

WATS Coordinating Committee Members

Lycoming County Board of Commissioners  
Lycoming-Sullivan Boroughs Association  
SEDA-COG Joint Rail Authority  
Mayor, City of Williamsport  
River Valley Transit  
Williamsport City Council  
Williamsport Regional Airport  
PennDOT Engineering District 3-0  
Lycoming County Association of Township Officials  
PennDOT Center for Program Development & Management



WATS Technical Committee Members

Lycoming County Planning & Community Development  
PennDOT Engineering District 3-0  
City of Williamsport  
River Valley Transit  
Williamsport Regional Airport  
Lycoming County Planning Commission  
PennDOT Center for Program Development & Management

The WATS MPO is staffed by the Lycoming County Department of Planning & Community Development

**WILLIAMSPORT AREA TRANSPORTATION STUDY MPO**  
**COORDINATING COMMITTEE PUBLIC MEETING**

DATE: Monday, January 25<sup>th</sup>, 2021  
TIME: 1:00 PM  
PLACE: Virtual Meeting  
Dial-in Number: 1 (267) 332-8737  
Conference Code: 961 321 6#

**AGENDA**

**CALL TO ORDER** ..... Chair Tosca

**MINUTES:**

November 9, 2020 Coordinating Committee Meeting ..... Chair Tosca

**PUBLIC COMMENT** ..... Chair Tosca

**ACTION ITEMS:**

TIP Amendment (Reaffirm e-Ballot), Recommendation to Coordinating Committee to Approve ..... Williams

WATS Bylaws Amendments, Recommendation to Coordinating Committee to Approve ..... Williams

PM-1, PM-2, and PM-3 Performance Measure Targets for 2021, Recommendation to Coordinating Committee to Authorize WATS Secretary to Sign and Return ..... Williams

**DISCUSSION ITEMS:**

Management Action Report ..... King  
Act 106 (Personal Delivery Devices) ..... Williams

**OTHER BUSINESS / PUBLIC COMMENT** ..... Chair Tosca

**ADJOURN** ..... Chair Tosca

All meeting materials also available on [WATS MPO Website \(http://www.lyco.org/WATS-MPO/Committees\)](http://www.lyco.org/WATS-MPO/Committees)

WATS Coordinating Committee Members  
Lycoming County Board of Commissioners  
Lycoming-Sullivan Boroughs Association  
SEDA-COG Joint Rail Authority  
Mayor, City of Williamsport  
River Valley Transit  
Williamsport City Council  
Williamsport Regional Airport  
PennDOT Engineering District 3-0  
Lycoming County Association of Township Officials  
PennDOT Center for Program Development & Management



WATS Technical Committee Members  
Lycoming County Planning & Community Development  
PennDOT Engineering District 3-0  
City of Williamsport  
River Valley Transit  
Williamsport Regional Airport  
Lycoming County Planning Commission  
PennDOT Center for Program Development & Management

The WATS MPO is staffed by the Lycoming County  
Department of Planning & Community Development  
48 W. Third St, Williamsport PA 17701 • (570) 320-2130



## WILLIAMSPORT AREA TRANSPORTATION STUDY COORDINATING COMMITTEE TELECONFERENCE PUBLIC MEETING MINUTES

*November 9, 2020 Coordinating Committee Teleconference Public Meeting: Held at various locations via teleconference.*

### **CALL TO ORDER (Regular WATS Coordinating Committee Teleconference Public Meeting)**

Acting Chairperson Wertz called the meeting to order at 1:00 P.M.

### **INTRODUCTIONS/ROLL CALL**

### **MINUTES**

#### ***June 15, 2020 Coordinating Committee Public Meeting***

Acting Chairperson Wertz called for a motion to approve the June 15, 2020 Coordinating Committee meeting minutes. Commissioner Mirabito motioned for approval of the meeting minutes, Carey Mullins seconded, minutes unanimously approved.

### **PUBLIC COMMENT**

There was no public comment.

### **ACTION ITEMS**

#### ***TIP Amendment (Reaffirm e-Ballot)***

Scott Williams presented the Transportation Improvement Program (TIP) Amendment e-Ballot reaffirmation and the request that the Coordinating Committee reaffirm the e-Ballot. Scott stated that the WATS MPO Technical Committee approved the recommendation to approve the TIP Amendment e-Ballot at the October 26, 2020 Technical Committee meeting. Scott explained that per the WATS MPO By-laws the Coordinating Committee must reaffirm the e-Ballot. Scott explained that the e-Ballot was for the 2019-2020 TIP Amendment that added a slide repair project to the 2019-2020 TIP. The WATS Coordinating Committee voted via e-ballot on June 24, 2020 to approve the 2019-2020 TIP Amendment and now must re-affirm that vote.

Acting Chairperson Wertz called for a motion for the Coordinating Committee to approve the reaffirmation of the TIP Amendment e-ballot. Carey Mullins motioned for the approval, Steve Herman seconded the motion and the motion unanimously passed.

#### ***WATS 2021 Meeting Dates***

Scott Williams reviewed the WATS MPO Coordinating Committee 2021 meeting dates and the request that the Coordinating Committee approve the 2021 meeting dates. Scott informed Committee members that the MPO is planning to hold virtual meetings in 2021, but if it appears that the MPO can hold in-person meetings then the MPO will do so. Scott also informed the

Coordinating Committee that the MPO plans to utilize more of the features in Skype for the 2021 MPO meetings.

Carey Mullins stated that PennDOT will be moving away from the Skype meeting software and transitioning to the Microsoft Teams, however, until that transition is finalized the WATS MPO meetings will continue to be held via Skep.

Acting Chairperson Wertz called for a motion to approve the 2021 WATS Coordinating Committee meeting dates. Shannon Rossman motioned for the approval, Commissioner Mirabito seconded the motion and the motion unanimously passed.

### ***WATS MPO Annual Report***

Scott Williams presented the WATS MPO Annual Report and the request to approve the WATS MPO Annual Report. Scott stated that previous MPO reporting was combined into the Lycoming County Planning & Economic Development (PCD) Annual Report. While the PCD Annual Report provided some information on the MPO activities, the MPO staff felt that there was an opportunity to highlight the projects, functions, and programs that the MPO performs in the new WATS MPO Annual Report format.

Sal Vitko stated that the new Annual Report format includes the MPO committee structures, and committee membership participation for the previous year. In addition, the new format lists the Unified Planning Work Program (UPWP), a summary of the MPO tasks showing the anticipated budget for each task, and the actual work performed per task by fiscal quarter. Sal stated that the new format highlights the MPO's major accomplishments as well as upcoming projects and products. Scott Williams informed the Committee that if approved the MPO will be using this report format and update the MPO report annually.

Commissioner Mirabito stated that the WATS MPO Annual Report was easily readable and asked if this format was based off something PennDOT provided. Scott informed the Committee that the Annual Report format was a product that MPO staff created themselves after meeting to discuss how to better display the projects and products the MPO carries out.

Acting Chairperson Wertz called for a motion to approve the WATS MPO Annual Report. Commissioner Mirabito motioned for the approval, Richard Howell seconded the motion and the motion unanimously passed. Acting Chairperson Wertz called for a motion to approve public distribution of the WATS MPO Annual Report. Shannon Rossman motioned for approval, Commissioner Mirabito seconded the motion and the motion unanimously passed.

