,000		50,000															02/14/2019 E
Lycoming	2060	02M	81897	Via Bella Dr to Third St	U	HCON														581	75,000		75,000									
Lycoming	2060	02M	81897	Via Bella Dr to Third St	C	HCON														581	200,000		200,000								12/01/2020 E	
Lycoming	2060	02M	81897	Via Bella Dr to Third St	C	HCON																			581	400,000		400,000			12/01/2020 E	

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2019 Costs					FFY 2020 Costs					FFY 2021 Costs					FFY 2022 Costs					^Milestones						
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total		
Lycoming	4001	020	6209	SR 4001 ov Lt Pine Creek	C	BRDG												STP	823,000	185	1,325,500			2,148,500									01/16/2020 E
Lycoming	4001	020	6209	SR 4001 ov Lt Pine Creek	C	BRDG																			STP	822,500	185	562,906			1,385,406	01/16/2020 E	
Lycoming	4010	006	99061	SR 4010 ov Larry's Creek	P	BRDG																			BOF	40,000					40,000		
Lycoming	4010	006	99061	SR 4010 ov Larry's Creek	P	BRDG														185	40,000			40,000									
Lycoming	4010	011	6031	SR 4010 over Larrys Creek	P	BRDG																			BOF	40,000					40,000		
Lycoming	7238	LBR	110203	T-556 over East Mill Creek	P	BRDG	BOF	80,000	183	15,000	5,000	100,000																					
Lycoming	7238	LBR	110203	T-556 over East Mill Creek	F	BRDG							BOF	40,000	183	7,500	2,500	50,000															
Lycoming	7238	LBR	110203	T-556 over East Mill Creek	R	BRDG							BOF	16,000	183	3,000	1,000	20,000															
Lycoming	7238	LBR	110203	T-556 over East Mill Creek	C	BRDG												BOF	220,000	183	41,250	13,750	275,000									09/01/2020 E	
Totals for: Lycoming								30,695,345		8,699,000	26,667	39,421,012			8,329,355		8,229,000	31,833	16,590,188			7,483,000		7,557,000	33,750	15,073,750		7,481,000		8,095,000		15,576,000	86,660,950
Overall Totals:								30,695,345		8,699,000	26,667	39,421,012			8,329,355		8,229,000	31,833	16,590,188			7,483,000		7,557,000	33,750	15,073,750		7,481,000		8,095,000		15,576,000	86,660,950

County	S.R.	Sec.	Project	Project Title	Ph	Area	FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs					^Milestones				
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total
Overall Totals:								7,481,000		8,093,000	23,500	15,597,500		7,481,000		8,091,000	15,000	15,587,000		7,481,000		8,091,000	15,000	15,587,000		7,481,000		8,089,000		15,570,000	

County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	First Four Years					Second Four Years					Third Four Years					Totals	^Milestones						
									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local	Total			
Lycoming	3			106219	FFY 19 WATS RPM Contract	C	SAMI	2019			581	30,000		30,000												30,000	06/18/2019 E				
Lycoming	3			108942	I-180, SR 147 , & SR 220 Ramps	+C	SAMI	2019	HSIP	290,000				290,000												290,000	07/12/2018 E				
Lycoming	3			110248	FFY 20 WATS RPM Contract	C	SAMI	2020			581	30,000		30,000												30,000					
Lycoming	3			110249	FFY 21 WATS RPM Contract	C	SAMI	2021			581	30,000		30,000												30,000	06/01/2021 E				
Lycoming	3			110250	FFY 22 WATS RPM Contract	C	SAMI	2022			581	30,000		30,000												30,000	06/01/2022 E				
Lycoming	3			110620	2019 TIP HSIP Line Item	C	SAMI	2023							HSIP	3,160,000				3,160,000						3,160,000					
Lycoming	3			110620	2019 TIP HSIP Line Item	C	SAMI	2027												HSIP	4,360,000				4,360,000	4,360,000					
Lycoming	3			110625	WATS Local Bridge Line Item	C	BRDG	2027												BOF	1,950,000	185	1,422,000		3,372,000	3,372,000					
Lycoming	3			110769	Interstate Delineation Project	+C	SAMI	2019	HSIP	725,000				725,000												725,000	10/18/2018 E				
Lycoming	3			110771	Districtwide Cable Guide Rail Up	+P	SAMI	2019	HSIP	200,000				200,000												200,000	11/07/2019 E				
Lycoming	3			110771	Districtwide Cable Guide Rail Up	+F	SAMI	2019	HSIP	100,000				100,000												100,000	01/02/2020 E				
Lycoming	3			110771	Districtwide Cable Guide Rail Up	+C	SAMI	2020	HSIP	750,000				750,000												750,000	02/27/2020 E				
Lycoming	3		ENH	108114	Loyalsock Township Recreational	C	SPFED	2019	TAP	765,000				765,000												765,000					
Lycoming	3		LBR	106085	T-369 over Queneshukney Run	P	BRDG	2021	BOF	160,000	183	30,000	10,000	200,000												200,000					
Lycoming	3		LBR	106085	T-369 over Queneshukney Run	F	BRDG	2023							BOF	80,000	183	15,000	5,000	100,000						100,000					
Lycoming	3		LBR	106085	T-369 over Queneshukney Run	U	BRDG	2023							BOF	8,000	183	1,500	500	10,000						10,000					
Lycoming	3		LBR	106085	T-369 over Queneshukney Run	R	BRDG	2023							BOF	16,000	183	3,000	1,000	20,000						20,000					
Lycoming	3		LBR	106085	T-369 over Queneshukney Run	+C	BRDG	2023							BOF	320,000	183	60,000	20,000	400,000						400,000	01/11/2024 E				
Lycoming	3		LBR	5891	T-665 over Pleasant Stream	C	BRDG	2019	BOF	800,000	183	150,000	50,000	1,000,000												1,000,000	01/17/2019 E				
Lycoming	3		LBR	6085	T-836 over Trout Run	P	BRDG	2021	BOF	160,000	183	30,000	10,000	200,000												200,000					
Lycoming	3		LBR	6085	T-836 over Trout Run	F	BRDG	2023							BOF	80,000	183	15,000	5,000	100,000						100,000					
Lycoming	3		LBR	6085	T-836 over Trout Run	U	BRDG	2023							BOF	16,000	183	3,000	1,000	20,000						20,000					
Lycoming	3		LBR	6085	T-836 over Trout Run	R	BRDG	2023							BOF	16,000	183	3,000	1,000	20,000						20,000					
Lycoming	3		LBR	6085	T-836 over Trout Run	C	BRDG	2024							BOF	320,000	183	60,000	20,000	400,000						400,000	01/11/2024 E				
Lycoming	3		PTH	108113	Pathway to Health Phase IV	C	SPFED	2019	TAP	798,500				798,500												798,500					
Lycoming	3		RBR	94681	Jersey Shore Culvert 2	C	BRDG	2027																		183	1,600,000	400,000	2,000,000	2,000,000	01/01/2027 E
Lycoming	3		RRX	109218	Nisbet RRX Corridor	+C	SAMI	2019	RRX	445,845				445,845												445,845	11/22/2017 A				
Lycoming	3	14	076	88746	SR 14 over Grays Run	+C	BRDG	2019	NHPP	900,000				900,000												900,000	12/07/2017 A				
Lycoming	3	14	098	99233	PA 14 over Red Run	P	BRDG	2025									185	80,000		80,000						80,000					
Lycoming	3	14	098	99233	PA 14 over Red Run	F	BRDG	2027																		185	20,000	20,000	20,000		
Lycoming	3	14	098	99233	PA 14 over Red Run	U	BRDG	2027																		185	20,000	20,000	20,000		
Lycoming	3	14	098	99233	PA 14 over Red Run	R	BRDG	2027																		185	20,000	20,000	20,000		
Lycoming	3	14	098	99233	PA 14 over Red Run	C	BRDG	2027												NHPP	500,000					500,000	500,000	09/01/2026 E			
Lycoming	3	14	099	99383	PA 14 over Abbots Run	P	BRDG	2021			185	60,000		60,000												60,000					
Lycoming	3	14	099	99383	PA 14 over Abbots Run	F	BRDG	2023									185	20,000		20,000						20,000					
Lycoming	3	14	099	99383	PA 14 over Abbots Run	U	BRDG	2023									185	20,000		20,000						20,000					
Lycoming	3	14	099	99383	PA 14 over Abbots Run	R	BRDG	2023									185	20,000		20,000						20,000					
Lycoming	3	14	099	99383	PA 14 over Abbots Run	+C	BRDG	2024							STP	301,000				301,000						301,000	09/01/2023 E				
Lycoming	3	14	101	102022	SR 14 over Lycoming Creek	C	BRDG	2019			185	1,100,000		1,100,000												1,100,000	12/07/2017 A				
Lycoming	3	14	112	6128	SR 14 over Trout Run	+P	BRDG	2024							STP	58,812	185	12,500		71,312						71,312					
Lycoming	3	14	112	6128	SR 14 over Trout Run	+F	BRDG	2027												STP	20,000					20,000	20,000				
Lycoming	3	14	112	6128	SR 14 over Trout Run	U	BRDG	2027												STP	20,000					20,000	20,000				
Lycoming	3	14	112	6128	SR 14 over Trout Run	+R	BRDG	2027												STP	20,000					20,000	20,000				

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County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	First Four Years					Second Four Years					Third Four Years					Totals	^Milestones		
									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local
Lycoming	3	14	112	6128	SR 14 over Trout Run	C	BRDG	2027												STP	350,000				350,000	350,000	09/01/2026 E
Lycoming	3	15	152	98983	Main St to Southern Ave	+S	HCON	2019	NHPP	250,000															250,000		
Lycoming	3	15	152	98983	Main St to Southern Ave	P	HCON	2023								581	1,060,000								1,060,000		
Lycoming	3	15	152	98983	Main St to Southern Ave	F	HCON	2024								581	750,000								750,000		
Lycoming	3	15	152	98983	Main St to Southern Ave	U	HCON	2026							NHPP	287,500									287,500		
Lycoming	3	15	152	98983	Main St to Southern Ave	U	HCON	2027															581	900,000	900,000	900,000	
Lycoming	3	15	152	98983	Main St to Southern Ave	R	HCON	2024							STP	500,000									500,000		
Lycoming	3	15	152	98983	Main St to Southern Ave	C	HCON	2027												NHPP	6,058,000	581	5,155,000	11,213,000	11,213,000	10/01/2026 E	
Lycoming	3	15	152	98983	Main St to Southern Ave	C	HCON	2027												STP	219,500				219,500	219,500	10/01/2026 E
Lycoming	3	15	154	99034	Bridge Deck Overlays	F	BRDG	2019			185	25,000													25,000		
Lycoming	3	15	154	99034	Bridge Deck Overlays	C	BRDG	2026								185	750,000								750,000	09/01/2025 E	
Lycoming	3	15	154	99034	Bridge Deck Overlays	C	BRDG	2027															185	750,000	750,000	750,000	09/01/2025 E
Lycoming	3	15	205	110162	SR 15 over Hagermans Run	P	BRDG	2027															185	250,000	250,000	250,000	
Lycoming	3	15	205	110162	SR 15 over Hagermans Run	C	BRDG	2027												NHPP	1,000,000				1,000,000	1,000,000	09/01/2026 E
Lycoming	3	44	054	97609	PA 44 over Ramsey Run	P	BRDG	2019			185	75,000													75,000	08/01/2020 E	
Lycoming	3	44	054	97609	PA 44 over Ramsey Run	F	BRDG	2021			185	25,000													25,000	07/01/2021 E	
Lycoming	3	44	054	97609	PA 44 over Ramsey Run	U	BRDG	2021			185	20,000													20,000	06/01/2021 E	
Lycoming	3	44	054	97609	PA 44 over Ramsey Run	R	BRDG	2021			185	20,000													20,000		
Lycoming	3	44	054	97609	PA 44 over Ramsey Run	C	BRDG	2022			185	400,000													400,000	09/01/2021 E	
Lycoming	3	44	054	97609	PA 44 over Ramsey Run	C	BRDG	2023								185	400,000								400,000	09/01/2021 E	
Lycoming	3	44	055	99348	PA 44 over Furnace Run	P	BRDG	2023								185	60,000								60,000		
Lycoming	3	44	055	99348	PA 44 over Furnace Run	F	BRDG	2025								185	20,000								20,000		
Lycoming	3	44	055	99348	PA 44 over Furnace Run	U	BRDG	2025								185	17,000								17,000		
Lycoming	3	44	055	99348	PA 44 over Furnace Run	R	BRDG	2025								185	20,000								20,000		
Lycoming	3	44	055	99348	PA 44 over Furnace Run	+C	BRDG	2026							STP	200,000									200,000	09/01/2026 E	
Lycoming	3	44	055	99348	PA 44 over Furnace Run	+C	BRDG	2027												STP	200,000				200,000	200,000	09/01/2026 E
Lycoming	3	44	056	99393	PA44 ov UpperPineBottomRn	P	BRDG	2023								185	60,000								60,000		
Lycoming	3	44	056	99393	PA44 ov UpperPineBottomRn	F	BRDG	2025								185	20,000								20,000		
Lycoming	3	44	056	99393	PA44 ov UpperPineBottomRn	U	BRDG	2025								185	20,000								20,000		
Lycoming	3	44	056	99393	PA44 ov UpperPineBottomRn	R	BRDG	2025								185	20,000								20,000		
Lycoming	3	44	056	99393	PA44 ov UpperPineBottomRn	+C	BRDG	2026							STP	200,000									200,000	09/01/2025 E	
Lycoming	3	44	056	99393	PA44 ov UpperPineBottomRn	+C	BRDG	2027												STP	200,000				200,000	200,000	09/01/2025 E
Lycoming	3	44	064	87918	SR 44 over Lawshe Run	C	BRDG	2019			185	1,000,000													1,000,000	08/22/2019 E	
Lycoming	3	44	079	6205	SR 44 over Susquehanna River	P	BRDG	2027															185	50,000	50,000	50,000	
Lycoming	3	44	079	6205	SR 44 over Susquehanna River	+C	BRDG	2027												STP	1,235,000				1,235,000	1,235,000	09/01/2026 E
Lycoming	3	54	101	110167	SR 54 ov Susquehanna Riv	P	BRDG	2019			185	140,500													140,500		
Lycoming	3	54	101	110167	SR 54 ov Susquehanna Riv	F	BRDG	2020			185	31,250													31,250		
Lycoming	3	54	101	110167	SR 54 ov Susquehanna Riv	+C	BRDG	2026							NHPP	659,500									659,500	09/01/2025 E	
Lycoming	3	54	101	110167	SR 54 ov Susquehanna Riv	+C	BRDG	2026							STP	672,500									672,500	09/01/2025 E	
Lycoming	3	54	101	110167	SR 54 ov Susquehanna Riv	+C	BRDG	2027												NHPP	1,519,000				1,519,000	1,519,000	09/01/2025 E
Lycoming	3	54	101	110167	SR 54 ov Susquehanna Riv	+C	BRDG	2027												STP	349,000				349,000	349,000	09/01/2025 E
Lycoming	3	54	90R	110890	Montgomery Corridor RRX	+C	SAMI	2019	RRX	155,355															155,355		
Lycoming	3	87	0	98919	Ltl Br Crk Rd to Lw Manor	C	HRST	2025								581	800,000								800,000	01/16/2025 E	