## **DISCUSSION ITEMS**

### ***Management Action Report***

Chris King presented information on the Management Actions between 4/6/2020 – 5/22/2020. Chris highlighted the following actions, the addition of final design and construction funds for the Little Pine Creek Road slides between Waterville and Little Pine Creek State Park. The increase in preliminary engineering funds for both the Tombs Run slide repair on State Route 44 in Watson Township and the Lick Run slide repair on Warrensville Road in Loyalsock and Eldred Townships. Both of these slide repair projects are tentatively planned to begin construction in 2022. Chris also informed the Committee of the increase in preliminary engineering funds for the T-556 bridge rehabilitation project in Upper Fairfield Township, the

rehabilitation of the bridge carrying Heilman Road over East Mill Creek is scheduled to go to construction in 2022.

### ***WATS CC Board Composition***

Scott Williams informed the Coordinating Committee that the MPO was informed that the Lycoming-Sullivan County Boroughs Association had disbanded. Scott stated that per WATS By-Laws the Association is a voting member on the WATS MPO Coordinating Committee. Scott informed the Committee that the MPO would need to determine a new strategy to continue representation for the nine (9) Lycoming County boroughs.

Scott offered one suggestion that allows the boroughs to select a representative each year, or the boroughs having a rotation on the MPO Coordinating Committee. Scott informed the Committee that the MPO would need to perform a By-laws amendment at the January 2021 MPO Coordinating Committee meeting to maintain representation from the nine boroughs.

Commissioner Mirabito asked if it was possible to reach out to a borough on the interested parties list to see if they have any interest in being the representative. Scott stated that the MPO would reach out to those groups to gauge interest in being the borough representative.

### ***STIP Approval***

Scott Williams presented the Statewide Transportation Improvement Program (STIP) Approval letter. Scott informed the Committee that the WATS TIP was approved at the June 15, 2020 Coordinating Committee meeting, and that the WATS MPO TIP is combined with all the MPO/RPO TIPs to be included in the STIP, which is sent to the Federal Highway Administration (FHWA). FHWA reviews the STIP and releases a Planning Finding. Scott informed the Committee that the FHWA Planning Finding for Pennsylvania included seven commendations, seven recommendations, and no corrective actions.

Scott stated that the FHWA praised PennDOT's TIP update procedural guidance, and how the MPO/RPOs handled the TIP Environmental Justice analysis.

### ***CSV T Impact Study Update***

Austin Daily presented an update on the CSV T Impact Study. Austin stated that the CSV T Impact Study Steering Committee met on September 16, 2020. The study engineer, Michael Baker, Intl. presented the current and projected traffic models for the study area, and that the data from those models will be used to inform decisions during the land use portion of the study. The CSV T Steering Committee also heard updated information on the safety data analysis and a more detailed analysis will be presented after Michael Baker, Intl. finishes their review of the land use data. Austin informed the Committee that the MPO expects to present a final presentation in the summer of 2021.

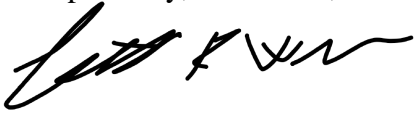
### **OTHER BUSINESS / PUBLIC COMMENT**

Acting Chairperson Wertz asked if there was any other business or any other public comments. Hearing none, Acting Chairperson Wertz called for a motion to adjourn.

### **ADJOURN**

Commissioner Mirabito offered a motion to adjourn, Carey Mullins seconded. The motion to adjourn unanimously passed and the meeting adjourned at 2:35 P.M.

Respectfully, Submitted,

A handwritten signature in black ink, appearing to read "Scott R Williams". The signature is fluid and cursive, with a prominent initial "S" and a long, sweeping underline.

Scott R Williams  
WATS Secretary



FISCAL CONSTRAINT CHART  
**FFY 2021-2024 TIP Highway/Bridge**

| Amendment (MA ID:)                               |       |       |        | Fund Type |       | FFY 2021 |          |         | FFY 2022    |           |         | FFY 2023    |             |         | FFY 2024 |           |         | Remarks  |   |  |
|--|-------|-------|--------|-----------|-------|----------|----------|---------|-------------|-----------|---------|-------------|-------------|---------|----------|-----------|---------|--|---|--|
| Project Title                                    | MPMS  | Phase | Amts   | Fed       | State | Federal  | State    | Loc/Oth | Federal     | State     | Loc/Oth | Federal     | State       | Loc/Oth | Federal  | State     | Loc/Oth |  |   |  |
| WATS TIP Reserve<br>/000<br>Lycoming             | 68713 | CON   | Before | NHPP      | 185   | 43,740   | 51,750   |         | 1,225,000   | 34,500    |         | 1,000,000   | 118,000     |         |          |           | 237,750 |  | Reserve Line Item   |  |
|  |       |       | Adjust | NHPP      | 185   |          |          |         | (1,225,000) | 649,000   |         |             | (1,000,000) | 850,000 |          |           |         |  |   |  |
|  |       |       | After  | NHPP      | 185   | 43,740   | 51,750   |         |             |           | 683,500 |             |             | 968,000 |          |           |         | 237,750  |   |  |
| SR 2014 ov Bennett's Run<br>2014/095<br>Lycoming | 99038 | CON   | Before |           | 185   |          |          |         |             |           |         | 649,000     |             |         | 850,000  |           |         |  | Increase and change flavor of<br>Construction phase due to change in<br>traffic control and structure type. |  |
|  |       |       | Adjust |           | 185   |          |          |         | 1,225,000   | (649,000) |         | 1,000,000   | (850,000)   |         |          |           |         |  |   |  |
|  |       |       | After  |           | 185   |          |          |         | 1,225,000   |           |         | 1,000,000   |             |         |          |           |         |  |   |  |
| <b>Before Totals</b>                             |       |       |        |           |       | \$43,740 | \$51,750 | \$0     | \$1,225,000 | \$683,500 | \$0     | \$1,000,000 | \$968,000   | \$0     | \$0      | \$237,750 | \$0     | Actions do not affect air quality<br>conformity. |   |  |
| <b>Adjustment Totals</b>                         |       |       |        |           |       | \$0      | \$0      | \$0     | \$0         | \$0       | \$0     | \$0         | \$0         | \$0     | \$0      | \$0       | \$0     |  |   |  |
| <b>After Totals</b>                              |       |       |        |           |       | \$43,740 | \$51,750 | \$0     | \$1,225,000 | \$683,500 | \$0     | \$1,000,000 | \$968,000   | \$0     | \$0      | \$237,750 | \$0     |  |   |  |

NOTES



WILLIAMSPORT AREA  
TRANSPORTATION STUDY  
METROPOLITAN PLANNING  
ORGANIZATION

# BYLAWS

---

## Contents

---

|  |   |
|--|---|
| ARTICLE 1: NAME AND PURPOSE.....           | 3 |
| Section 1: Name .....                      | 3 |
| Section 2: Purpose.....                    | 3 |
| ARTICLE II: MEMBERSHIP .....               | 3 |
| Section 1: Coordinating Committee .....    | 3 |
| Section 2: Technical Committee.....        | 5 |
| Section 3: Formation of Subcommittees..... | 5 |

---



|  |    |
|--|----|
| Section 4: Transit Advisory Committee .....                | 6  |
| Section 5: Bicycle and Pedestrian Advisory Committee ..... | 6  |
| ARTICLE III: AUTHORITY .....                               | 7  |
| Section 1: Duties and Responsibilities .....               | 7  |
| Section 2: Quorum .....                                    | 7  |
| Section 3: E-Ballot and Phone Ballot.....                  | 7  |
| Section 4: Executive Session .....                         | 7  |
| ARTICLE IV: PROVISIONS .....                               | 8  |
| Section 1: Vacancies.....                                  | 8  |
| Section 2: Removal of Members .....                        | 8  |
| ARTICLE V: ADMINISTRATIVE DUTIES .....                     | 8  |
| Section 1: Administrative Staff .....                      | 8  |
| Section 2: Administrative Duties .....                     | 8  |
| Section 3: WATS Website.....                               | 9  |
| Section 4: WATS Mailing Address.....                       | 9  |
| Section 5: WATS Administrative Costs.....                  | 9  |
| ARTICLE VI: AMENDMENT PROCEDURE .....                      | 9  |
| ADOPTION.....  | 10 |

# ARTICLE 1: NAME AND PURPOSE

---

## Section 1: Name

---

The name of the organization shall be the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) hereinafter referred to as the WATS MPO.

## Section 2: Purpose

---

The purpose of the WATS MPO shall be to serve as the official transportation planning organization for the County of Lycoming, designated by the Governor of the Commonwealth of Pennsylvania under current and applicable federal laws and regulations. The entire geographical coverage area of the County of Lycoming, PA shall be defined as the planning area. Such federal laws and regulations establish five core functions of an MPO that include the following:

- Establish a setting: 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).
- Prepare and maintain a Metropolitan Transportation Plan: Develop and update a long range transportation plan for the planning area covering a planning horizon of at least 20 years that fosters:
  1. Mobility and access for people and goods
  2. Efficient system performance and preservation
  3. Good quality of life
- 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.

# ARTICLE II: MEMBERSHIP

---

## Section 1: Coordinating Committee

---

The parties hereby establish the governing body of the WATS MPO as the Coordinating Committee.

The Coordinating Committee shall consist of eleven (11) voting members, 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
- SEDACOG Joint Rail Authority Executive Director
- Williamsport Regional Airport Executive Director
- Lycoming County Association of Township Officials Representative
- Representative from a Lycoming County Borough

The PennDOT Engineering District 3-0 Executive shall serve as Chair of the Coordinating Committee.

The Coordinating Committee voting members shall be designated by their respective member organizations and shall serve without term limits at the discretion of their member organizations. Each member organization shall so designate 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 Chair for WATS MPO files maintained by the Lycoming County Planning and Community Development Department. Member organizations shall 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.

At the final scheduled public meeting within a calendar year, the Coordinating Committee will set a public meeting schedule for the upcoming year. Every two years prior to this meeting, the WATS Secretary will contact all Lycoming County boroughs and solicit interest in participating in the committee for the upcoming two years. The WATS Secretary will present the interested boroughs and a recommendation to the WATS Technical Committee who will nominate a borough to represent the interests of all boroughs in the county to serve on the WATS Coordinating Committee for a two-year term. The WATS Coordinating Committee will then vote on whether to accept the recommendation of the WATS Technical Committee. A borough shall not serve as a representative on the WATS Coordinating Committee in consecutive terms unless no other boroughs indicate interest. The selected borough will be responsible for designating the individual representing them on the committee. If, for any reason, the WATS Technical Committee and WATS Coordinating Committee are unable to complete this procedure at the final meeting of a calendar year the committees will complete the appointment procedure at the next practical public meeting times. The previously appointed borough will continue to serve until reappointed or another borough is appointed.

In addition to the 11 voting members, the Coordinating Committee shall include two (2) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration

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

## Section 2: Technical Committee

---

The parties hereby establish a Technical Committee which shall provide recommendations to the Coordinating Committee for approval related to transportation strategies, plans and projects, using technical analysis, specialized knowledge, and citizen input on specific issues.

The Technical Committee shall consist 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 General Manager
- Williamsport Regional Airport Executive Director
- City of Williamsport Engineer/Community Development Director

The PennDOT Center for Program Development and Management Representative shall serve as Chair of the Technical Committee.

The Technical Committee voting members shall be designated by their respective member organizations and shall serve without term limits at the discretion of their member organizations. Each member organization shall so designate the individual serving on the Technical Committee as their voting member at the beginning of each calendar year and provide written documentation to the WATS MPO Chair for WATS MPO files maintained by the Lycoming County Planning and Community Development Department. Member organizations shall also 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.

At the final scheduled public meeting within a calendar year, the Technical Committee will set a public meeting schedule for the upcoming year.

In addition to the 7 voting members, the Technical Committee shall include three (3) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration
- Fullington Trailways Company

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

## Section 3: Formation of Subcommittees

---

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.

## Section 4: Transit Advisory Committee

---

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.

## Section 5: Bicycle and Pedestrian Advisory Committee

---

The WATS MPO has also established a Bicycle and Pedestrian Advisory Committee comprised of public officials and private organizations and consumers to provide input and recommendations to the WATS MPO Coordinating Committee and Technical Committee on bicycle and pedestrian safety and mobility needs in Lycoming County.

The Bicycle and Pedestrian Advisory Committee shall consist of eleven (11) voting members, as follows:

- Lycoming County Planning and Community Development Department Representative
- PennDOT District 3-0 Representative
- PennDOT Center for Program Development and Management Representative
- Lycoming County Health Improvement Coalition Representative
- Susquehanna Valley Velo Club
- Williamsport Bicycle Club
- PTA/PTO president from a Lycoming County school district school
- River Valley Transit
- STEP, Inc. Office of Aging
- Lycoming College
- Pennsylvania College of Technology

In addition to the 11 voting members, the Bicycle and Pedestrian Advisory Committee shall include six (6) non-voting members, as follows:

- SEDA-COG MPO
- Federal Highways Administration
- PennDOT Bicycle Pedestrian Coordinator
- Pennsylvania Department of Conservation and Natural Resources, Recreation and Parks Regional Advisor
- Lycoming County Association of Township Officials **Coordinating Committee Representative**
- **Lycoming County Borough Coordinating Committee Representative**

Bicycle and Pedestrian Advisory Committee voting members shall be designated by their respective member organizations and shall serve without term limits at the discretion of their member organizations. Member organizations shall also 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.

Non-voting members of the Bicycle and Pedestrian Advisory Committee shall receive WATS reports and meeting notices and agendas, shall be entitled to participate in WATS discussions, but shall serve without vote.

# ARTICLE III: AUTHORITY

---

## Section 1: Duties and Responsibilities

---

It shall be the duty and responsibility of the WATS MPO to direct and control the policies and objectives of the transportation planning and programming process, with due regard to the requirements and recommendations of its represented agencies of government, in order to accomplish and maintain the WATS MPO's eligibility for federal and state transportation funds, and help implement the WATS MPO Long Range Transportation Plan, Transportation Improvement Program and other plans and programs under WATS MPO responsibility.