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County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	First Four Years					Second Four Years					Third Four Years					Totals	^Milestones		
									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local
Lycoming	3	87	106	97615	PA 87 over Little Bear Cr	C	BRDG	2024							NHPP	500,000				500,000						500,000	09/01/2024 E
Lycoming	3	118	011	97639	PA 118 over Greggs Creek	P	BRDG	2025									185	60,000		60,000						60,000	
Lycoming	3	118	011	97639	PA 118 over Greggs Creek	F	BRDG	2027													185	20,000		20,000		20,000	
Lycoming	3	118	011	97639	PA 118 over Greggs Creek	U	BRDG	2027													185	20,000		20,000		20,000	
Lycoming	3	118	011	97639	PA 118 over Greggs Creek	R	BRDG	2027													185	20,000		20,000		20,000	
Lycoming	3	118	011	97639	PA 118 over Greggs Creek	C	BRDG	2027											NHPP	400,000				400,000	400,000	09/01/2026 E	
Lycoming	3	118	112	97654	PA 118 over Sugar Run	P	BRDG	2025									185	20,000		20,000					20,000		
Lycoming	3	118	112	97654	PA 118 over Sugar Run	F	BRDG	2026									185	40,000		40,000					40,000		
Lycoming	3	118	112	97654	PA 118 over Sugar Run	F	BRDG	2027													185	20,000		20,000		20,000	
Lycoming	3	118	112	97654	PA 118 over Sugar Run	U	BRDG	2027													185	20,000		20,000		20,000	
Lycoming	3	118	112	97654	PA 118 over Sugar Run	R	BRDG	2027													185	20,000		20,000		20,000	
Lycoming	3	118	112	97654	PA 118 over Sugar Run	C	BRDG	2027											NHPP	500,000				500,000	500,000	09/01/2026 E	
Lycoming	3	118	113	97658	PA 118 ov Little Muncy Cr	+P	BRDG	2024							STP	28,812	185	12,500		41,312					41,312		
Lycoming	3	118	113	97658	PA 118 ov Little Muncy Cr	+F	BRDG	2027											STP	20,000				20,000	20,000		
Lycoming	3	118	113	97658	PA 118 ov Little Muncy Cr	C	BRDG	2027											STP	300,000				300,000	300,000	09/01/2026 E	
Lycoming	3	180	121	97672	Muncy Creek to South Main Stre	C	HRST	2019	STP	960,096														960,096	04/13/2017 A		
Lycoming	3	180	127	99226	Lyc Co Bridge Prsv Grp	P	BRDG	2019			185	40,000												40,000			
Lycoming	3	180	127	99226	Lyc Co Bridge Prsv Grp	F	BRDG	2020			185	10,000												10,000			
Lycoming	3	180	127	99226	Lyc Co Bridge Prsv Grp	+C	BRDG	2024							NHPP	1,019,000				1,019,000					1,019,000	09/01/2023 E	
Lycoming	3	180	127	99226	Lyc Co Bridge Prsv Grp	+C	BRDG	2024							STP	371,000				371,000					371,000	09/01/2023 E	
Lycoming	3	180	132	105532	SR 15 to Warrensville Rd WB	+P	HRST	2022	NHPP	100,000														100,000			
Lycoming	3	180	132	105532	SR 15 to Warrensville Rd WB	+F	HRST	2023							NHPP	50,000				50,000					50,000		
Lycoming	3	180	132	105532	SR 15 to Warrensville Rd WB	+C	HRST	2024							NHPP	1,400,000				1,400,000					1,400,000	01/01/2024 E	
Lycoming	3	220	119	6000	US 220/4th St Interchange	+S	HCON	2027											NHPP	250,000				250,000	250,000		
Lycoming	3	220	120	93016	US220&SR 405 Intersection	U	SAMI	2019			581	100,000												100,000	04/20/2018 E		
Lycoming	3	220	120	93016	US220&SR 405 Intersection	C	SAMI	2019	HSIP	1,080,816	581	1,126,000												2,206,816	07/26/2018 E		
Lycoming	3	220	122	93732	PA 287 to West Fourth Street	F	SAMI	2019	HSIP	547,684														547,684	11/14/2018 E		
Lycoming	3	220	122	93732	PA 287 to West Fourth Street	U	SAMI	2019	HSIP	100,000														100,000	10/14/2018 E		
Lycoming	3	220	122	93732	PA 287 to West Fourth Street	R	SAMI	2019	HSIP	283,500														283,500			
Lycoming	3	220	122	93732	PA 287 to West Fourth Street	R	SAMI	2019	NHPP	891,500														891,500			
Lycoming	3	220	122	93732	PA 287 to West Fourth Street	+C	SAMI	2019	HSIP	2,186,000	581	10,570,541												12,756,541	02/14/2019 E		
Lycoming	3	220	122	93732	PA 287 to West Fourth Street	+C	SAMI	2019	NHPP	23,271,500														23,271,500	02/14/2019 E		
Lycoming	3	220	122	93732	PA 287 to West Fourth Street	+C	SAMI	2019	STP	943,904														943,904	02/14/2019 E		
Lycoming	3	220	165	98990	School St to Arch St	P	HRST	2026									581	20,000		20,000				20,000			
Lycoming	3	220	165	98990	School St to Arch St	C	HRST	2027													581	3,022,000		3,022,000	3,022,000	01/01/2027 E	
Lycoming	3	220	166	99003	Bennett Lane to Muncy Cr	C	HRST	2024									581	6,467,000		6,467,000				6,467,000	11/01/2023 E		
Lycoming	3	220	174	98924	Muncy Crk to Main St	C	HRST	2019	STP	420,000														420,000	12/21/2017 A		
Lycoming	3	220	181	102641	Curves b/t Tivoli & Glen Mawr	+C	SAMI	2023							HSIP	750,000				750,000				750,000	11/01/2023 E		
Lycoming	3	220	193	106124	US 220 over Ramp A (to West Fc	+P	BRDG	2019	NHPP	155,000														155,000	05/07/2019 E		
Lycoming	3	220	193	106124	US 220 over Ramp A (to West Fc	+F	BRDG	2020	NHPP	100,000														100,000	07/27/2020 E		
Lycoming	3	220	193	106124	US 220 over Ramp A (to West Fc	+U	BRDG	2020	NHPP	10,000														10,000	06/27/2020 E		
Lycoming	3	220	193	106124	US 220 over Ramp A (to West Fc	+C	BRDG	2021	NHPP	2,947,000														2,947,000	09/27/2020 E		
Lycoming	3	220	193	106124	US 220 over Ramp A (to West Fc	+C	BRDG	2021	STP	872,500														872,500	09/27/2020 E		

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County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	First Four Years					Second Four Years					Third Four Years					Totals	^Milestones				
									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local	Total	
Lycoming	3	220	193	106124	US 220 over Ramp A (to West F	+C	BRDG	2023							NHPP	1,559,500											1,559,500	09/27/2020 E	
Lycoming	3	220	213	79249	US 220 over Wolf Run	P	BRDG	2025									185	80,000									80,000		
Lycoming	3	220	213	79249	US 220 over Wolf Run	F	BRDG	2027																185	20,000		20,000	20,000	
Lycoming	3	220	213	79249	US 220 over Wolf Run	U	BRDG	2027																185	20,000		20,000	20,000	
Lycoming	3	220	213	79249	US 220 over Wolf Run	R	BRDG	2027																185	20,000		20,000	20,000	
Lycoming	3	220	213	79249	US 220 over Wolf Run	+C	BRDG	2027												NHPP	600,000					600,000	600,000	09/01/2026 E	
Lycoming	3	284	007	97617	PA 284 over Bonnell Run	P	BRDG	2027																185	39,000		39,000	39,000	
Lycoming	3	284	007	97617	PA 284 over Bonnell Run	F	BRDG	2027																185	20,000		20,000	20,000	
Lycoming	3	284	007	97617	PA 284 over Bonnell Run	F	BRDG	2027																581	30,000		30,000	30,000	
Lycoming	3	284	007	97617	PA 284 over Bonnell Run	U	BRDG	2027																185	20,000		20,000	20,000	
Lycoming	3	284	007	97617	PA 284 over Bonnell Run	U	BRDG	2027																581	30,000		30,000	30,000	
Lycoming	3	284	007	97617	PA 284 over Bonnell Run	R	BRDG	2027																185	20,000		20,000	20,000	
Lycoming	3	284	007	97617	PA 284 over Bonnell Run	R	BRDG	2027																581	30,000		30,000	30,000	
Lycoming	3	284	007	97617	PA 284 over Bonnell Run	C	BRDG	2027																185	800,000		800,000	800,000	09/01/2026 E
Lycoming	3	284	007	97617	PA 284 over Bonnell Run	C	BRDG	2027																581	250,000		250,000	250,000	09/01/2026 E
Lycoming	3	284	008	97623	PA 284 over Blacks Creek	P	BRDG	2021	BOF	40,000	185	40,000															80,000		
Lycoming	3	284	008	97623	PA 284 over Blacks Creek	F	BRDG	2023									185	20,000									20,000		
Lycoming	3	284	008	97623	PA 284 over Blacks Creek	U	BRDG	2023									185	20,000									20,000		
Lycoming	3	284	008	97623	PA 284 over Blacks Creek	R	BRDG	2023									185	20,000									20,000		
Lycoming	3	284	008	97623	PA 284 over Blacks Creek	C	BRDG	2024									185	800,000									800,000	09/01/2023 E	
Lycoming	3	284	012	5939	SR 284 over Flooks Run	P	BRDG	2022	BOF	80,000																	80,000		
Lycoming	3	284	012	5939	SR 284 over Flooks Run	F	BRDG	2024							BOF	20,000											20,000		
Lycoming	3	284	012	5939	SR 284 over Flooks Run	U	BRDG	2024							BOF	20,000											20,000		
Lycoming	3	284	012	5939	SR 284 over Flooks Run	R	BRDG	2024							BOF	20,000											20,000		
Lycoming	3	284	012	5939	SR 284 over Flooks Run	C	BRDG	2026							BOF	160,000											160,000	09/01/2025 E	
Lycoming	3	284	012	5939	SR 284 over Flooks Run	C	BRDG	2027												BOF	240,000						240,000	240,000	09/01/2025 E
Lycoming	3	287	138	97625	PA 287 over Larry's Creek	F	BRDG	2020				185	20,000														20,000	07/01/2022 E	
Lycoming	3	287	138	97625	PA 287 over Larry's Creek	U	BRDG	2020				185	20,000														20,000	06/01/2022 E	
Lycoming	3	287	138	97625	PA 287 over Larry's Creek	R	BRDG	2020				185	20,000														20,000		
Lycoming	3	287	138	97625	PA 287 over Larry's Creek	C	BRDG	2023									185	1,300,000									1,300,000	09/01/2022 E	
Lycoming	3	287	140	99352	PA 287 ov Trb Larrys Crk	P	BRDG	2025									185	60,000									60,000		
Lycoming	3	287	140	99352	PA 287 ov Trb Larrys Crk	F	BRDG	2027																	185	20,000		20,000	20,000
Lycoming	3	287	140	99352	PA 287 ov Trb Larrys Crk	U	BRDG	2027																	185	20,000		20,000	20,000
Lycoming	3	287	140	99352	PA 287 ov Trb Larrys Crk	R	BRDG	2027																	185	20,000		20,000	20,000
Lycoming	3	287	140	99352	PA 287 ov Trb Larrys Crk	C	BRDG	2027												STP	300,000						300,000	300,000	09/01/2026 E
Lycoming	3	287	141	99400	PA 287 over Lick Run	F	BRDG	2020				185	20,000														20,000	07/01/2022 E	
Lycoming	3	287	141	99400	PA 287 over Lick Run	U	BRDG	2020				185	20,000														20,000	06/01/2022 E	
Lycoming	3	287	141	99400	PA 287 over Lick Run	R	BRDG	2020				185	20,000														20,000		
Lycoming	3	287	141	99400	PA 287 over Lick Run	+C	BRDG	2023							STP	1,100,000											1,100,000	09/01/2022 E	
Lycoming	3	405	069	6261	SR 405 over Glade Run	P	BRDG	2019				185	80,000														80,000	05/29/2019 E	
Lycoming	3	405	069	6261	SR 405 over Glade Run	F	BRDG	2020				185	20,000														20,000	07/09/2020 E	
Lycoming	3	405	069	6261	SR 405 over Glade Run	U	BRDG	2020				185	20,000														20,000	03/18/2020 E	
Lycoming	3	405	069	6261	SR 405 over Glade Run	R	BRDG	2020				185	20,000														20,000		

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									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local	Total
Lycoming	3	405	069	6261	SR 405 over Glade Run	C	BRDG	2021			185	1,000,000														1,000,000	09/01/2020 E	
Lycoming	3	405	085	97661	PA 405 ov Trib Susq Rvr	P	BRDG	2023								185	120,000										120,000	
Lycoming	3	405	085	97661	PA 405 ov Trib Susq Rvr	F	BRDG	2025								185	40,000										40,000	
Lycoming	3	405	085	97661	PA 405 ov Trib Susq Rvr	U	BRDG	2025								185	20,000										20,000	
Lycoming	3	405	085	97661	PA 405 ov Trib Susq Rvr	R	BRDG	2025								185	20,000										20,000	
Lycoming	3	405	085	97661	PA 405 ov Trib Susq Rvr	+C	BRDG	2025							NHPP	600,000										600,000	09/01/2024 E	
Lycoming	3	405	087	99008	PA 54 to Brick Church Rd	+P	HCON	2025							STP	300,000											300,000	
Lycoming	3	405	087	99008	PA 54 to Brick Church Rd	+F	HCON	2026							STP	500,000											500,000	
Lycoming	3	405	087	99008	PA 54 to Brick Church Rd	U	HCON	2027																581	500,000	500,000	500,000	
Lycoming	3	405	087	99008	PA 54 to Brick Church Rd	+R	HCON	2026							STP	250,000											250,000	
Lycoming	3	405	087	99008	PA 54 to Brick Church Rd	+C	HCON	2027												STP	3,517,500	581	4,145,000		7,662,500	7,662,500	01/01/2027 E	
Lycoming	3	405	088	99354	PA 405 ov Trib Susq Rvr	P	BRDG	2023								185	40,000										40,000	
Lycoming	3	405	088	99354	PA 405 ov Trib Susq Rvr	F	BRDG	2025								185	20,000										20,000	
Lycoming	3	405	088	99354	PA 405 ov Trib Susq Rvr	U	BRDG	2025								185	20,000										20,000	
Lycoming	3	405	088	99354	PA 405 ov Trib Susq Rvr	R	BRDG	2025								185	20,000										20,000	
Lycoming	3	405	088	99354	PA 405 ov Trib Susq Rvr	+C	BRDG	2027												STP	200,000					200,000	200,000	09/01/2026 E
Lycoming	3	405	090	97785	Brick Chrch Rd to Susq Rv	C	HRST	2026								581	500,000										500,000	07/01/2025 E
Lycoming	3	405	094	98931	SR 2014 to SR 2057	F	HRST	2019			581	15,000															15,000	
Lycoming	3	405	56S	6096	SR 405 & SR 2014 Intersection	F	SAMI	2020	STP	125,000																	125,000	07/09/2020 E
Lycoming	3	405	56S	6096	SR 405 & SR 2014 Intersection	U	SAMI	2020	STP	25,000																	25,000	03/18/2020 E
Lycoming	3	405	56S	6096	SR 405 & SR 2014 Intersection	R	SAMI	2020	STP	25,000																	25,000	
Lycoming	3	405	56S	6096	SR 405 & SR 2014 Intersection	C	SAMI	2021	STP	400,000																	400,000	09/01/2020 E
Lycoming	3	414	018	6206	SR 414 over Pine Creek	+P	BRDG	2027																185	40,000	40,000	40,000	
Lycoming	3	414	018	6206	SR 414 over Pine Creek	F	BRDG	2027																185	20,000	20,000	20,000	
Lycoming	3	414	018	6206	SR 414 over Pine Creek	U	BRDG	2027																185	20,000	20,000	20,000	
Lycoming	3	414	018	6206	SR 414 over Pine Creek	R	BRDG	2027																185	20,000	20,000	20,000	
Lycoming	3	414	018	6206	SR 414 over Pine Creek	C	BRDG	2027																185	600,000	600,000	600,000	09/01/2026 E
Lycoming	3	414	056	99402	PA 414 over Truman Run	+P	BRDG	2024							STP	22,000											22,000	
Lycoming	3	414	056	99402	PA 414 over Truman Run	F	BRDG	2027																581	200,000	200,000	200,000	
Lycoming	3	414	056	99402	PA 414 over Truman Run	U	BRDG	2027																581	50,000	50,000	50,000	
Lycoming	3	414	056	99402	PA 414 over Truman Run	R	BRDG	2027																581	50,000	50,000	50,000	
Lycoming	3	414	056	99402	PA 414 over Truman Run	+C	BRDG	2027												STP	1,240,000					1,240,000	1,240,000	09/01/2026 E
Lycoming	3	414	057	88967	SR 414 over Bluestone Run	+F	BRDG	2019	STP	20,000																	20,000	07/13/2018 E
Lycoming	3	414	057	88967	SR 414 over Bluestone Run	+U	BRDG	2019	STP	25,000																	25,000	03/01/2018 A
Lycoming	3	414	057	88967	SR 414 over Bluestone Run	+R	BRDG	2019	STP	20,000																	20,000	
Lycoming	3	414	057	88967	SR 414 over Bluestone Run	+C	BRDG	2019	STP	400,000																	400,000	09/13/2018 E
Lycoming	3	442	021	97663	PA 442 over Dry Run	P	BRDG	2025								185	80,000										80,000	
Lycoming	3	442	021	97663	PA 442 over Dry Run	F	BRDG	2027																185	20,000	20,000	20,000	
Lycoming	3	442	021	97663	PA 442 over Dry Run	U	BRDG	2027																185	20,000	20,000	20,000	
Lycoming	3	442	021	97663	PA 442 over Dry Run	R	BRDG	2027																185	20,000	20,000	20,000	
Lycoming	3	442	021	97663	PA 442 over Dry Run	+C	BRDG	2027												STP	600,000					600,000	600,000	09/01/2026 E
Lycoming	3	442	023	98930	SR 2061 to SR 2019	C	HRST	2027																581	1,500,000	1,500,000	1,500,000	01/01/2027 E
Lycoming	3	654	027	98932	Cold Wtr Tw Rd to Vill Dr	C	HRST	2027																581	1,000,000	1,000,000	1,000,000	01/01/2027 E

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									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total				
Lycoming	3	1010	001	5755	SR 1010 over Roaring Branch	U	BRDG	2023							BOF	20,000											20,000			
Lycoming	3	1010	001	5755	SR 1010 over Roaring Branch	R	BRDG	2023							BOF	20,000												20,000		
Lycoming	3	1010	001	5755	SR 1010 over Roaring Branch	C	BRDG	2026									185	250,000									250,000	09/01/2025 E		
Lycoming	3	1010	001	5755	SR 1010 over Roaring Branch	C	BRDG	2027																		185	250,000	250,000	250,000	09/01/2025 E
Lycoming	3	1010	008	99027	SR 1010 ov Little Elk Run	+P	BRDG	2019	BOF	40,000																	40,000	08/01/2020 E		
Lycoming	3	1010	008	99027	SR 1010 ov Little Elk Run	+F	BRDG	2021	BOF	20,000																	20,000	07/01/2021 E		
Lycoming	3	1010	008	99027	SR 1010 ov Little Elk Run	+R	BRDG	2021	BOF	23,500																	23,500			
Lycoming	3	1010	008	99027	SR 1010 ov Little Elk Run	+C	BRDG	2022	BOF	187,000																	187,000	09/01/2021 E		
Lycoming	3	1017	016	99029	Beech Street to Mill Lane	+C	HRST	2019	STP	750,000																	750,000	01/17/2019 E		
Lycoming	3	1017	018	99051	SR 1017 ov Trout Run	P	BRDG	2024							STP	28,812	185	12,500									41,312			
Lycoming	3	1017	018	99051	SR 1017 ov Trout Run	+F	BRDG	2027													STP	20,000					20,000	20,000		
Lycoming	3	1017	018	99051	SR 1017 ov Trout Run	+C	BRDG	2027													STP	200,000					200,000	200,000	09/01/2026 E	
Lycoming	3	2003	010	97632	SR 2003 over Spring Creek	P	BRDG	2021	BOF	40,000	185	40,000															80,000			
Lycoming	3	2003	010	97632	SR 2003 over Spring Creek	F	BRDG	2023									185	20,000									20,000			
Lycoming	3	2003	010	97632	SR 2003 over Spring Creek	U	BRDG	2023									185	20,000									20,000			
Lycoming	3	2003	010	97632	SR 2003 over Spring Creek	R	BRDG	2023									185	20,000									20,000			
Lycoming	3	2003	010	97632	SR 2003 over Spring Creek	C	BRDG	2024									185	800,000									800,000	09/01/2023 E		
Lycoming	3	2004	007	99032	SR 2004 over Trb Spring Ck	P	BRDG	2019				185	50,000														50,000	08/01/2020 E		
Lycoming	3	2004	007	99032	SR 2004 over Trb Spring Ck	F	BRDG	2021				185	20,000														20,000	07/01/2021 E		
Lycoming	3	2004	007	99032	SR 2004 over Trb Spring Ck	U	BRDG	2022				185	20,000														20,000	06/01/2021 E		
Lycoming	3	2004	007	99032	SR 2004 over Trb Spring Ck	R	BRDG	2021				185	20,000														20,000			
Lycoming	3	2004	007	99032	SR 2004 over Trb Spring Ck	C	BRDG	2022				185	42,094														42,094	09/01/2021 E		
Lycoming	3	2004	007	99032	SR 2004 over Trb Spring Ck	C	BRDG	2023									185	108,156									108,156	09/01/2021 E		
Lycoming	3	2004	011	110190	SR 2004 over Tributary to Spring	P	BRDG	2022				185	20,000														20,000			
Lycoming	3	2004	011	110190	SR 2004 over Tributary to Spring	P	BRDG	2023									185	20,000									20,000			
Lycoming	3	2004	011	110190	SR 2004 over Tributary to Spring	F	BRDG	2024									185	20,000									20,000			
Lycoming	3	2004	011	110190	SR 2004 over Tributary to Spring	U	BRDG	2024									185	20,000									20,000			
Lycoming	3	2004	011	110190	SR 2004 over Tributary to Spring	R	BRDG	2024									185	20,000									20,000			
Lycoming	3	2004	011	110190	SR 2004 over Tributary to Spring	C	BRDG	2025									185	150,000									150,000	09/01/2024 E		
Lycoming	3	2013	007	93679	SR 2013 over Laurel Run	C	BRDG	2019	BOF	125,000																	125,000	12/21/2017 A		
Lycoming	3	2014	092	97508	US 15 to Campbell Street	+S	HCON	2019	NHPP	250,000																	250,000			
Lycoming	3	2014	092	97508	US 15 to Campbell Street	+P	HCON	2021	NHPP	875,000																	875,000			
Lycoming	3	2014	092	97508	US 15 to Campbell Street	+F	HCON	2023							NHPP	850,000											850,000			
Lycoming	3	2014	092	97508	US 15 to Campbell Street	+U	HCON	2024							STP	100,000	581	900,000									1,000,000			
Lycoming	3	2014	092	97508	US 15 to Campbell Street	R	HCON	2023									581	250,000									250,000			
Lycoming	3	2014	092	97508	US 15 to Campbell Street	C	HCON	2024							NHPP	3,219,000	581	3,754,000									6,973,000	01/01/2024 E		
Lycoming	3	2014	092	97508	US 15 to Campbell Street	C	XRST	2024							NHPP	1,322,000	581	3,472,000									4,794,000	01/01/2024 E		
Lycoming	3	2014	092	97508	US 15 to Campbell Street	C	HCON	2024							STP	1,358,752											1,358,752	01/01/2024 E		
Lycoming	3	2014	092	97508	US 15 to Campbell Street	C	XRST	2024							STP	492,500											492,500	01/01/2024 E		
Lycoming	3	2014	092	97508	US 15 to Campbell Street	C	HCON	2027																	581	4,100,000	4,100,000	4,100,000	01/01/2024 E	
Lycoming	3	2014	095	99038	SR 2014 ov Bennett's Run	P	BRDG	2019				185	20,000														20,000			
Lycoming	3	2014	095	99038	SR 2014 ov Bennett's Run	F	BRDG	2020				185	5,000														5,000			
Lycoming	3	2014	095	99038	SR 2014 ov Bennett's Run	C	BRDG	2020				185	200,000														200,000	01/16/2020 E		

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									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local	Total	
Lycoming	3	2014	096	99359	SR 2014 ov Wolf Run	P	BRDG	2025									185	60,000		60,000						60,000			
Lycoming	3	2014	096	99359	SR 2014 ov Wolf Run	F	BRDG	2027																185	20,000	20,000	20,000		
Lycoming	3	2014	096	99359	SR 2014 ov Wolf Run	U	BRDG	2027																185	20,000	20,000	20,000		
Lycoming	3	2014	096	99359	SR 2014 ov Wolf Run	R	BRDG	2027																185	20,000	20,000	20,000		
Lycoming	3	2014	096	99359	SR 2014 ov Wolf Run	+C	BRDG	2027												STP	200,000					200,000	200,000	09/01/2026 E	
Lycoming	3	2014	097	99410	Water St to Rose Hill Rd	+P	HRST	2020			581	15,000		15,000													15,000		
Lycoming	3	2014	097	99410	Water St to Rose Hill Rd	C	HRST	2021			581	850,000		850,000													850,000	01/07/2021 E	
Lycoming	3	2014	101	106133	Bridge Preservation Paint Group	+C	BRDG	2019	BOF	210,332				210,332													210,332	11/09/2017 A	
Lycoming	3	2014	101	106133	Bridge Preservation Paint Group	+C	BRDG	2019	NHPP	1,710,000				1,710,000													1,710,000	11/09/2017 A	
Lycoming	3	2014	101	106133	Bridge Preservation Paint Group	+C	BRDG	2019	STP	431,691				431,691													431,691	11/09/2017 A	
Lycoming	3	2014	104	98940	Montoursville Boro Ln to Odell	C	XRST	2027												NHPP	1,400,000					1,400,000	1,400,000	01/01/2027 E	
Lycoming	3	2014	83B	108112	Hillside Avenue to US 15 Phase 2	C	HCON	2019			581	3,700,000		3,700,000													3,700,000	06/21/2018 E	
Lycoming	3	2014	84M	87987	Campbell St to Basin St	U	HCON	2021			581	500,000		500,000													500,000	09/01/2020 E	
Lycoming	3	2014	84M	87987	Campbell St to Basin St	R	HCON	2020			581	300,000		300,000													300,000		
Lycoming	3	2014	84M	87987	Campbell St to Basin St	C	HCON	2021	NHPP	1,110,000	581	2,727,935		3,837,935													3,837,935	12/01/2020 E	
Lycoming	3	2014	84M	87987	Campbell St to Basin St	C	HCON	2021	STP	1,600,000				1,600,000													1,600,000	12/01/2020 E	
Lycoming	3	2014	84M	87987	Campbell St to Basin St	C	HCON	2023							NHPP	759,500	581	5,584,000		6,343,500							6,343,500	12/01/2020 E	
Lycoming	3	2014	84M	87987	Campbell St to Basin St	C	HCON	2023							STP	1,825,000				1,825,000							1,825,000	12/01/2020 E	
Lycoming	3	2015	004	110181	SR 2015 over German Run	P	BRDG	2023							BOF	40,000				40,000							40,000		
Lycoming	3	2015	004	110181	SR 2015 over German Run	F	BRDG	2025							BOF	20,000				20,000							20,000		
Lycoming	3	2015	004	110181	SR 2015 over German Run	U	BRDG	2025							BOF	20,000				20,000							20,000		
Lycoming	3	2015	004	110181	SR 2015 over German Run	R	BRDG	2025							BOF	20,000				20,000							20,000		
Lycoming	3	2015	004	110181	SR 2015 over German Run	C	BRDG	2026							BOF	75,000				75,000							75,000	09/01/2025 E	
Lycoming	3	2015	004	110181	SR 2015 over German Run	C	BRDG	2027							BOF	75,000				75,000							75,000	09/01/2025 E	
Lycoming	3	2016	19M	98942	Lyc Cr Rd to Hepburn St	C	HRST	2019			581	78,524		78,524													78,524	06/08/2017 A	
Lycoming	3	2018	011	99337	SR 2018 over Millers Run	P	BRDG	2023									185	60,000		60,000							60,000		
Lycoming	3	2018	011	99337	SR 2018 over Millers Run	F	BRDG	2025									185	20,000		20,000							20,000		
Lycoming	3	2018	011	99337	SR 2018 over Millers Run	U	BRDG	2025									185	20,000		20,000							20,000		
Lycoming	3	2018	011	99337	SR 2018 over Millers Run	R	BRDG	2025									185	18,000		18,000							18,000		
Lycoming	3	2018	011	99337	SR 2018 over Millers Run	+C	BRDG	2026							NHPP	350,000				350,000							350,000	09/01/2025 E	
Lycoming	3	2018	011	99337	SR 2018 over Millers Run	+C	BRDG	2027							NHPP	350,000				350,000							350,000	09/01/2025 E	
Lycoming	3	2039	008	99300	3rd St to Lick Run Rd	P	HRST	2025									581	15,000		15,000							15,000		
Lycoming	3	2039	008	99300	3rd St to Lick Run Rd	C	HRST	2027																581	1,400,000	1,400,000	1,400,000	01/01/2027 E	
Lycoming	3	2045	03L	98166	Fairfield Crossing	C	HCON	2019			581	2,950,000		2,950,000													2,950,000	01/17/2019 E	
Lycoming	3	2053	002	97662	SR 2053 over Wolf Run	P	BRDG	2025							BOF	80,000				80,000							80,000		
Lycoming	3	2053	002	97662	SR 2053 over Wolf Run	F	BRDG	2027																185	20,000	20,000	20,000		
Lycoming	3	2053	002	97662	SR 2053 over Wolf Run	U	BRDG	2027												BOF	20,000						20,000	20,000	
Lycoming	3	2053	002	97662	SR 2053 over Wolf Run	R	BRDG	2027												BOF	20,000						20,000	20,000	
Lycoming	3	2053	002	97662	SR 2053 over Wolf Run	C	BRDG	2027												BOF	400,000						400,000	400,000	09/01/2026 E
Lycoming	3	2055	003	110204	SR 2055 overTributary to Muncy	P	BRDG	2023									185	40,000		40,000							40,000		
Lycoming	3	2055	003	110204	SR 2055 overTributary to Muncy	F	BRDG	2025									185	20,000		20,000							20,000		
Lycoming	3	2055	003	110204	SR 2055 overTributary to Muncy	U	BRDG	2025									185	20,000		20,000							20,000		
Lycoming	3	2055	003	110204	SR 2055 overTributary to Muncy	R	BRDG	2025									185	20,000		20,000							20,000		