## Section 2: Quorum

---

Actions of the WATS MPO shall be by a majority vote of designated voting members or their alternates present at a publicly held meeting and entitled to vote, provided that a quorum is present at the beginning of the meeting. For the Coordinating Committee, a voting quorum shall be met with six (6) voting members or their alternates present at the public meeting. For the Technical Committee, a voting quorum shall be met with four (4) voting members or their alternates present at the public meeting. In the event of a tie vote, the Chair of each respective committee casts the tie-breaking vote within that committee. **As such, the Chair of each respective committee is counted as part of a quorum.** No quorum is necessary to convene meetings of advisory committees unless determined by the Coordinating Committee.

## Section 3: E-Ballot and Phone Ballot

---

On occasions when formal actions need to be expedited without convening a public meeting, an electronic mail ballot and/or phone ballot may be conducted in accordance with the WATS MPO approved Public Participation Plan. The Lycoming County Planning and Community Development Department staff will determine the appropriateness of the voting technique used to poll WATS voting members. The result of the vote will not be considered valid until a voting majority has been obtained. All WATS voting members will be afforded five business days to review information provided and cast their vote. The Lycoming County Planning and Community Department Staff will notify all WATS voting members of the result. The voting action will be re-affirmed by vote at the next regularly scheduled WATS MPO public meeting.

## Section 4: Executive Session

---

The WATS MPO may recess into executive session only for purposes authorized under the PA Open Records Act and shall be conducted in the manner prescribed by the Act.

# ARTICLE IV: PROVISIONS

---

## Section 1: Vacancies

---

Vacancies on the WATS MPO Coordinating or Technical Committees shall be filled by an appointment by the responsible member organization, as more fully discussed in [Article II – Membership](#).

## Section 2: Removal of Representatives

---

Removal of the representative of a member of the WATS MPO [Coordinating Committee](#) or the [Technical Committee](#), due to failure to attend meetings, or for other reasons, shall be at the discretion of the appointing authority. Absence from three (3) consecutive meetings or less than 50% attendance over a twelve (12) month period will result in a letter being issued by the WATS Coordinating Committee Secretary to the appointing authority apprising them of the situation.

## Section 3: Altering Committee Membership

---

If, for any reason, it becomes necessary to change the membership of the WATS MPO Coordinating Committee, WATS MPO Technical Committee, or a WATS MPO advisory committee, through adding or removing a member organization, this change will be by a majority vote of the WATS MPO Coordinating Committee.

# ARTICLE V: ADMINISTRATIVE DUTIES

---

## Section 1: Administrative Staff

---

The administrative duties of the WATS MPO shall be conducted by the Lycoming County Planning and Community Development Department. The primary staff contact for the Department on WATS MPO administrative matters shall be the Lycoming County Transportation Supervisor who will act as WATS Secretary.

## Section 2: Administrative Duties

---

The Lycoming County Planning and Community Development Department shall be 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 may subcontract 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 will take place at publicly

advertised meetings to ensure opportunity for public comment. Prepare and distribute meeting agendas and related materials for review by WATS MPO members no later than 5 calendar days prior to the public meeting. Prepare meeting minutes for distribution to WATS MPO members for review no later than 15 calendar days following the public meeting. WATS MPO will generally convene public meetings on a quarterly basis (once every three months) at the Lycoming County Commissioners Board Room, Lycoming County Executive Plaza, 330 Pine Street, Williamsport, PA 17701. Exceptions as to meeting dates, times and locations may be considered in order to provide timely response to actions related to WATS MPO duties and responsibilities.

- Ensure that all WATS MPO adopted plans, programs and policies are implemented.

---

### Section 3: WATS Website

---

The WATS MPO website will be maintained at [www.lyco.org/WATS-MPO](http://www.lyco.org/WATS-MPO).

---

### Section 4: WATS Mailing Address

---

All WATS MPO administrative records and files shall be maintained at

Lycoming County Department of Planning and Community Development  
48 West Third Street  
Williamsport, PA 17701.

---

### Section 5: WATS Administrative Costs

---

WATS MPO administrative related costs borne by the County of Lycoming and the City of Williamsport shall be reimbursable in accordance with the WATS MPO approved UPWP (Unified Planning Work Program) related contract terms and conditions executed between the County of Lycoming, PennDOT, and City of Williamsport.

---

## ARTICLE VI: AMENDMENT PROCEDURE

---

Proposed amendments to these bylaws shall be reviewed by the WATS Technical Committee and then distributed to the WATS MPO Coordinating Committee for an official vote of approval by a voting majority of members present at a publicly advertised meeting convened by the WATS MPO where a voting quorum is achieved.



## ADOPTION

---

These foregoing bylaws were adopted by the WATS MPO Coordinating Committee at a public meeting held this 18<sup>th</sup> day of November, 2019.

BY: \_\_\_\_\_  
Sandra Tosca, WATS MPO Chair

ATTEST: \_\_\_\_\_  
Scott R Williams, WATS Secretary



November 12, 2020

Dear Planning Organizations:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2021 targets for the following Safety Performance Measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries.

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31<sup>st</sup> each year. The 2021 targets found in Table 1 of the enclosure are based on a data-driven trend analysis of the statewide fatality and suspected serious injury numbers (2% annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organizations (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 27, 2021) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level.

MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2020.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2019 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2021.

Preliminary data indicate Pennsylvania did not meet our 2019 targets and will be subject to the provisions of 23 United States Code § 148 (i). This will require the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all

HSIP funded projects. This plan will be due June 30, 2021. In addition, we will be required to obligate in Federal Fiscal Year (FFY) 2022 an amount equal to the FFY 2017 HSIP apportionment.

For more information please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Your response is requested before February 27, 2021.

Please complete the following:

---

Planning Organization Name

Select one of the following options for establishing Safety Performance Measures:

- The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established statewide targets. Table 2 of the enclosure reflects the corresponding MPO/RPO values using the same methodology that was established at the state level. By selecting this option, the MPO/RPO can and should still strive to reduce fatalities and serious injuries to the greatest extent possible through the portfolio of safety projects included in their Transportation Improvement Program.
- The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO's Transportation Improvement Program. If choosing this option, please notify the Center for Program Development and Management (CPDM) by December 31, 2020.

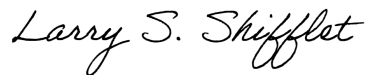
Concurrence: \_\_\_\_\_

Authorized MPO/RPO Representative

\_\_\_\_\_ Date

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, Center for Program Development and Management, at 717.787.1251 or [cmarkey@pa.gov](mailto:cmarkey@pa.gov).

Sincerely,



Larry S. Shifflet  
Deputy Secretary for Planning

Sincerely,



Melissa J. Batula, P.E.  
Deputy Secretary for Highway Administration

Enclosure

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2017-2021     | ACTUAL<br>2017-2021 | BASELINE<br>2015-2019 |
| Number of Fatalities                                    | 1,088.2                 |                     | 1154.8                |
| Fatality Rate   | 1.059                   |                     | 1.135                 |
| Number of Serious Injuries                              | 4,551.2                 |                     | 4166.6                |
| Serious Injury Rate                                     | 4.431                   |                     | 4.097                 |
| Number of Non-motorized Fatalities and Serious Injuries | 800.8                   |                     | 741.6                 |

\* Future VMT estimated to be 0.5% higher per year starting in 2020

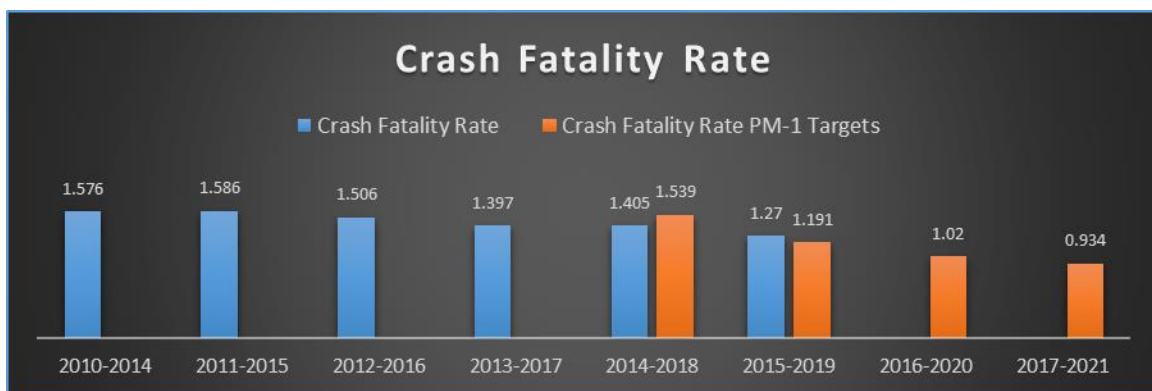
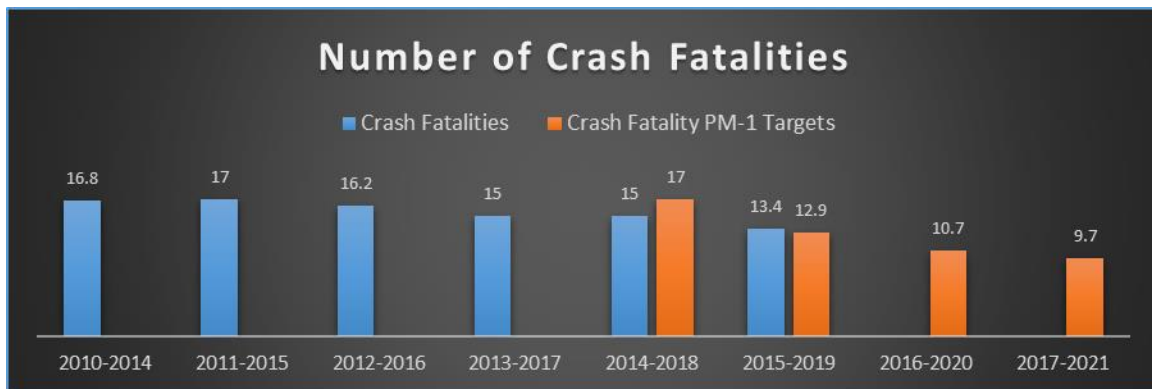
**Table 2: Williamsport MPO Supporting Values:**

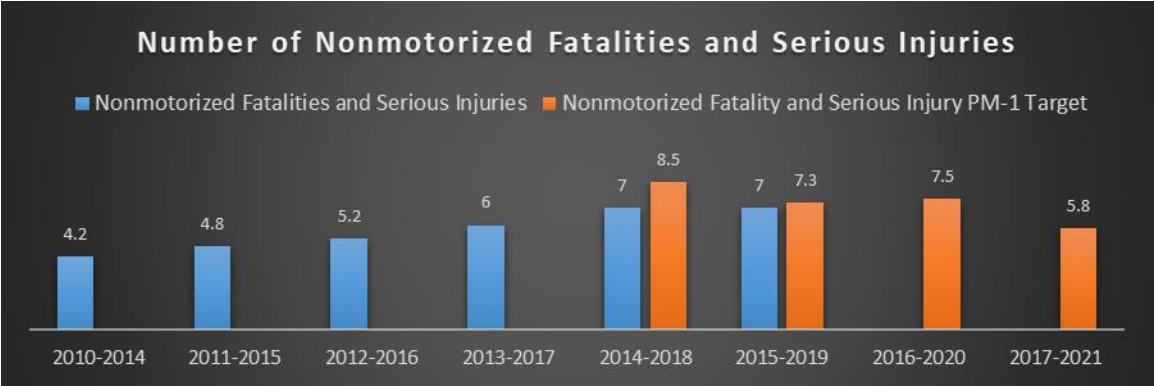
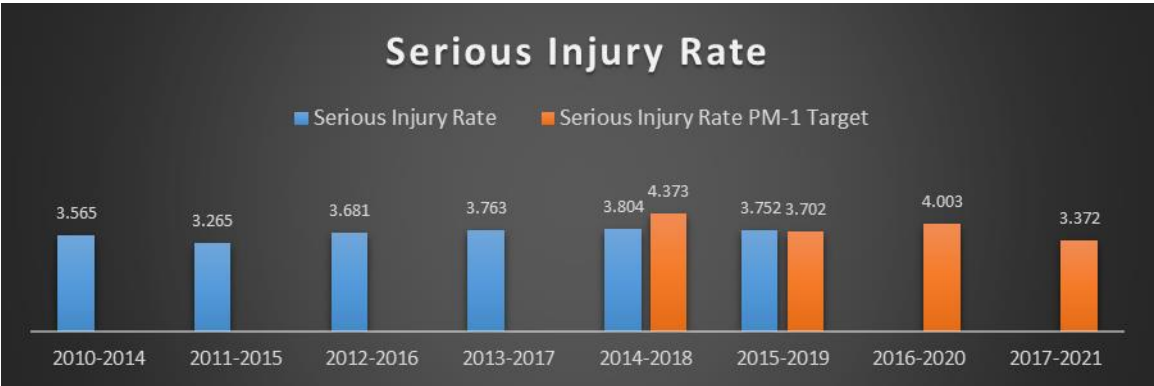
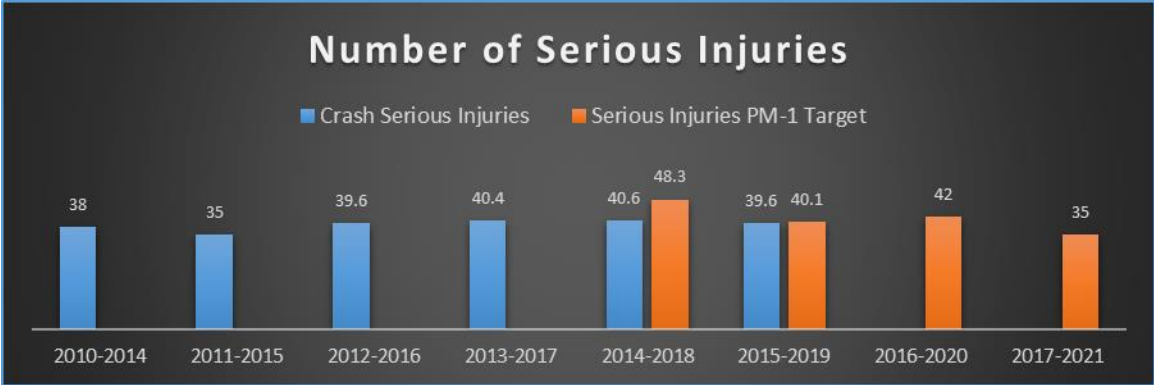
| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2017-2021     | ACTUAL<br>2017-2021 | BASELINE<br>2015-2019 |
| Number of Fatalities                                    | 9.7                     |                     | 13.4                  |
| Fatality Rate   | 0.934                   |                     | 1.270                 |
| Number of Serious Injuries                              | 35.0                    |                     | 39.6                  |
| Serious Injury Rate                                     | 3.372                   |                     | 3.752                 |
| Number of Non-motorized Fatalities and Serious Injuries | 5.8                     |                     | 7.0                   |