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County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	First Four Years					Second Four Years					Third Four Years					Totals	^Milestones				
									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local	Total	
Lycoming	3	2055	003	110204	SR 2055 overTributary to Muncy	C	BRDG	2026									185	75,000		75,000							75,000	09/01/2025 E	
Lycoming	3	2055	003	110204	SR 2055 overTributary to Muncy	C	BRDG	2027																	185	75,000	75,000	75,000	09/01/2025 E
Lycoming	3	2056	002	97803	NorthwayRdtoWashingtonBlv	C	HRST	2019			581	150,000		150,000													150,000	02/14/2019 E	
Lycoming	3	2060	02M	81897	Via Bella Dr to Third St	U	HCON	2021			581	75,000		75,000													75,000	09/01/2020 E	
Lycoming	3	2060	02M	81897	Via Bella Dr to Third St	C	HCON	2021			581	600,000		600,000													600,000	12/01/2020 E	
Lycoming	3	2060	02M	81897	Via Bella Dr to Third St	C	HCON	2023									581	400,000		400,000							400,000	12/01/2020 E	
Lycoming	3	2061	007	99058	SR2061 ov Little Muncy Cr	P	BRDG	2024							STP	28,812	185	10,500		39,312							39,312		
Lycoming	3	2061	007	99058	SR2061 ov Little Muncy Cr	+F	BRDG	2027												STP	20,000					20,000	20,000		
Lycoming	3	2061	007	99058	SR2061 ov Little Muncy Cr	+C	BRDG	2027												STP	150,000					150,000	150,000	09/01/2026 E	
Lycoming	3	2061	011	110205	SR 2061 over Little Sugar Run	P	BRDG	2024									185	40,000		40,000							40,000		
Lycoming	3	2061	011	110205	SR 2061 over Little Sugar Run	F	BRDG	2026									185	20,000		20,000							20,000		
Lycoming	3	2061	011	110205	SR 2061 over Little Sugar Run	U	BRDG	2026									185	20,000		20,000							20,000		
Lycoming	3	2061	011	110205	SR 2061 over Little Sugar Run	R	BRDG	2026									185	20,000		20,000							20,000		
Lycoming	3	2061	011	110205	SR 2061 over Little Sugar Run	C	BRDG	2027																185	150,000	150,000	150,000	09/01/2026 E	
Lycoming	3	2061	012	6030	SR 2061 over Beaver Run	P	BRDG	2022	BOF	60,000				60,000													60,000		
Lycoming	3	2061	012	6030	SR 2061 over Beaver Run	F	BRDG	2023							BOF	10,000				10,000							10,000		
Lycoming	3	2061	012	6030	SR 2061 over Beaver Run	U	BRDG	2023							BOF	10,000				10,000							10,000		
Lycoming	3	2061	012	6030	SR 2061 over Beaver Run	R	BRDG	2023							BOF	10,000				10,000							10,000		
Lycoming	3	2061	012	6030	SR 2061 over Beaver Run	C	BRDG	2027												BOF	352,000					352,000	352,000	09/01/2026 E	
Lycoming	3	2069	004	101971	SR 2069 over Broad Run	F	BRDG	2020			185	15,000		15,000													15,000	07/01/2020 E	
Lycoming	3	2069	004	101971	SR 2069 over Broad Run	U	BRDG	2021			185	35,000		35,000													35,000	06/01/2020 E	
Lycoming	3	2069	004	101971	SR 2069 over Broad Run	R	BRDG	2020			185	20,000		20,000													20,000		
Lycoming	3	2069	004	101971	SR 2069 over Broad Run	C	BRDG	2021			185	150,000		150,000													150,000	09/01/2020 E	
Lycoming	3	2073	001	99035	SR 2073 ov Greggs Run	+P	BRDG	2020	BOF	40,000				40,000													40,000		
Lycoming	3	2073	001	99035	SR 2073 ov Greggs Run	+F	BRDG	2022	BOF	20,000				20,000													20,000		
Lycoming	3	2073	001	99035	SR 2073 ov Greggs Run	U	BRDG	2022	BOF	20,000				20,000													20,000		
Lycoming	3	2073	001	99035	SR 2073 ov Greggs Run	+R	BRDG	2022	BOF	20,000				20,000													20,000		
Lycoming	3	2073	001	99035	SR 2073 ov Greggs Run	+C	BRDG	2023							BOF	176,000				176,000							176,000	09/01/2022 E	
Lycoming	3	2083	001	99408	SR 2083 over Lick Run	+P	BRDG	2021	BOF	40,000				40,000													40,000		
Lycoming	3	2083	001	99408	SR 2083 over Lick Run	F	BRDG	2023							BOF	20,000				20,000							20,000		
Lycoming	3	2083	001	99408	SR 2083 over Lick Run	U	BRDG	2023							BOF	20,000				20,000							20,000		
Lycoming	3	2083	001	99408	SR 2083 over Lick Run	R	BRDG	2023							BOF	20,000				20,000							20,000		
Lycoming	3	2083	001	99408	SR 2083 over Lick Run	C	BRDG	2024							BOF	150,000				150,000							150,000	09/01/2023 E	
Lycoming	3	3007	015	99036	SR 3007 ov Pine Run	+F	BRDG	2019	BOF	10,000				10,000													10,000	09/07/2019 E	
Lycoming	3	3007	015	99036	SR 3007 ov Pine Run	+U	BRDG	2020	BOF	25,000				25,000													25,000	08/07/2019 E	
Lycoming	3	3007	015	99036	SR 3007 ov Pine Run	+R	BRDG	2019	BOF	15,000				15,000													15,000		
Lycoming	3	3007	015	99036	SR 3007 ov Pine Run	+C	BRDG	2020	BOF	151,168				151,168													151,168	11/07/2019 E	
Lycoming	3	3010	016	99052	SR 3010 ov Larrys Creek	P	BRDG	2021	BOF	40,000	185	40,000		80,000													80,000		
Lycoming	3	3010	016	99052	SR 3010 ov Larrys Creek	F	BRDG	2023									185	20,000		20,000							20,000		
Lycoming	3	3010	016	99052	SR 3010 ov Larrys Creek	U	BRDG	2023									185	20,000		20,000							20,000		
Lycoming	3	3010	016	99052	SR 3010 ov Larrys Creek	R	BRDG	2023									185	20,000		20,000							20,000		
Lycoming	3	3010	016	99052	SR 3010 ov Larrys Creek	C	BRDG	2024									185	750,000		750,000							750,000	09/01/2023 E	
Lycoming	3	3013	07S	99373	SR 3013 Slide Repair	C	HCON	2027																581	1,300,000	1,300,000	1,300,000	01/01/2027 E	

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+ Indicates phase qualifies for TOLL funds

^PE-NEPA, FD-PSE CO, UTL-FnL UTL Clr, ROW-Cond ROW, CON-Let

County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	First Four Years					Second Four Years					Third Four Years					Totals	^Milestones			
									Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local	Total
Lycoming	3	3015	011	106207	SR 3015 over Stoney Gap Run	+P	BRDG	2019	BOF	20,000				20,000												20,000		
Lycoming	3	3015	011	106207	SR 3015 over Stoney Gap Run	+F	BRDG	2020	BOF	20,000				20,000												20,000		
Lycoming	3	3015	011	106207	SR 3015 over Stoney Gap Run	+U	BRDG	2020	BOF	15,000				15,000												15,000		
Lycoming	3	3015	011	106207	SR 3015 over Stoney Gap Run	+R	BRDG	2020	BOF	30,000				30,000												30,000		
Lycoming	3	3015	011	106207	SR 3015 over Stoney Gap Run	+C	BRDG	2021	BOF	150,000				150,000												150,000	10/01/2020 E	
Lycoming	3	3018	012	6106	SR 3018 ov 1stFrkLarrysCr	+F	BRDG	2019			185	15,000		15,000												15,000	07/01/2019 E	
Lycoming	3	3018	012	6106	SR 3018 ov 1stFrkLarrysCr	+U	BRDG	2019			185	20,000		20,000												20,000	06/01/2019 E	
Lycoming	3	3018	012	6106	SR 3018 ov 1stFrkLarrysCr	R	BRDG	2019			185	20,000		20,000												20,000		
Lycoming	3	3018	012	6106	SR 3018 ov 1stFrkLarrysCr	+C	BRDG	2020	BOF	150,000				150,000												150,000	01/09/2020 E	
Lycoming	3	3029	007	106156	SR 973 to Lyc Cr Rd	C	HRST	2020			581	300,000		300,000												300,000	01/07/2021 E	
Lycoming	3	4001	003	88743	SR 4001 over Lt Pine Crk	F	BRDG	2019			185	10,000		10,000												10,000		
Lycoming	3	4001	003	88743	SR 4001 over Lt Pine Crk	+C	BRDG	2023							STP	1,042,000				1,042,000						1,042,000	01/12/2023 E	
Lycoming	3	4001	020	6209	SR 4001 ov Lt Pine Creek	F	BRDG	2019	STP	150,809				150,809												150,809	11/01/2019 E	
Lycoming	3	4001	020	6209	SR 4001 ov Lt Pine Creek	U	BRDG	2020			185	7,500		7,500												7,500	10/01/2019 E	
Lycoming	3	4001	020	6209	SR 4001 ov Lt Pine Creek	R	BRDG	2019			185	20,000		20,000												20,000		
Lycoming	3	4001	020	6209	SR 4001 ov Lt Pine Creek	C	BRDG	2020	NHPP	200,000	185	2,613,906		2,813,906												2,813,906	01/16/2020 E	
Lycoming	3	4001	020	6209	SR 4001 ov Lt Pine Creek	C	BRDG	2020	STP	2,174,000				2,174,000												2,174,000	01/16/2020 E	
Lycoming	3	4001	038	110207	SR 4001 over Tributary to Little	P	BRDG	2024									185	40,000		40,000						40,000		
Lycoming	3	4001	038	110207	SR 4001 over Tributary to Little	F	BRDG	2026									185	20,000		20,000						20,000		
Lycoming	3	4001	038	110207	SR 4001 over Tributary to Little	U	BRDG	2026									185	20,000		20,000						20,000		
Lycoming	3	4001	038	110207	SR 4001 over Tributary to Little	R	BRDG	2026									185	20,000		20,000						20,000		
Lycoming	3	4001	038	110207	SR 4001 over Tributary to Little	C	BRDG	2027													185	150,000		150,000	150,000	150,000	09/01/2026 E	
Lycoming	3	4002	011	110208	SR 4002 over Hughes Run	P	BRDG	2025									185	45,000		45,000						45,000		
Lycoming	3	4002	011	110208	SR 4002 over Hughes Run	F	BRDG	2027													185	20,000		20,000	20,000	20,000		
Lycoming	3	4002	011	110208	SR 4002 over Hughes Run	U	BRDG	2027													185	20,000		20,000	20,000	20,000		
Lycoming	3	4002	011	110208	SR 4002 over Hughes Run	R	BRDG	2027													185	20,000		20,000	20,000	20,000		
Lycoming	3	4002	011	110208	SR 4002 over Hughes Run	C	BRDG	2027													185	150,000		150,000	150,000	150,000	09/01/2026 E	
Lycoming	3	4010	006	99061	SR 4010 ov Larry's Creek	P	BRDG	2021	BOF	40,000	185	40,000		80,000												80,000		
Lycoming	3	4010	006	99061	SR 4010 ov Larry's Creek	F	BRDG	2023									185	20,000		20,000						20,000		
Lycoming	3	4010	006	99061	SR 4010 ov Larry's Creek	U	BRDG	2023									185	25,344		25,344						25,344		
Lycoming	3	4010	006	99061	SR 4010 ov Larry's Creek	R	BRDG	2023									185	20,000		20,000						20,000		
Lycoming	3	4010	006	99061	SR 4010 ov Larry's Creek	+C	BRDG	2024							BOF	849,000				849,000						849,000	09/01/2023 E	
Lycoming	3	4010	011	6031	SR 4010 over Larrys Creek	P	BRDG	2022	BOF	40,000				40,000												40,000		
Lycoming	3	4010	011	6031	SR 4010 over Larrys Creek	F	BRDG	2023							BOF	20,000				20,000						20,000		
Lycoming	3	4010	011	6031	SR 4010 over Larrys Creek	U	BRDG	2023							BOF	20,000				20,000						20,000		
Lycoming	3	4010	011	6031	SR 4010 over Larrys Creek	R	BRDG	2023							BOF	20,000				20,000						20,000		
Lycoming	3	4010	011	6031	SR 4010 over Larrys Creek	C	BRDG	2026									185	205,000		205,000						205,000	09/01/2025 E	
Lycoming	3	4010	011	6031	SR 4010 over Larrys Creek	C	BRDG	2027													185	95,000		95,000	95,000	95,000	09/01/2025 E	
Lycoming	3	7238	LBR	110203	T-556 over East Mill Creek	P	BRDG	2019	BOF	80,000	183	15,000	5,000	100,000												100,000		
Lycoming	3	7238	LBR	110203	T-556 over East Mill Creek	F	BRDG	2020	BOF	40,000	183	7,500	2,500	50,000												50,000		
Lycoming	3	7238	LBR	110203	T-556 over East Mill Creek	R	BRDG	2020	BOF	16,000	183	3,000	1,000	20,000												20,000		
Lycoming	3	7238	LBR	110203	T-556 over East Mill Creek	C	BRDG	2021	BOF	220,000	183	41,250	13,750	275,000												275,000	09/01/2020 E	
Totals for: Lycoming										53,988,700		32,580,000	92,250	86,660,950		29,924,000		32,364,000	53,500	62,341,500		29,927,000		32,343,000	400,000	62,670,000	211,672,450	
Overall Totals:										53,988,700		32,580,000	92,250	86,660,950		29,924,000		32,364,000	53,500	62,341,500		29,927,000		32,343,000	400,000	62,670,000	211,672,450	

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EXHIBIT 12

FFY 2019-2022 WATS TIP

TRANSIT PROJECT LISTINGS WITH PUBLIC NARRATIVE

River Valley Transit

MPMS #:76510

County:Lycoming

A/Q Status:Exempt

Title:Garage/Office
Improvement

Exempt Code:

Short Narrative:Garage and office improvements

Narrative:RVT has programmed \$2,500,000 in 2012 for garage and office improvements. These include improvements/renovations to the garage and office facility and fleet storage space.

TIP Program Years (\$000)					
Fund	2019	2020	2021	2022	
LOC	\$ 16	\$ 3	\$ 0	\$ 0	
340	\$ 484	\$ 97	\$ 0	\$ 0	
OTH-F	\$ 2,000	\$ 400	\$ 0	\$ 0	
	\$ 2,500	\$ 500	\$ 0	\$ 0	
Total FY 2019-2022 Cost \$ 3,000					

MPMS #:84058

County:Lycoming

A/Q Status:Exempt

Title:Operating Assistance

Exempt Code:

Short Narrative:Operating Assistance

Narrative:Operating Assistance 7/1/2011 - 06/30/2015

TIP Program Years (\$000)					
Fund	2019	2020	2021	2022	
LOC	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	
338	\$ 4,300	\$ 4,500	\$ 4,700	\$ 4,900	
5307	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	
	\$ 7,100	\$ 7,300	\$ 7,500	\$ 7,700	
Total FY 2019-2022 Cost \$ 29,600					

MPMS #:84060

County:Lycoming

A/Q Status:Exempt

Title:Planning Assistance

Exempt Code:

Short Narrative:Planning Assistance

Narrative:Planning Assistance 7/1/2011 - 06/30/2015

TIP Program Years (\$000)					
Fund	2019	2020	2021	2022	
LOC	\$ 25	\$ 25	\$ 25	\$ 25	
5307	\$ 100	\$ 100	\$ 100	\$ 100	
	\$ 125	\$ 125	\$ 125	\$ 125	
Total FY 2019-2022 Cost \$ 500					

River Valley Transit

MPMS #:89390

County:Lycoming

A/Q Status:Exempt

Title:Support Equipment

Exempt Code:

Short Narrative:Upgrade Shop, office and computer equipment

Narrative:Upgrade shop, office and computer equipment

Fund	TIP Program Years (\$000)			
	2019	2020	2021	2022
LOC	\$ 2	\$ 3	\$ 2	\$ 3
340	\$ 73	\$ 97	\$ 73	\$ 97
	\$ 75	\$ 100	\$ 75	\$ 100
Total FY 2019-2022 Cost \$ 350				

MPMS #:89391

County:Lycoming

A/Q Status:Exempt

Title:Spare Components

Exempt Code:

Short Narrative:Purchase of Spare Components

Narrative:Purchase of Spare Components

Fund	TIP Program Years (\$000)			
	2019	2020	2021	2022
LOC	\$ 3	\$ 2	\$ 3	\$ 2
339	\$ 97	\$ 73	\$ 97	\$ 73
	\$ 100	\$ 75	\$ 100	\$ 75
Total FY 2019-2022 Cost \$ 350				

MPMS #:89579

County:Lycoming

A/Q Status:Exempt

Title:Support Vehicles

Exempt Code:

Short Narrative:Support Vehicles

Narrative:Support Vehicles

Fund	TIP Program Years (\$000)			
	2019	2020	2021	2022
LOC	\$ 0	\$ 4	\$ 0	\$ 4
340	\$ 0	\$ 121	\$ 0	\$ 121
	\$ 0	\$ 125	\$ 0	\$ 125
Total FY 2019-2022 Cost \$ 250				

River Valley Transit

MPMS #:95534

County:Lycoming

A/Q Status:

Title:Transit Vehicles/ Purchas Exempt Code:

Short Narrative:Transit Vehicles Purchase

Narrative:Purchase of 4 replacement CNG vehicles

Fund	TIP Program Years (\$000)			
	2019	2020	2021	2022
LOC	\$ 16	\$ 17	\$ 17	\$ 542
338	\$ 484	\$ 503	\$ 523	\$ 18
OTH-F	\$ 2,000	\$ 2,080	\$ 2,160	\$ 0
5307	\$ 0	\$ 0	\$ 0	\$ 2,240
	\$ 2,500	\$ 2,600	\$ 2,700	\$ 2,800
Total FY 2019-2022 Cost \$ 10,600				

MPMS #:102593

County:Lycoming

A/Q Status:

Title:Transit/Joint Dev CSTC Exempt Code:

Short Narrative:Transit/Joint Development CSTC

Narrative:Transit/Joint Development CSTC

Fund	TIP Program Years (\$000)			
	2019	2020	2021	2022
LOC	\$ 0	\$ 0	\$ 2	\$ 0
338	\$ 0	\$ 0	\$ 48	\$ 0
OTH-F	\$ 0	\$ 0	\$ 200	\$ 0
	\$ 0	\$ 0	\$ 250	\$ 0
Total FY 2019-2022 Cost \$ 250				

MPMS #:106400

County:Lycoming

A/Q Status:

Title:Transit Vehciles- Equip. Exempt Code:

Short Narrative:Purchase transit vehicle related equipment.

Narrative:Purchase transit vehicle related equipment.

Fund	TIP Program Years (\$000)			
	2019	2020	2021	2022
338	\$ 100	\$ 0	\$ 0	\$ 0
	\$ 100	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 100				

River Valley Transit

MPMS #:106401

County:Lycoming

A/Q Status:

Title:Transit/JD TTC II/Step

Exempt Code:

Short Narrative:Trade and Transit Centre II

Narrative:

Fund	TIP Program Years (\$000)			
	2019	2020	2021	2022
LOC	\$ 3	\$ 3	\$ 3	\$ 3
340	\$ 97	\$ 97	\$ 97	\$ 400
OTH-F	\$ 400	\$ 400	\$ 400	\$ 97
	\$ 500	\$ 500	\$ 500	\$ 500
Total FY 2019-2022 Cost \$ 2,000				

MPMS #:106402

County:Lycoming

A/Q Status:

Title:Transit/JD- Reg Hubs

Exempt Code:

Short Narrative:Construction of a regional Transportation Hubs

Narrative:

Fund	TIP Program Years (\$000)			
	2019	2020	2021	2022
LOC	\$ 0	\$ 0	\$ 0	\$ 2
340	\$ 0	\$ 0	\$ 0	\$ 200
OTH-F	\$ 0	\$ 0	\$ 0	\$ 48
	\$ 0	\$ 0	\$ 0	\$ 250
Total FY 2019-2022 Cost \$ 250				

MPMS #:110548

County:Lycoming

A/Q Status:

Title:Transit JD/ TTC Complex

Exempt Code:

Short Narrative:Transit JD/ TTC Complex

Narrative:Transit JD/ TTC Complex

Fund	TIP Program Years (\$000)			
	2019	2020	2021	2022
LOC	\$ 13	\$ 0	\$ 0	\$ 0
338	\$ 387	\$ 0	\$ 0	\$ 0
OTH-F	\$ 1,600	\$ 0	\$ 0	\$ 0
	\$ 2,000	\$ 0	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 2,000				

Rpt# TIP232

Current Date: 3/30/18

River Valley Transit

MPMS #:110549

County:Lycoming

A/Q Status:

Title:Transit/JD/ E 3rd St Revi Exempt Code:

Short Narrative:Transit/JD/ E 3rd St Revitalization

Narrative:Transit/JD/ E 3rd St Revitalization

Fund	TIP Program Years (\$000)			
	2019	2020	2021	2022
LOC	\$ 24	\$ 3	\$ 0	\$ 0
338	\$ 716	\$ 97	\$ 0	\$ 0
OTH-F	\$ 2,960	\$ 400	\$ 0	\$ 0
	\$ 3,700	\$ 500	\$ 0	\$ 0
Total FY 2019-2022 Cost \$ 4,200				

EXHIBIT 13

PROCEDURES FOR WATS MPO FFY 2019-2022 TIP REVISIONS

MEMORANDUM OF UNDERSTANDING

PLANNING AND COMMUNITY DEVELOPMENT

Commissioners:
R. Jack McKernan, Chairman
Tony R. Mussare, Vice Chairman
Richard Mirabito, Secretary

Location:
Executive Plaza
330 Pine Street
Williamsport Pennsylvania 17701



“Building Partnerships”

Kurt Hausammann, Jr., AICP, Director

Voice: (570) 320-2130
Fax: (570) 320-2135
www.lyco.org

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

MEMORANDUM OF UNDERSTANDING

WILLIAMSPORT AREA TRANSPORTATION STUDY, (WATS) METROPOLITAN PLANNING ORGANIZATION (MPO) PROCEDURES FOR 2019-2022 Transportation Improvement Program Revisions

PURPOSE

This Memorandum of Understanding (MOU) establishes a set of procedures to be used by the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) for processing revisions to the 2019-2022 WATS Transportation Improvement Program, (TIP).

What is a Statewide Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP)?

The STIP is the official transportation improvement program document mandated by federal statute (23 CFR § 450.218) and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation by federal statute. The STIP includes regional TIPs developed by the Planning Partners (MPOs and RPOs) and Statewide Programs developed by PennDOT. Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include but are not limited to the Secretary of Transportation's SPIKE, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-modal (MTF), Recreational (Rec) Trails, and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide interstate projects. The Commonwealth's Twelve Year Program (TYP), required by state law, includes the STIP/TIPs in first four-year period.

How and When is a STIP/TIP Developed?

For more information on the development of the STIP/TIP, see *Pennsylvania's 2019 Transportation Program General and Procedural Guidance* dated July 31, 2017 (attached).

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If WATS, RVT, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/ WATS TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in 23 CFR § 450 govern the provisions for revisions of the STIP and WATS TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, 23 CFR § 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. Cooperating parties include PennDOT, WATS, FHWA, FTA, and RVT. Any alternative procedures must be agreed upon, and documented in the TIP.

STIP/ WATS TIP revisions must be consistent with PennDOT's Transportation Investment Plan priorities, Pennsylvania's Long Range Transportation Plan (LRTP), and the WATS LRTP. In addition, STIP/WATS TIP revisions must support Pennsylvania's Transportation Performance Measures and Targets as well as the PennDOT's Connects policy. Pennsylvania's Transportation Investment Plan is PennDOT's ongoing assessments, target settings, and re-evaluations of data associated with the STIP/WATS TIP investment decisions, ensuring that each dollar invested is being directed to meet strategic decisions, and that enhances the overall performance of the Commonwealth's transportation system. The Investment Plan establishes regional targets which were set with a continued focus on maintaining assets with the following priorities: Bridges on the National Highway System (NHS), Roadway conditions on the NHS, Bridges on the balance of the system, and Roadway conditions on the balance of the system.

STIP/WATS TIP revisions must correspond to the adopted provisions of the WATS Public Participation Plan (PPP). The WATS PPP is a documented broad-based public involvement process that describes how WATS will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/WATS TIP.

A LRTP lapse occurs when WATS has not updated the WATS LRTP in accordance with the cycles defined in the federal planning regulations [23 CFR § 450.324 (c)]. If a WATS LRTP lapses because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for WATS. During a WATS LRTP lapse, all STIP/WATS TIP revisions will be treated as an amendment and require federal approval. There will be no administrative modifications for the WATS TIP until the WATS LRTP is in compliance with the federal planning regulation.

If a STIP/WATS TIP revision occurs based on FHWA August Redistribution that adds, advances, or adjusts federal funding for a project, WATS will be notified of the Administrative Modification by PennDOT.

Pennsylvania STIP/TIP Revisions

In accordance with the federal transportation planning regulations [23 CFR § 450], revisions to the STIP/WATS TIP will be handled as an *Amendment* or an *Administrative Modification* based on agreed upon procedures detailed below.

An *Amendment* is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in a STIP/WATS TIP that:

- Affects air quality conformity regardless of the cost of the project or the funding source;
- Adds a new project, deletes a project that utilizes federal funds, or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/WATS TIP, and does not have previous obligations from a prior STIP/WATS TIP. Federally-funded Statewide Program projects are excluded from this provision;
- Adds a new phase(s) to an existing project, deletes a project phase(s), increases or decreases a project phase(s) that utilizes federal funds where the revision exceeds the following thresholds:
 - \$7.5 million for the Interstate Management (IM) Program
 - \$2 million for WATS
 - \$1 million for other federally-funded Statewide Programs
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation
 - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and WATS (not to exceed any federally-funded threshold contained in this MOU)
 - Results in a change in the scope of work on any federally-funded project that is significant enough to essentially constitute a new project
- During a WATS LRTP lapse, all STIP/WATS TIP revisions will be treated as amendments and the below administrative modifications will not be utilized (or be in effect).

Approval by the WATS MPO is required for *Amendments*. The WATS MPO must then request PennDOT Central Office approval using the e-STIP process. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any PMC materials that may have been prepared, along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency. An eSTIP submission shall include:

- Fiscal Constraint Chart with remarks
- Pdf copy of the TIP
- Supporting materials to explain the reasoning, cause, and/or justification for the amendment revision, as needed, such as PMC items.

The initial submission and approval process of the federally-funded Statewide Program or increases/decreases exceeding the thresholds above will be considered an amendment (subsequent placement of these individual projects or line items on the WATS TIP will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally-funded statewide programs, approval by PennDOT's Program Management Committee (PMC) and FHWA is required.

An *Administrative Modification* is a minor revision to a STIP/WATS TIP that:

- Shifts federally-funded projects, a federally-funded project phase(s), or federal funds to existing federally-funded projects or a federally-funded project phase(s) in the approved STIP/WATS TIP and must maintain year-to-year STIP/TIP fiscal constraint requirements;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding; or WATS TIP placement of the federally-funded Statewide Program;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes;

- Draws down or returns funding from an existing STIP/WATS TIP reserve line item and does not exceed the threshold established in this MOU. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item but does not exceed the above thresholds.

Administrative Modifications do not affect air quality conformity nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not add a new federally-funded project or delete a federally-funded project; does not exceed the threshold established in this MOU, or the threshold established by this MOU (as detailed in the Amendment Section); and does not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications do not require federal approval. PennDOT and WATS will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

All revisions, amendments, and administrative modifications shall be identified, numbered, and grouped as one action on a FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire revision action) will require review and/or approval by the Cooperating Parties. In the case that a project phase is pushed out of the TIP period, WATS will demonstrate, through an FCC, fiscal balance of the subject project phase on the second period of the WATS LRTP.

Transit Statewide Managed Funds

Projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the WATS TIP if the project is located within Lycoming County.

Fiscal Constraint

Demonstration that STIP/WATS TIP fiscal constraint is maintained takes place through a FCC. Real time versions of the STIP/WATS TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS).