\* Future VMT estimated to be 0.5% higher per year starting in 2020



# WATS Safety Performance Measures, 2021





*Note: all rates calculated per 100 million Vehicle Miles Travelled (VMT)*



November 18, 2020

Dear Planning Organizations:

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act established a series of performance measures to ensure effective use of Federal transportation funds. Title 23 Part 490 of the Code of Federal Regulations (23 CFR 490) establishes measures to assess pavements on the National Highway System (NHS), bridges carrying the NHS, and pavements on the Interstate, which are collectively referred to as the **PM-2** measures. 23 CFR 490.105 establishes measures to assess the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These measures are collectively referred to as the **PM-3** measures. More information on Transportation Performance Management (TPM) is available at <https://www.fhwa.dot.gov/tpm/faq.cfm>.

PM-2 Performance Measures include:

- Percentage of pavements on the Interstate System in Good condition
- Percentage of pavements on the Interstate System in Poor condition
- Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
- Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
- Percentage of NHS bridge deck area classified as in Good condition
- Percentage of NHS bridge deck area classified as in Poor condition

PM-3 Performance Measures include:

- Percent of Person-miles Traveled on the Interstate System that are Reliable
- Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
- Interstate System Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Percent Non-Single Occupant Vehicle (SOV) Travel
- On-Road Mobile Source Emissions Reduction for CMAQ-funded Projects

In May 2018, the Pennsylvania Department of Transportation (PennDOT) established 2-year and 4-year targets in coordination with Pennsylvania's Planning Partners. All MPO/RPOs agreed to support the PennDOT statewide and regional PM-2 and PM-3 targets established at that time. In June 2019, PennDOT submitted a Transportation Asset Management Plan (TAMP) that published the PM-2 targets along with its plan to achieve them while progressing towards lowest life cycle cost planning and programming. The TAMP is available at:

<https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf>



## PennDOT Mid Performance Period Report

PennDOT recently submitted a *Mid Performance Period Progress Report* to the Federal Highway Administration (FHWA) on September 30, 2020. This progress report includes:

- The actual performance derived from the latest data collected through the midpoint of the performance period;
- A discussion of PennDOT's progress toward achieving each established 2-year target;
- A discussion on progress of PennDOT's efforts in addressing congestion at truck freight bottlenecks within the state;
- Adjustments to the 4-year targets for select performance measures with a discussion of the basis for the adjustment and how the revised targets support expectations in the long-range statewide transportation plan and the TAMP;
- MPO CMAQ performance plans for the Southwestern Pennsylvania Commission (SPC), Delaware Valley Regional Planning Commission (DVRPC) and Lancaster Metropolitan Planning Organization (MPO)s.

The FHWA makes a formal determination of significant progress in the achievement of 2- and 4-year targets. If significant progress is not made, states will be required to document actions to achieve targets in future performance periods. **Attachments 1-3** (addressing both the PM-2 and PM-3 measures) provide a summary of the actual 2-year performance and progress toward achieving the established statewide targets. Additional information is provided on individual MPO/RPO performance for select measures.

## Adjustments to 4-Year Performance Targets and Coordination

The *Mid Performance Period Progress Report* offers an opportunity for PennDOT and its Planning Partners to review and adjust the 4-year targets for each of the PM-2 and PM-3 performance measures. All bridge, pavement, reliability, freight and CMAQ emission targets were assessed in coordination between PennDOT and Pennsylvania's MPO/RPOs. The CMAQ congestion and Non-SOV measure targets were reviewed by all relevant state DOT and MPO partners for each urbanized area (e.g. Philadelphia and Pittsburgh areas).

PennDOT has not adjusted any of the PM-2 targets. PennDOT has adjusted the PM-3 targets as summarized in **Table 1**. The adjusted statewide targets were provided in PennDOT's *Mid Performance Period Progress Report* to FHWA. PennDOT provided a presentation on the assessment of PM-2 and PM-3 targets at the September 16<sup>th</sup> Planning Partners call. The call included a discussion on the target setting process and requested comments on the proposed adjustments to the PM-3 target values. No MPO/RPOs indicated concerns regarding adjustments to the reliability, freight or CMAQ emission targets.

**Table 1: Adjustments to Statewide PM-3 Targets**  
*(All Other PM-2 and PM-3 Targets Remain Same as Baseline Report)*

| Measure                               | Original Target | Adjusted Target | Basis for Adjustment  |
|---------------------------------------|-----------------|-----------------|---|
| <b>Interstate Reliability</b>         | 89.8%           | <b>89.5%</b>    | In the baseline report, PennDOT's target was developed to maintain status quo for operations. Based on a review of the first three years of data, there are yearly variations in the reliability measure. PennDOT has identified impacts of construction projects on reliability while work zone traffic restrictions are in effect. PennDOT's 2021 Statewide Transportation Improvement Program (STIP) has an increased focus on interstate highways, which will result in more construction projects. Major projects which will be underway in 2021 include the I-83 widening in Harrisburg, I-95 reconstruction in Delaware and Philadelphia Counties, the Southern Beltway interchange with I-79 near Pittsburgh, and I-81 reconstruction near Carlisle. Smaller projects like bridge rehabilitations also impact reliability when long-term lane closures are required. The target adjustment reflects a desire to maintain the status quo as planned in the baseline report while taking into account year-to-year variability with a multitude of construction scenarios. Other congestion management techniques to improve reliability will need to be planned and are beyond the timeframe of the 4-year target for this performance period. |
| <b>Truck Travel Time Index</b>        | 1.34            | <b>1.40</b>     | The impacts of construction work zones on the freight reliability measure cannot be mitigated prior to the 2021 construction season. PennDOT will continue to monitor data to develop appropriate mitigation strategies to improve freight reliability in future performance periods. The 4-year target is intended to account for anticipated construction projects which will impact 2021 performance and unknown freight impacts due to the COVID-19 pandemic.   |
| <b>CMAQ PM<sub>10</sub> Emissions</b> | 17.47           | <b>0.00</b>     | The original target was set assuming PM <sub>10</sub> benefits of CMAQ projects across the entire SPC region. The target should only be for the actual nonattainment/maintenance area which just includes Liberty Clairton. No CMAQ projects are anticipated in this area over the 4-year performance period. The statewide target was adjusted to zero.  |
| <b>CMAQ CO Emissions</b>              | 1135.40         | <b>250.00</b>   | The DVRPC region is now in attainment for CO and no longer requires a target. As such, the statewide number is adjusted only to reflect the SPC area.   |

### MPO/RPO Target Establishment

Per federal regulations, the MPO/RPOs must establish targets no later than 180 days after PennDOT adjusts their targets. The MPO/RPOs must establish targets by either:

- Agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant PennDOT target for that performance measure; or
- Committing to a quantifiable target for that performance measure for their metropolitan planning area.

To ensure compliance with 23 U.S.C. §134, please respond to this letter by selecting an option for the adjusted PM-3 measures below before March 29, 2021. Note this action only applies to the measures for which PennDOT has adjusted targets.

---

Planning Organization Name

**Please select one of the following options for the relevant PM-3 measures:**

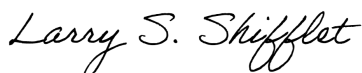
The MPO/RPO decision-making body agrees to support the adjusted statewide PM-3 targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT performance targets.

The MPO/RPO decision-making body commits to establishing their own quantifiable targets for these measures and has attached their methodology. MPOs/RPOs that establish their own targets will report the methodology used to develop them and are requested to coordinate with PennDOT as early as possible.

Concurrence: \_\_\_\_\_ Date: \_\_\_\_\_  
Authorized MPO/RPO Representative

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, at 717.787.1251 or [cmarkey@pa.gov](mailto:cmarkey@pa.gov).

Sincerely,



Larry S. Shifflet  
Deputy Secretary for Planning

Sincerely,



Melissa J. Batula, P.E.  
Deputy Secretary for Highway Administration

Enclosure

**Attachment 1: Summary of Performance Measure Targets and 2-Year Performance**

|                                 |  | Performance Measures   | 2017 Baseline | 2-Year (2019) Performance | 2-Year Target | 4-Year Original Target | 4-Year Adjusted Target |
|---------------------------------|--|--|---------------|---------------------------|---------------|------------------------|------------------------|
| PM-2                            | Pavement<br>(Statewide)                      | Percentage of Pavements of the Interstate System in Good Condition               |               | 71.5%                     |               | 60.0%                  |                        |
|                                 |  | Percentage of Pavements of the Interstate System in Poor Condition               |               | 0.4%                      |               | 2.0%                   |                        |
|                                 |  | Percentage of Pavements of the Non-Interstate NHS in Good Condition              | 47.8%         | 49.0%                     |               |                        |                        |
|                                 |  | Percentage of Pavements of the Non-Interstate NHS in Good Condition              |               | 37.6%                     | 35.0%         | 33.0%                  |                        |
|                                 |  | Percentage of Pavements of the Non-Interstate NHS in Poor Condition              | 15.9%         | 15.2%                     |               |                        |                        |
|                                 |  | Percentage of Pavements of the Non-Interstate NHS in Poor Condition              |               | 2.0%                      | 4.0%          | 5.0%                   |                        |
|                                 | Bridge<br>(Statewide)                        | Percentage of NHS Bridges Classified as in Good Condition                        | 23.7%         | 27.0%                     | 25.8%         | 26.0%                  |                        |
|                                 |  | Percentage of NHS Bridges Classified as in Poor Condition                        | 5.1%          | 5.1%                      | 5.6%          | 6.0%                   |                        |
| PM-3                            | Reliability<br>(Statewide)                   | Percent of the Person-Miles Traveled on the Interstate That Are Reliable         | 89.8%         | 89.9%                     | 89.8%         | 89.8%                  | 89.5%                  |
|                                 |  | Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable |               | 88.5%                     |               | 87.4%                  |                        |
|                                 |  | Truck Travel Time Reliability (TTTR) Index                                       | 1.35          | 1.36                      | 1.34          | 1.34                   | 1.40                   |
|                                 | CMAQ – Delay and Non-SOV<br>(Urbanized Area) | Annual Hours of Peak Hour Excessive Delay Per Capita: Philadelphia               |               | 14.6%                     |               | 17.2%                  |                        |
|                                 |  | Annual Hours of Peak Hour Excessive Delay Per Capita: Pittsburgh                 |               | 10.1%                     |               | 11.8%                  |                        |
|                                 |  | Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Philadelphia           | 27.9%         | 28.2%                     | 28.0%         | 28.1%                  |                        |
|                                 |  | Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Pittsburgh             | 24.8%         | 25.5%                     | 24.6%         | 24.4%                  |                        |
|                                 | CMAQ – Emissions<br>(Statewide)              | Total Emission Reductions: PM2.5   | 25.870        | 143.210                   | 10.760        | 20.490                 |                        |
|                                 |  | Total Emission Reductions: NOx   | 971.780       | 971.050                   | 337.700       | 612.820                |                        |
|                                 |  | Total Emission Reductions: VOC   | 302.380       | 231.780                   | 109.460       | 201.730                |                        |
| Total Emission Reductions: PM10 |  | 24.780   | 0.000         | 9.540                     |               | 0.000                  |                        |
| Total Emission Reductions: CO   |  | 1135.400   | 2969.640      | 567.700                   | 1135.400      | 250.000                |                        |

(MPO/RPO Performance on PM-2 Measures Provided on PennDOT SharePoint Site)

<https://spportal.dot.pa.gov/Planning/ProgramCenter/Performance%20Reports/Forms/AllItems.aspx>  
<https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf>

**Attachment 2: Summary of MPO/RPO PM-3 Reliability Performance**

| Area (MPO/RPO)          | Interstate Reliability   |              |              | Non-Interstate Reliability           |              |              | Truck Travel Time Reliability Index                                |             |             |
|-------------------------|--|--------------|--------------|--------------------------------------|--------------|--------------|--|-------------|-------------|
|                         | 2017 Baseline  | 2018         | 2019         | 2017 Baseline                        | 2018         | 2019         | 2017 Baseline  | 2018        | 2019        |
| <b>Statewide Total</b>  | <b>89.8%</b>   | <b>89.6%</b> | <b>89.9%</b> | <b>87.4%</b>                         | <b>88.2%</b> | <b>88.4%</b> | <b>1.34</b>  | <b>1.39</b> | <b>1.36</b> |
| <b>Statewide Target</b> | <b>89.8% -&gt; Adjusted to 89.5%</b><br><i>2 &amp; 4-Year Target</i> |              |              | <b>87.4%</b><br><i>4-Year Target</i> |              |              | <b>1.34 -&gt; Adjusted to 1.40</b><br><i>2 &amp; 4-Year Target</i> |             |             |