All revisions must maintain year-to-year fiscal constraint [23 CFR § 450.326 (g), (j) & (k)] for each of the four years of the STIP/WATS TIP. All revisions shall account for year of expenditure, and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/WATS TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

STIP/TIP Financial Reporting

At the end of each quarter, PennDOT will provide WATS with a STIP/WATS TIP Financial report of actual federal obligations and state encumbrances for highway/bridge and transit programs in the WATS region. At the end of the federal fiscal year (FFY), the PennDOT Progress Report can be used by WATS as the basis for compiling information to meet the federal annual listing of obligated project requirement [23 CFR § 450.334]. The STIP/WATS TIP Financial Report provided to FHWA and FTA will also include the FHWA Planning Performance Measure – “percent of STIP/WATS TIP projects advanced per year” on a Statewide and Planning Partner basis. A summary report detailing this information will be provided no later than 30 days after the end of a FFY.

STIP/TIP Transportation Performance Management

In accordance with 23 CFR § 450.326 (c), PennDOT and WATS will ensure STIP/WATS TIP revisions promote progress toward achievement of performance targets.

MPO/RPO TIP Revision Procedures

As the WATS TIP is adopted, this MOU between PennDOT and WATS will be included with the WATS TIP documentation. The MOU will clarify how WATS will address all WATS TIP revisions. **In all cases, WATS TIP revision procedures will be developed under the guidance umbrella of PA Statewide Procedures document.** If WATS elects to amend this MOU in the future to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing federally-funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2018, and remain in effect until September 30, 2020, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned hereby agree to the above procedures and principles adopted by the WATS MPO at their June 18, 2018 public meeting.

BY:  6/18/18
Sandra Tosca, WATS MPO Chairman DATE

BY:  6/18/18
William E. Nichols, Jr., General Manager DATE
River Valley Transit

BY: Larry Shifflet 7/3/2018
Larry Shifflet, Director PennDOT Center DATE
Program Development and Management

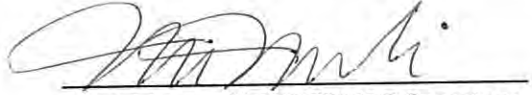
ATTEST:  6/18/18
Mark Murawski, WATS MPO Secretary DATE

EXHIBIT 14
REGIONAL PROJECTS IMPLEMENTED
FROM PREVIOUS FFY 2017-2020 TIP

REGIONALLY SIGNIFICANT PROJECTS
IMPLEMENTED FROM PRIOR WATS TIP 2017-2020

1. SR 2014 Reconstruction (Campbell – Basin Streets)
2. US 220/ PA 405 Intersection Improvements
3. US 220 Safety Improvements (PA 287-4th Street Interchange)
4. I-180 resurfacing (Cemetery Road – Muncy Creek)
5. I-180 resurfacing (Muncy Creek – South Main St)
6. I-180 over Lycoming Valley Railroad Bridge Rehabilitation
7. SR 2016 Resurfacing (Lycoming Creek Rd – Hepburn Street)
8. SR 0014 over Lycoming Creek Bridge Rehabilitation
9. SR 2014 (Fourth Street) reconstruction Wahoo Drive – US 15
10. Purchase of 4 CNG Replacement transit buses, (RVT)

EXHIBIT 15

WATS MPO SUPPORT FOR PENNDOT SAFETY PERFORMANCE TARGETS

PLANNING AND COMMUNITY DEVELOPMENT

Commissioners:

R. Jack McKernan, Chairman
Tony R. Mussare, Vice Chairman
Richard Mirabito, Secretary

Location:

Executive Plaza
330 Pine Street
Williamsport Pennsylvania 17701



"Building Partnerships"

Kurt Hausammann, Jr., AICP, Director

Voice: (570) 320-2130
Fax: (570) 320-2135
www.lyco.org

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

December 20, 2017

Mr. James D. Ritzman, P.E., Deputy Secretary for Planning
Pennsylvania Department of Transportation
Center for Program Development and Management
Commonwealth Keystone Building
400 North Street
Harrisburg, PA 17120

ATTENTION: Mr. Carey Mullins, Program Center

Dear Deputy Secretary Ritzman:

In response to your letter to the Lycoming County Planning Commission dated October 17, 2017, we are herewith transmitting our response to the Highway Safety Improvement Program, (HSIP) performance measure targets.

At their December 18, 2017 public meeting, the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) Coordinating Committee voted unanimously to select the option whereby the WATS MPO agrees to support the state targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT safety targets that were shown on Table 2 of our attached letter.

Thank you for affording our MPO an opportunity to choose the option that best reflects our needs and capabilities to address these important performance measures which will also be incorporated into our WATS Long Range Transportation Plan (LRTP) Update that will be adopted by our MPO in December, 2018.

If you have questions, please contact me at (570) 320-2138.

Sincerely,

Mark R. Murawski, Secretary
Williamsport MPO

CC: Chris King, PennDOT Engineering District 3-0

Enclosure



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA

OFFICE OF
SECRETARY OF TRANSPORTATION

October 17, 2017

RECEIVED

OCT 25 2017

6040

Kurt Hausammann, Jr., AICP, Executive Director
Lycoming County Planning Commission
48 West Third Street, 4th Floor
Williamsport, PA 17701

Dear Mr. Hausammann:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established a system of national goals and performance management measures designed to ensure the effective use of Federal transportation funds. 23 CFR 490 Subpart B establishes five performance measures for the Highway Safety Improvement Program (HSIP):

- (1) Number of fatalities
- (2) Rate of fatalities
- (3) Number of serious injuries
- (4) Rate of serious injuries
- (5) Number of non-motorized fatalities and serious injuries.

The targets in Table 1 of the enclosure reflect the 2017 Strategic Highway Safety Plan goal of reducing fatalities and serious injuries by 2%. In cooperation with our federal partners, PennDOT has established these targets which are effective August 31, 2017.

MPOs/RPOs must establish targets for each performance measure for the same calendar year within 180 days of PennDOT establishing targets (February 27, 2018) either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. FHWA will determine annually whether PennDOT has met, or has made significant progress toward meeting, established performance targets. More information about this is available through FHWA's website at https://safety.fhwa.dot.gov/hsip/spm/mpo_factsheet.cfm

Plans updated after May 27, 2018 including Metropolitan Long-Range Transportation Plans and Transportation Improvement Programs, and Statewide Transportation Improvement Programs must include a description of how the plans support and contribute to achieving the established performance targets.

To ensure compliance with 23 U.S.C. §134, please respond to this letter by selecting one of the 2 options below by December 29, 2017.

Please select one of the following options:



The MPO/RPO decision-making body agrees to support the state targets by planning and programing projects that contribute to meeting or making significant progress toward the established PennDOT safety targets. See Table 2 of the enclosure to see an example of what the corresponding values would look like in Williamsport MPO should they agree to support the statewide targets.



The MPO/RPO decision-making body commits to establishing their own quantifiable targets and has attached their methodology. MPOs/RPOs that establish their own targets will report the methodology, including VMT estimate, used to develop their targets.

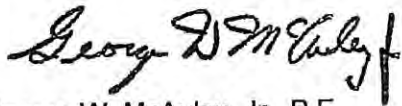
Concurrence:


Authorized MPO/RPO Spokesperson

Date: 12/18/17

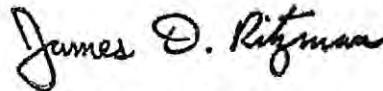
Should you have any questions, please contact Kristin Mulkerin, Transportation Planning Manager, at 717.783.2430 or via email at kmulkerin@pa.gov.

Sincerely,



George W. McAuley, Jr., P.E.
Deputy Secretary for Highway Administration

Sincerely,



James D. Ritzman, P.E.
Deputy Secretary for Planning

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2014-2018	2014-2018	2012-2016
Number of Fatalities	1,177.6		1,220.2
Fatality Rate	1.161		1.220
Number of Serious Injuries	3,799.8		3,434.0
Serious Injury Rate	3.746		3.433
Number of Non-motorized Fatalities and Serious Injuries	654.4		602.4

* Future VMT estimated to be 1% higher per year starting in 2017

Table 2: Williamsport MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2014-2018	2014-2018	2012-2016
Number of Fatalities	17.0		16.2
Fatality Rate	1.539		1.494
Number of Serious Injuries	48.3		39.6
Serious Injury Rate	4.373		3.648
Number of Non-motorized Fatalities and Serious Injuries	8.5		5.6

* Future VMT estimated to be 1% higher per year starting in 2017

FATAL INJURY	2012 (actual)	2013 (actual)	2014 (actual)	2015 (actual)	2016 (actual)	2017 (-2%)	2018 (-2%)	Target (2014-18)	Baseline (2012-16)
ADAMS	14	5	6	14	15	14.70	14.41	12.82	10.80
ALTOONA	19	24	13	23	22	21.56	21.13	20.14	20.20
CENTRE	14	12	12	15	20	19.60	19.21	17.16	14.60
DVRPC	275	233	239	240	238	233.24	228.58	235.76	245.00
ERIE	28	35	30	31	27	26.46	25.93	28.08	30.20
FRANKLIN	19	20	26	25	20	19.60	19.21	21.96	22.00
HATS	60	49	49	43	69	67.62	66.27	58.98	54.00
JOHNSTOWN	17	11	13	9	12	11.76	11.52	11.46	12.40
LANCASTER	47	45	62	48	44	43.12	42.26	47.88	49.20
LEBANON	16	18	8	19	21	20.58	20.17	17.75	16.40
LEHIGH VALLEY	65	48	66	65	57	55.86	54.74	59.72	60.20
NEPA	72	72	71	67	61	59.78	58.58	63.47	68.60
NORTH CENTRAL	45	51	35	44	40	39.20	38.42	39.32	43.00
NORTHWEST	48	55	30	20	35	34.30	33.61	30.58	37.60
NORTHERN TIER	49	39	37	37	41	40.18	39.38	38.91	40.60
READING	50	42	33	39	35	34.30	33.61	34.98	39.80
SCRANTON-WILKES-BARRE	51	62	55	58	52	50.96	49.94	53.18	55.60
SEDA-COG	54	55	52	66	47	46.06	45.14	51.24	54.80
SHENANGO VALLEY	17	28	14	13	15	14.70	14.41	14.22	17.40
SOUTHERN ALLEGHENIES	38	38	49	31	25	24.50	24.01	30.70	36.20
SPC	263	206	221	222	226	221.48	217.05	221.51	227.60
WAYNE	8	6	11	8	12	11.76	11.52	10.86	9.00
WILLIAMSPORT	15	10	18	23	15	14.70	14.41	17.02	16.20
YORK	26	44	45	40	39	38.22	37.46	39.94	38.80

TARGET > BASELINE

SERIOUS INJURY	2012 (actual)	2013 (actual)	2014 (actual)	2015 (actual)	2016 (actual)	2017 (-2%)	2018 (-2%)	Target (2014-18)	Baseline (2012-16)
ADAMS	31	50	36	25	37	36.26	35.53	33.96	35.80
ALTOONA	37	39	38	44	58	56.84	55.70	50.51	43.20
CENTRE	39	35	36	32	47	46.06	45.14	41.24	37.80
DVRPC	807	760	637	736	995	975.10	955.60	859.74	787.00
ERIE	70	82	81	55	109	106.82	104.68	91.30	79.40
FRANKLIN	59	43	46	49	72	70.56	69.15	61.34	53.80
HATS	159	136	172	163	218	213.64	209.37	195.20	169.60
JOHNSTOWN	38	39	43	34	49	48.02	47.06	44.22	40.60
LANCASTER	117	127	143	127	223	218.54	214.17	185.14	147.40
LEBANON	41	32	35	37	90	88.20	86.44	67.33	47.00
LEHIGH VALLEY	153	134	138	124	179	175.42	171.91	157.67	145.60
NEPA	180	179	138	163	225	220.50	216.09	192.52	177.00
NORTH CENTRAL	100	107	118	64	128	125.44	122.93	111.67	103.40
NORTHWEST	111	95	89	92	117	114.66	112.37	105.01	100.80
NORTHERN TIER	76	77	72	46	92	90.16	88.36	77.70	72.60
READING	141	127	111	96	148	145.04	142.14	128.44	124.60
SCRANTON-WILKES-BARRE	138	122	134	138	200	196.00	192.08	172.02	146.40
SEDA-COG	113	117	134	115	192	188.16	184.40	162.71	134.20
SHENANGO VALLEY	53	40	49	49	52	50.96	49.94	50.18	48.60
SOUTHERN ALLEGHENIES	70	99	57	83	94	92.12	90.28	83.28	80.60
SPC	762	666	598	601	884	866.32	848.99	759.66	702.20
WAYNE	13	14	7	14	13	12.74	12.49	11.85	12.20
WILLIAMSPORT	34	37	38	30	59	57.82	56.66	48.30	39.60
YORK	99	91	100	113	116	113.68	111.41	110.82	103.80

TARGET > BASELINE

Pennsylvania Transportation Performance Management

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act include performance management requirements. Performance-based planning will ensure that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan Planning Organizations (MPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPOs) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 CFR 490](#) outlines the national performance goals for the federal-aid program. It establishes the seven goal areas: safety, infrastructure condition, congestion reduction, system reliability, freight, environmental sustainability and reduced project delivery delay.

The regulations require the U.S. Department of Transportation (DOT)/Federal Highway Administration (FHWA) to establish final rules on performance measures. The final rules address the seven areas in the legislation, identifying the following as performance measures for the system:

- pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- performance (system reliability) of the Interstate system and the remainder of the NHS
- bridge condition on the NHS
- fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads
- traffic congestion
- on-road mobile source emissions
- freight movement on the Interstate system

Performance Based Planning and Programming

Pennsylvania has long utilized a comprehensive planning and programming process, with a focus on collaboration between the Pennsylvania Department of Transportation (PennDOT), FHWA, and planning partners at the county and regional levels. This approach will be applied as we begin to implement TPM and Performance Based Planning and Programming (PBPP).

PennDOT and its Planning Partners (MPOs/RPOs) will coordinate when setting targets to ensure consistency to the maximum extent possible. Each MPO/RPO will need to establish targets. They may adopt the State's performance targets and support the State's efforts in achieving those targets or establish their own quantifiable performance targets.

This section of information serves as the jointly-written provisions for roles and responsibilities for Performance Based Planning and Programming (PBPP) for the FFY 2019-2020 Statewide Transportation Improvement Program (STIP) and regional Transportation Improvement Programs (TIP). It documents the roles for target setting coordination, data collection, data analysis and reporting.

Safety Performance Measures

The FHWA final rule for the *National Performance Management Measures: Highway Safety Improvement Program (Safety PM)* and *Highway Safety Improvement Program (HSIP)* were published in the Federal Register ([81 FR 13881](#) and [81 FR 13722](#)) on March 15, 2016 and became effective on April 14, 2016.

These final rules are the first in a series of three related rulemakings that together establishes a set of performance measures for State Departments of Transportation (State DOTs) and MPOs to use as required by MAP-21 and the FAST Act.

The HSIP Final Rule updates the HSIP regulation under [23 CFR Part 924](#) to be consistent with MAP-21 and the FAST Act, and clarifies existing program requirements. The Safety PM Final Rule adds Part 490 to title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

The Safety PM, also referred to as PM1, Final Rule supports the HSIP, as it establishes safety performance measure requirements for carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

Coordination on Target Setting:

Pennsylvania's historic comprehensive approach to Planning and Programming process was utilized as bases for PennDOT and MPO/RPO coordination on the State's safety targets.

The coordinated efforts to deliver the Safety Targets began back in April of 2016 at a Statewide Safety Summit. The Summit focused on a variety of legislative, engineering, technology and behavioral topics.

Efforts continued when staff with representation from PennDOT and MPO/RPOs participated in a Federal Highway Administration (FHWA) Target Setting Peer Exchange in May of 2016. Where they discussed Pennsylvania data trends, MPO coordination, approval processes, and what it would take to be successful with implementing performance targets in PA.

Pennsylvania's current [Strategic Highway Safety Plan \(SHSP\)](#) was updated early 2017. It serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets priority Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. The SHSP contains Pennsylvania's statewide goals for fatalities and serious injuries over the next 3-4 years.

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The SHSP was developed and will be updated in conjunction with stakeholders including federal, state, local and private sector agencies including Pennsylvania's MPOs/RPOs.

To strengthen communication and coordination efforts, Pennsylvania established a Safety Planning Workgroup with representation from PennDOT, the MPOs/RPOs and FHWA. The group includes technical safety and planning professionals that meet regularly to discuss relative topics such as the SHSP and performance measures. PennDOT and the MPO/RPOs will continue to utilize the Workgroup to coordinate the State's Safety Target setting. Information discussed as part of this workgroup will be shared at annual Statewide Planning Partners Meetings and bi-monthly conference calls.

PennDOT will be responsible for scheduling and conducting Safety Planning Workgroup calls, as well as annual Planning Partners meetings and conference calls where coordination on Target setting will occur.

MPOs/RPOs will be responsible for ensuring there is adequate MPO/RPO representation on the Safety Planning Workgroup. All MPOs/RPOs will ensure they participate in Planning Partners meeting and conference calls to provide input into Target setting.

Data Collection and Analysis:

Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The VMT are derived from the Highway Performance Monitoring System (HPMS).

PennDOT collected traffic volumes for about 2,500 local highways. This extra traffic volume task for the network screening will also be a benefit for the new Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) collection mandate in the FAST Act.

PennDOT is responsible for reviewing the State's crash and fatality data and evaluate it for overall trends. PennDOT will compare these trends to what can be observed at a national level. PennDOT will assess the state and national trends to determine how they relate to the SHSP Goals and the National Toward Zero Death initiative.

PennDOT will share both the statewide data and planning region specific findings with the MPOs/RPOs to assist them in their decision-making process as to whether they were going to support the State's targets or adopt their own.

PennDOT evaluated the overall trends for the state's crash and fatality data for the Baseline (2012-2016) and Target (2014-2018) periods. Over the past several years' data yielded a downward trend of approximately one percent. This was then compared to what was observed at a national level. Nationally these same numbers were rising by almost seven percent per year. In support of the National Toward Zero Death initiative there was the desire to be aggressive in trying to further push down the numbers in PA. This coupled with emerging technologies like autonomous vehicles led all those involved to the belief that a two percent annual reduce goal was both aggressive and obtainable. Upon reaching this conclusion PennDOT shared both the statewide data and planning region specific data to the MPO/RPO's to assist them in their decision-making process as to whether they were going to support the state targets or adopt their own.

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State Safety Targets:

Safety Performance Measure	Baseline (2012-2016)	Target (2014-2018)
Number of fatalities	1,220.2	1,177.6
Rate of fatalities per 100 million VMT	1.220	1.161
Number of serious injuries	3,434.0	3,799.8
Rate of serious injuries per 100 million VMT	3.433	3.746
Number of non-motorized fatalities and non-motorized serious injuries	602.4	654.4

The targets are based on an aggressive 2% reduction as supported by the Strategic Highway Safety Plan, data analysis and national Toward Zero Death intuitive.

The targets for number of fatalities, number of serious injuries and rate of fatalities needed to be identical in submission to National Highway Traffic Safety Administration (NHTSA).

PennDOT included the required three targets in the [Federal Fiscal Year 2018 Pennsylvania Highway Safety Plan](#) submitted to NHTSA by July 1, 2017. PennDOT included all five targets as part of the [2017 Pennsylvania Highway Safety Improvement Program](#) annual report submitted to FHWA by August 31, 2017.

PennDOT will include state targets for all five of the safety performance measures as part of the annual Pennsylvania Highway Safety Improvement Program (HSIP) report submitted by PennDOT to FHWA by August 31 of each year. The state targets for number of fatalities, number of serious injuries and rate of fatalities needed to be identical in submission to National Highway Traffic Safety Administration (NHTSA). PennDOT will submit the state targets as part of the annual Pennsylvania Highway Safety Plan submitted to NHTSA by July 1 of each year.

All Pennsylvania MPOs and RPOs adopted supporting the 2014-2018 State Targets by February 27, 2018. They agreed to support the targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT safety targets.

PennDOT will share the annual submissions and/or another type of notification of the state targets with the MPO/RPO in a timely manner.

All MPOs and RPOs must choose to either adopt the State's performance targets and support the State's efforts in achieving those targets or establish their own quantifiable performance targets. If the a MPO/RPO chooses to establish their own performance targets, they will also need to provide PennDOT their methodology, including VMT used to develop their targets. Each MPO/RPO will adopt Safety performance targets and communicate adoption to PennDOT within 180 days of August 31 each year.

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Williamsport MPO Performance Targets:

Federal safety performance measures were implemented in 2016. PennDOT established Statewide Targets in August 2017. On December 18, 2017 the Williamsport MPO adopted supporting Pennsylvania's Statewide Safety Performance Measure Targets. The following shows the CY 2018 Statewide Targets established based on 2% reduction of five-year average (2014-2018) and aggregated supporting regional Williamsport MPO Targets:

Safety Performance Measure	Baseline (2012-2016)	Statewide Target (2014-2018)	Williamsport MPO Target (2014-2018)
Number of fatalities	1,220.2	1,177.6	17.0
Rate of fatalities per 100 million VMT	1.220	1.161	1.539
Number of serious injuries	3,434.0	3,799.8	48.3
Rate of serious injuries per 100 million VMT	3.433	3.746	4.373
Number of non-motorized fatalities and non-motorized serious injuries	602.4	654.4	8.5

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs and RPOs will ensure regional TIPs, the STIP and Long Range Transportation Plans (LRTPs) are developed and managed to support progress toward target achievement.

The 2019 Statewide Transportation Improvement Program (STIP) and individual Transportation Improvement Programs (TIPs) were developed to ensure progress toward achievement of the state targets.

The following has helped to ensure planned HSIP projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- Implementing the strategies in the 2017 Strategic Highway Safety Plan (SHSP) through a data driven safety analysis, and the utilization of low-cost safety improvements system-wide support achieving these reductions.
- In January of 2017 the HSIP funding site was opened in SharePoint. The HSIP funding site provides a single point of communication for all HSIP project eligibility and funding requests. Project applications are reviewed through an approval workflow involving District and Central Office safety and planning staff.
- Projects are being planned and completed that were associated with the Intersection Safety Implementation Plan (ISIP), Roadway Departure Safety Implementation Plan (RDIP), and the Speed Management Action Plan (SMAP).
- Pennsylvania started using the PA Regionalized Safety Performance Functions (SPFs) developed for a statewide network screening of about 20,000 locations. These new evaluations will use the Highway Safety Manual (HSM)'s analysis method of Excess Expected Average Crash Frequency with Empirical Bayes (EB) adjustments also known as Potential for Safety Improvement (PSI). This method will use the calculated expected crashes for a location and subtract the Predicted crashes for that same location to produce an excess (or PSI) value. PennDOT's [HSM Analysis Tool](#) was created so the Pennsylvania regionalized SPFs can be utilized for location specific safety analysis.

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Statewide (\$35M set aside):

Pennsylvania sets aside \$35 million per FFY of HSIP funds to utilize to advance projects Statewide that are evaluated and ranked based on Benefit/Cost analysis, HSM analysis, fatal and injury crashes, application of systematic improvements, improvements on local roads and deliverability.

In May 2017 PennDOT Districts and Planning Partners were notified of the solicitation for FFY 2019 HSIP Set Aside Program. A data-driven safety analysis in the form of Benefit/Cost (B/C) analysis or Highway Safety Manual (HSM) analysis was strongly recommended. For the first time, evaluation criteria were weighted allowing each project to be scored and ranked. Evaluation criteria included B/C analysis, HSM analysis, fatal and injury crashes, application of systematic improvements, improvement on local roads, and deliverability. The HSIP Set Aside continues to place an emphasis on project delivery, with 80 of the applications submitted anticipated to let within the timeframe indicated in the solicitation for candidate projects. Carryover projects previously approved were continued. New projects that meet eligibility requirements, were selected based on evaluation criteria scoring, and demonstrate a significant potential safety return for the cost, within the current available funding. Projects approved for set aside funding will remain on the HSIP SharePoint funding site as candidate applications to be considered as regional or set aside program funds become available. The HSIP set aside projects will be continually monitored to maximize funding and project delivery. As set aside funding becomes available, additional eligible candidate projects will be advanced to maximize use of HSIP funding statewide.

Below is the list of approved HSIP set aside projects included in the FFY 2019-2022 Williamsport MPO TIP.

- MPMS # 93016 – US 220 / PA 405 intersection improvements
- MPMS # 93732 – US 220 (PA 287 – West Fourth Street) Corridor Safety Improvements
- MPMS # 106182 – Countywide Cable Guiderail Upgrades
- MPMS # 108942 – I-180, SR 147, SR 220 Ramps Wrong Way Signs installation
- MPMS # 110769 – Interstate Delineation Safety Improvement Project
- MPMS # 110771- Districtwide Cable Guiderail Upgrade

Williamsport MPO:

The Williamsport MPO FFY 2019-2022 TIP includes road safety improvement projects that are intended to improve the performance of the roadway system relative to the five federal safety performance measures.

To ensure planned HSIP projects achieve a significant reduction of traffic fatalities and serious injuries on all public roads, the Williamsport MPO did the following for the development of the FFY 2019-2022 TIP:

- Coordinated with PennDOT District 3-0 traffic safety managers
- Consulted with municipal officials and emergency service responders
- Reviewed crash statistics, mapping, data driven safety analysis, and prior road safety audits
- Participated in PennDOT Connects Outreach Meetings

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Based on this process, the following regional Williamsport MPO projects were included in the FFY 2019-2022 TIP to help achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

Project	Improvement Focus
MPMS # 93016- US 220/PA 405 intersection	Intersection Safety Improvements
MPMS # 93732 US 220 (PA 287-West 4 th St)	Corridor Safety Improvements/Access Controls
MPMS # 106182 Countywide Cable Guiderail	Upgrade Cable Guiderail at various locations
MPMS # 108942 I-180, SR 147, SR 220 Ramps	Install Wrong Way Signs
MPMS # 110769 Interstate Delineation	Interstate Safety Improvements
MPMS # 110769 Districtwide Cable Guiderail	Upgrade cable guiderail at various locations
MPMS # 110248 Reflective Pavement Markers	Replace reflective pavement markers on various State routes in Lycoming County
MPMS # 110249 Reflective Pavement Markers	Replace reflective pavement markers on various State routes in Lycoming County
MPMS # 110250 Reflective Pavement Markers	Replace reflective pavement markers on various State routes in Lycoming County
MPMS # 110890 Montgomery Corridor RRX	Install LED lighting at 8 rail/highway crossings

When collaborating to set annual targets PennDOT will provide feedback on how the Pennsylvania as well as individual MPO/RPO regions are doing on progress towards target achievement.

PennDOT will continue to include information on Safety Targets and progress towards meeting targets as part of annual Safety submissions to NHTSA and FHWA. It is expected that FHWA will determine if Pennsylvania has met or made significant progress toward meeting their 2014-2018 HSIP targets in December of 2019. Four of the five measures will need to be met or significantly improved upon. FHWA will utilize 2012-2016 data as a base line period for assessing significant progress. FHWA will report their findings to PennDOT by March 2020.

Pavement/Bridge Performance Measures

The FHWA final rule for the National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge was published in the Federal Register ([82 FR 5886](#)) on January 18, 2017 and became effective on February 17, 2017.

This final rule is the second in a series of three related rulemakings that together establishes a set of performance measures for State DOTs and MPOs to use as required by the MAP-21 and the FAST Act.

The final rule established performance measures for all State DOTs to use to carry out the National Highway Performance Program (NHPP) and to assess the condition of the following: Pavements on the National Highway System (NHS) (excluding the Interstate System), bridges carrying the NHS which includes on- and off-ramps connected to the NHS, and pavements on the Interstate System. The NHPP is a core Federal-aid highway program that provides support for the condition and performance of the NHS and the construction of new facilities on the NHS. The NHPP also ensures that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's transportation asset management plan (TAMP) for the NHS. This final rule establishes regulations for the new performance aspects of the NHPP that address measures, targets, and reporting.

The pavement and bridge performance measures include:

- % of Interstate pavements in Good condition
- % of Interstate pavements in Poor condition
- % of non-Interstate NHS pavements in Good condition
- % of non-Interstate NHS pavements in Poor condition
- % of NHS bridges by deck area classified in Good condition
- % of NHS bridges by deck area classified in Poor condition

Coordination on Target setting:

State 2-year and 4-year targets were due May 20, 2018 and will also be reported to FHWA in the 2017 baseline report due October 2018. To satisfy coordination requirements [23 CFR 490.105(e)(2)], PennDOT has coordinated with Planning Partners in the development of the measures and selection of targets to ensure consistency, to the maximum extent practicable. Specific coordination efforts are highlighted below:

- A Transportation Asset Management Plan Steering Committee was formed in January 2017.
 - The committee is comprised of PennDOT Executive Management, staff from the Federal Highway Administration, the Pennsylvania Turnpike Commission, as well as PennDOT's Engineering Districts, Asset Management Division, Center for Program Development and Management, Bureau of Planning and Research, and Highway Safety and Traffic Operations Division.
 - The purpose is to manage and coordinate the development, submission, and implementation of the Transportation Asset Management Plan (TAMP), and the pavement and bridge condition performance measures.
 - The Steering Committee met on January 4, 2017, February 6, 2017, September 21, 2017,

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October 31, 2017, November 13, 2017, December 21, 2017, and April 16, 2018.

- A workshop was conducted on October 12, 2017 with PennDOT, Planning Partners and FHWA Pennsylvania Division staff related to fully integrating an asset management approach into decision-making.
- A workshop was conducted on January 11, 2018 with PennDOT and FHWA Pennsylvania Division staff to identify future steps and requirements related to the Transportation Performance Management (TPM) rulemaking.
- PennDOT provided status updates on the development of performance measure data, tools and methodologies to the Planning Partners. On October 18, 2017, PennDOT provided an overview of the performance measures and general approaches for target setting at the Planning Partners fall conference in State College. On a March 20, 2018 conference call, PennDOT provided a status update on the development of baseline measures and targets.
- PennDOT conducted a webinar May 9, 2018 to review the State DOT targets with the Planning Partners.
- PennDOT has worked to develop the *Pennsylvania Department of Transportation MAP-21 and FAST Act Performance Management Road Map* to provide Planning Partners a resource on the performance measure requirements and calculations

Pennsylvania MPOs/RPOs that include, within their respective geographic boundaries, any portion of the applicable transportation network or area must establish targets for the performance measures no later than 180 days after PennDOT establishes (or amends in future) their targets. The MPOs/RPOs must establish targets by either agreeing to support the State target or establishing their own quantifiable target. If the MPOs opt to establish their own performance measure targets, they should coordinate with PennDOT on the selection of the targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

PennDOT will collect and perform the analysis of the data for the pavement and bridge performance measures.

Pavement

Determining pavement condition requires rigorous data collection. In the past, all PennDOT data was collected for each roadway segment, which are approximately one-half-mile in length. Federal rulemaking 23 U.S.C. 119 now requires that all distress component information be collected for one-tenth-mile increments. PennDOT and its partners have adjusted their pavement data collection to meet FHWA standards. Data collection at the tenth-mile increment level began in 2017 for cracking, rutting, and faulting and is used for this submission of the TAMP.

Pavement performance measures required for FHWA reporting include the following four distress components:

- International Roughness Index (IRI) – Quantifies how rough the pavement is by measuring the longitudinal profile of a traveled wheel track and generating a standardized roughness value in inches per mile.
- Cracking – Measures the percentage of pavement surface that is cracked.
- Rutting – Measures the depth of ruts (surface depression) in bituminous pavement in inches.
- Faulting – Quantifies the difference in elevation across transverse concrete pavement joints in inches.

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These distress measurements translate to good, fair, or poor condition scores. The table below summarizes the pavement condition metrics for IRI, cracking percent, rutting, and faulting.

Rating	Good	Fair	Poor
IRI (inches/mile)	<95	95–170	>170
Cracking Percentage (%)	<5	CRCP: 5–10 Jointed: 5–15 Asphalt: 5–20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20–0.40	>0.40
Faulting (inches)	<0.10	0.10–0.15	>0.15

IRI and cracking apply to both bituminous and concrete pavements, while rutting is exclusively for bituminous and faulting is exclusively for concrete. Each one-tenth-mile pavement section is considered in good condition if all three of its distress components are rated as good, and in poor condition if two or more of its three distress components are rated as poor.

23 CFR part 490.315(a), Subpart C, requires that no more than 5 percent of a state’s NHS Interstate lane-miles be in poor pavement condition. If the threshold is not met, restrictions are placed on that PennDOT’s federal funding—specifically, National Highway Performance Program and Surface Transportation Program funds. FHWA has not established a minimum condition for NHS non-Interstate roadways, but requires the state DOT to establish performance targets.

23 CFR 490.313(b)(4)(i) requires the total mainline lane-miles of missing, invalid, or unresolved sections for Interstate System and non-Interstate NHS shall be limited to no more than 5 percent of the total lane miles. A section is missing if any one of the data requirements specified in 23 CFR 490.309 and 23 CFR 490.311(c) are not met or that reported section does not provide sufficient data to determine its Overall Condition.

Previously collected segment-level data for the years 2013-2016 was quantified and used to determine deterioration rates for each condition. Some assumptions related to significant repairs, segment averages and minor maintenance were included in deterioration. The overall deterioration rate was then increased by 3 percent to reflect the impact of inflation.

The resultant deterioration rates are provided in the following table:

Condition	Interstate	NHS Non-Interstate
Faulting (inch)	0.00024	0.00153
Concrete Cracking	0.94%	0.89%
Rutting (inch)	0.00651	0.00890
Bituminous Cracking	0.56%	0.90%

The appropriate deterioration rates were applied to each condition, and values for each tenth-mile increment were determined for the years 2021, 2025, and 2029. These values reflect a state of “do nothing.” Data from MPMS for anticipated projects on the Interstate and NHS non-Interstate networks for the next eight years (2018-2029) was compiled. The mileage of the projects that affected pavement

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condition was determined, and these proportions were projected over the next four-year period (2022-2025) and the following four-year period (2026-2029). Projecting mileage beyond the four years provided a better representation of the volume of work to be expected, assuming constant funding while reducing affected miles by 3 percent annual inflation. Given the mileages in good, fair, and poor condition, and the projected programmed miles in each condition, resultant mileages were determined for the years 2021, 2025, and 2029. The mileage with missing data was assumed constant over this duration.

Bridge

The FHWA final rulemaking also established performance measures for all mainline Interstate Highway System and non-Interstate NHS bridges regardless of ownership or maintenance responsibility, including bridges on ramps connecting to the NHS and NHS bridges that span a state border. FHWA's performance measures aim to assess bridge condition by deriving the percentage of NHS bridges rated in good, and poor condition, by deck area on the NHS.

Separate bridge structure condition ratings are collected for deck, superstructure, and substructure components during regular inspections using the National Bridge Inventory (NBI) Standards. For culvert structures, only one condition rating is collected (the culvert rating). A rating of 9 to 0 on the FHWA condition scale is assigned to each component. Based on its score a component is given a good, fair, or poor condition score rating.

The table below summarizes the FHWA scoring system for bridge condition metrics for deck, superstructure, substructure, and culvert components.

Rating	Good	Fair	Poor
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4

A structure's overall condition rating is determined by the lowest rating of its deck, superstructure, substructure, and/or culvert. If any of the components of a structure qualify as poor, the structure is rated as poor.

23 CFR 490.411(a) requires that no more than 10 percent of a state's total NHS bridges by deck area are in poor condition.

Several different types of models have been created and run with historic data to determine the level of accuracy of the predictive models based on previous deterioration investigations.

The outputs from the best performing models were combined and used in conjunction with historic trends to produce a short-term projection.

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State Pavement and Bridge Performance Targets:

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

PennDOT's pavement condition targets (its desired state of good repair) for NHS Interstate roadways mirrors the federal standard: no more than 5 percent of Pennsylvania's NHS Interstate pavements shall be rated in poor condition.

PennDOT's pavement condition targets are consistent with its asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.

Bridge Performance			
Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
% of NHS bridges by deck area classified in Good condition	25.6 %	25.8%	26.0 %
% of NHS bridges by deck area classified in Poor condition	5.5 %	5.6%	6.0%

PennDOT's bridge condition targets are consistent with its asset management objectives of maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals.

Reporting on progress towards target achievement:

PennDOT will need to report on performance at regular intervals. The first State DOT baseline performance period report is due October 1, 2018, for all measures in this rule.

Pennsylvania MPOs/RPOs that include, within their respective geographic boundaries, any portion of the applicable transportation network or area must report baseline conditions, targets and progress toward the achievement of their targets in TIPS and LRTPS after May 20, 2019.

2019-2022 Transportation Program Development Checklist

Planning Partner: Williamsport MPO
 Non-attainment Area: Yes ___ No x ___
 Maintenance Area: Yes ___ No x ___
 Identify the AQ Pollutant(s) (Ozone, PM2.5, CO, etc.): _____
 Transportation Management Area: Yes ___ No x ___

Directions:

- Please use the provided responses in the drop down box given for the majority of the cells. To get to the drop down box, click a cell in your respective column. Then click the down arrow on the right hand side of the cell you just clicked.
- Note: To select a date, there are three drop down boxes that represent Month, Day, and Year, respectively.
- Cells that ask for a monetary figure or an explanation do not have a drop box, and therefore are not restricted to specific answers.

Information Items	Response Type	Shaded Stakeholder to Provide the Response Others Check to Indicate Response Verified					
		MPO/RPO			Program Center	FHWA	FTA
1. Public Participation Documentation:	Public comment period:	Date Range	5/1/2018 , 5/31/2018				
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	5/17/2018 ,	6:00 PM	330 Pine St, Williamsport PA 17701		
	Public meeting notice contains info about special needs/ADA Compliance?	Yes / No	Yes				
	Does the TIP Documentation contain a summary that provides a general overview of the transportation planning and TIP development process?	Yes / No	Yes				
	Does the summary explain the project selection process and/or project evaluation criteria procedures?	Yes / No	Yes				
	Environmental Justice documentation?	Yes / No	Yes				
	Public involvement outreach activities consistent with Public Participation Plan?	Yes / No	Yes				
	Were any public comments (written or verbal) received and addressed?	Yes / No	Yes				
	If Yes, were they provided in the TIP Documentation submitted to PennDOT?	Yes / No/NA	Yes				
2. TIP Adoption:	Date TIP adopted by Planning Partner:	Meeting Date	Jun	18	2018		
	Was TIP included in STIP without modification?	Yes / No				Yes	
3. TIP Consistency with Long Range Transportation Plan (if applicable):	Is the Long Range Transportation Plan (LRTP) MAP-21 compliant?	Yes / No	Yes				
	Is the TIP consistent with LRTP?	Yes / No	Yes				
	Years covered by the LRTP:	Date Range	Dec	19 , 2013	- Dec 19 2038		
	Date LRTP Adopted by Planning Partner:	Meeting Date	Dec	19	2013		
	Anticipated date for new LRTP:	Date	Dec	19	2018		
4. Air Quality Non-attainment and Maintenance Areas:	Is the area in an AQ non-attainment or maintenance area? If yes, then answer the following questions:	Yes / No	No				
	Have all projects been screened through an interagency consultation process?	Yes / No / NA	N/A				
	Conformity date for the LRTP:	Yes / No / NA	N/A				
	In non-attainment and maintenance areas, do projects contain sufficient detail for air quality analysis?	Yes / No / NA					
5. Financial Constraint:	Is the TIP financially constrained, by year by allocations?	Yes / No	Yes				
	Compare the amount of Federal Funds programmed in each year of the TIP against Financial Guidance Work Group (FGWG) allocation:	Adopted TIP (\$)	Financial Guidance (\$)				
	FFY 2019	\$39,421,012.00	\$14,060,000.00				
	FFY 2020	\$16,590,188.00	\$14,731,000.00				
	FFY 2021	\$15,073,750.00	\$15,040,000.00				
	FFY 2022	\$15,760,000.00	\$15,760,000.00				
	Explain any differences:	HSIP SPIKE Set Aside, NHPP Spike, TAP Funding, Governors Economic Development Funding, State Wide RRX Funding, Local Funding.					
	Were the TIP projects screened against the federal/state funding programs eligibility requirements?	Yes / No				Yes	
	Does the STIP/TIP Financial information contain system level estimates of cost and revenue sources?	Yes / No				Yes	
	Are the estimated total cost(s) to complete a project, that extends beyond the TIP years, shown in the TIP?	Yes / No				Yes	
	Any additional funds programmed above FGWG allocations (i.e. Spike funds, Earmarks, etc.)? If YES, identify the TOTAL amount and TYPES of additional funds by Year:	Yes / No / NA	Yes				
FFY 2019	Total \$ Amt by Fund Type	\$21,315,000.00					
FFY 2020	Total \$ Amt by Fund Type	\$750,000.00					
FFY 2021	Total \$ Amt by Fund Type	\$33,750.00					
FFY 2022	Total \$ Amt by Fund Type						
Comments:	HSIP SPIKE Set Aside, NHPP Spike, TAP Funding, Governors Economic Development Funding, State Wide RRX Funding, Local Funding.						

2019-2022 Transportation Program Development Checklist

Planning Partner: Williamsport MPO
 Non-attainment Area: Yes ___ No x ___
 Maintenance Area: Yes ___ No x ___
 Identify the AQ Pollutant(s) (Ozone, PM2.5, CO, etc.): _____
 Transportation Management Area: Yes ___ No x ___

Directions:

- Please use the provided responses in the drop down box given for the majority of the cells. To get to the drop down box, click a cell in your respective column. Then click the down arrow on the right hand side of the cell you just clicked.
- Note: To select a date, there are three drop down boxes that represent Month, Day, and Year, respectively.
- Cells that ask for a monetary figure or an explanation do not have a drop box, and therefore are not restricted to specific answers.

	Information Items	Response Type	Shaded Stakeholder to Provide the Response Others Check to Indicate Response Verified			
			MPO/RPO	Program Center	FHWA	FTA
6. MPO Self Certification:	Does the TIP submittal contain the MPO Self Certification resolution?	Yes / No	Yes			
	For the Non-TMA MPO's does the self certification contain documentation to indicate compliance?	Yes / No	Yes			
7. Title VI:	Does your agency have a Title VI Coordinator?	Yes / No	Yes			
	Does your agency include a Title VI Policy?	Yes / No	Yes			
	Does your agency possess a Title VI Complaint Process and Complaint Form?	Yes / No	Yes			
	Does your agency have a Title VI Complaint Log?	Yes / No	Yes			
8. Transit Fiscal Disclosure:	Financial Capacity Document (MPO only)	Yes / No	Yes			
9. Required Submission materials as documented in General and Procedural Guidance: See Appendix 3 Items identified with an asterisk (*) must be available for review during the public comment period.	Cover Letter	Yes / No	Yes			
	* Highway and Bridge Listing with public narrative	Yes / No	Yes			
	* Public Transportation Listing with public narrative	Yes / No	Yes			
	* Public Transportation Financial Capacity Analysis	Yes / No	Yes			
	* Air Quality Conformity Determination Report	Yes / No	No			
	Air Quality Resolution	Yes / No	No			
	Self-certification resolution	Yes / No	Yes			
	Agreement to support PennDOT safety targets; or documentation of targets established by the region	Yes / No	Yes			
	* TIP Revision Procedures	Yes / No	Yes			
	PennDOT Connects Local Government Collaboration process established, and meetings ongoing.	Yes / No	Yes	Yes		
	Public Comment Period Advertisement	Yes / No	Yes			
	* Public Participation Plan	Yes / No	Yes			
	* Environmental Justice Summary	Yes / No	Yes			
	* Documented Public Comments received	Yes / No	Yes			
	TIP Development Documentation/Timeline Project Selection Process Documentation	Yes / No		Yes		
	List major projects from the previous TIP that were implemented and any significant delays in the planned implementation of major projects?	Yes / No		Yes		
	Are there any noteworthy practices that deserve statewide recognition or replicated in the next TIP update?	Yes / No		Use of educational videos explaining TIP to promote greater public awareness posted on county website and social media		
	If Yes, explain:					
	Are there any issues or improvements that should be addressed by the next TIP update?	Yes / No		Yes		
	If Yes, explain:	The TIP format should be adjusted to be more user friendly to the general public				
Were the required information, as documented in the General & Procedural Guidance, submitted?	Yes / No		Yes			
Any issues to be incorporated into the Planning Finding?	Yes / No					
10. Completed or Reviewed by:	Planning Partner: Mark Murawski				Date: 6/18/18	
	PennDOT Program Center: Carey R. Mullins				Date: 7/2/19	
	FHWA:				Date:	
	FTA:				Date:	