|                |                       |        |        |        |        |        |                       |      |      |
|----------------|-----------------------|--------|--------|--------|--------|--------|-----------------------|------|------|
| Adams          | <i>Not Applicable</i> |        |        | 86.2%  | 89.8%  | 93.4%  | <i>Not Applicable</i> |      |      |
| Altoona        | 100.0%                | 100.0% | 100.0% | 82.7%  | 83.9%  | 84.4%  | 1.21                  | 1.25 | 1.18 |
| Centre         | 100.0%                | 100.0% | 100.0% | 91.3%  | 93.2%  | 94.9%  | 1.13                  | 1.33 | 1.15 |
| DVRPC          | 65.5%                 | 66.0%  | 66.6%  | 81.2%  | 82.6%  | 83.2%  | 2.01                  | 2.04 | 1.99 |
| Erie           | 100.0%                | 100.0% | 100.0% | 83.8%  | 86.7%  | 88.2%  | 1.25                  | 1.23 | 1.29 |
| Franklin       | 100.0%                | 100.0% | 100.0% | 93.8%  | 96.5%  | 94.6%  | 1.08                  | 1.11 | 1.09 |
| Harrisburg     | 91.3%                 | 92.7%  | 92.4%  | 91.0%  | 92.4%  | 90.3%  | 1.32                  | 1.33 | 1.31 |
| Johnstown      | <i>Not Applicable</i> |        |        | 93.0%  | 94.5%  | 95.6%  | <i>Not Applicable</i> |      |      |
| Lancaster      | 100.0%                | 100.0% | 100.0% | 95.2%  | 95.3%  | 92.1%  | 1.09                  | 1.12 | 1.17 |
| Lebanon        | 100.0%                | 100.0% | 100.0% | 97.5%  | 97.7%  | 95.4%  | 1.12                  | 1.14 | 1.15 |
| Lehigh Valley  | 100.0%                | 100.0% | 99.5%  | 86.4%  | 84.6%  | 85.4%  | 1.32                  | 1.34 | 1.35 |
| NEPA           | 100.0%                | 100.0% | 99.9%  | 91.9%  | 90.9%  | 93.1%  | 1.26                  | 1.25 | 1.28 |
| North Central  | 100.0%                | 100.0% | 100.0% | 93.0%  | 95.7%  | 95.6%  | 1.10                  | 1.11 | 1.50 |
| Northern Tier  | 100.0%                | 100.0% | 100.0% | 98.8%  | 99.1%  | 94.7%  | 1.24                  | 1.17 | 1.18 |
| Northwest      | 100.0%                | 100.0% | 100.0% | 87.5%  | 91.5%  | 91.8%  | 1.18                  | 1.32 | 1.17 |
| Reading        | 100.0%                | 100.0% | 100.0% | 93.2%  | 94.2%  | 95.0%  | 1.12                  | 1.38 | 1.19 |
| S. Alleghenies | 100.0%                | 100.0% | 100.0% | 95.9%  | 96.7%  | 94.2%  | 1.11                  | 1.13 | 1.16 |
| Scranton       | 98.3%                 | 98.3%  | 98.2%  | 87.4%  | 90.3%  | 90.1%  | 1.39                  | 1.28 | 1.35 |
| SEDA-COG       | 100.0%                | 100.0% | 100.0% | 95.7%  | 96.4%  | 96.2%  | 1.11                  | 1.11 | 1.12 |
| SPC            | 92.9%                 | 91.6%  | 92.1%  | 87.0%  | 87.7%  | 88.9%  | 1.42                  | 1.49 | 1.46 |
| SVTS           | 99.3%                 | 99.2%  | 100.0% | 95.1%  | 96.7%  | 95.9%  | 1.18                  | 1.59 | 1.14 |
| Wayne          | 100.0%                | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 1.11                  | 1.12 | 1.17 |
| Williamsport   | 100.0%                | 100.0% | 100.0% | 98.4%  | 98.3%  | 97.4%  | 1.16                  | 1.18 | 1.19 |
| York           | 100.0%                | 97.5%  | 94.9%  | 90.0%  | 89.6%  | 90.7%  | 1.22                  | 1.32 | 1.28 |

*Table Notes:*

- The 2- and 4-year reliability targets only apply statewide. MPO/RPO values are provided for informational purposes only.
- At the mid-performance period (2019), Pennsylvania met the established 2-year target for interstate reliability. The state did not meet the 2-year truck travel time reliability index target. Although a 2-year target is not applicable to the non-interstate reliability measure, the mid-performance period data exceeds the 4-year target.
- PennDOT reliability targets were originally developed based on 2017 baseline values. The goal was to maintain baseline reliability throughout the four-year performance period. MPO/RPO values indicate areas that maintained their regional baseline value (green) or worsened over the baseline (red).

**Attachment 3: Summary of MPO/RPO Emission Benefits from CMAQ-Funded Projects***(Listed MPO Targets are Only Included in Relevant MPO CMAQ Performance Plans –**PennDOT does not report these targets as part of the Baseline and Mid-Performance Period Reports)*

| Measure                     | MPO             | Emissions (kg/day) |                        |                        |                        |
|-----------------------------|-----------------|--------------------|------------------------|------------------------|------------------------|
|                             |                 | 2019               | 2021                   | 2021                   | 2018-2019              |
|                             |                 | 2-year Target      | Original 4-year Target | Adjusted 4-year Target | Actual 2-year Benefits |
| VOC Emissions               | Statewide       | 109.46             | 201.73                 |                        | 231.03                 |
|                             | DVRPC (PA only) | 37.61              | 69.31                  |                        | 142.79                 |
|                             | SPC             | 58.06              | 107.00                 |                        | 66.76                  |
|                             | Lehigh Valley   | N/A                | N/A                    |                        | 20.19                  |
|                             | Lancaster       | N/A                | 3.60                   | 0.40                   | 0.25                   |
|                             | Reading         | N/A                | N/A                    |                        | 0.32                   |
|                             | NEPA            | N/A                | N/A                    |                        | 0.72                   |
| NOx Emissions               | Statewide       | 337.70             | 612.82                 |                        | 936.29                 |
|                             | DVRPC (PA only) | 23.42              | 42.50                  |                        | 652.4                  |
|                             | SPC             | 256.11             | 464.77                 | 250.00                 | 152.55                 |
|                             | Lehigh Valley   | N/A                | N/A                    |                        | 126.64                 |
|                             | Lancaster       | N/A                | 1.03                   |                        | 1.16                   |
|                             | Reading         | N/A                | N/A                    |                        | 3.08                   |
|                             | NEPA            | N/A                | N/A                    |                        | 0.46                   |
| PM <sub>2.5</sub> Emissions | Statewide       | 10.76              | 20.49                  |                        | 37.87                  |
|                             | DVRPC (PA only) | 1.08               | 2.06                   |                        | 24.21                  |
|                             | SPC             | 7.01               | 13.35                  | 10.00                  | 6.21                   |
|                             | Lehigh Valley   | N/A                | N/A                    |                        | 5.48                   |
|                             | York            | N/A                | N/A                    |                        | 1.41                   |
|                             | Harrisburg      | N/A                | N/A                    |                        | 0.41                   |
|                             | Lancaster       | N/A                | 0.04                   |                        | 0.06                   |
|                             | Lebanon         | N/A                | N/A                    |                        | 0.06                   |
| Johnstown                   | N/A             | N/A                |                        | 0.03                   |                        |
| PM <sub>10</sub> Emissions  | Statewide       | 9.54               | 17.47                  | 0.00                   | 0.00                   |
|                             | SPC             | 9.54               | 17.47                  | 0.00                   | 0.00                   |
| CO Emissions                | Statewide       | 567.70             | 1135.40                | 250.00                 | 133.37                 |
|                             | DVRPC (PA only) | 282.74             | 565.47                 | Removed Target         | N/A                    |
|                             | SPC             | 284.97             | 569.93                 | 250.00                 | 133.37                 |

*Table Notes:*

- Pollutant Definitions include VOC = Volatile Organic Compounds; NOx = Nitrogen Oxides; PM = Particulate Matter for specified size particles; and CO = Carbon Monoxide
- Emission benefits are estimated based on the total CMAQ-funded project emission benefits as reported in FHWA's CMAQ annual database. Project benefits are calculated by PennDOT and Planning Partners using available tools.
- DVRPC is now in attainment for CO and a CO target is no longer required for that region

For Williamsport

Overall Change Amount: \$345,681

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 118971    | 11/16/2020  | Administrative Action | \$0           |

Narrative:

MA is to reduce the FD phase to meet the updated consultant estimate. Also to remove the UTL phase due to not being needed.

| From: Williamsport/District 3-0 |          |      |         |                  |       |            |
|---------------------------------|----------|------|---------|------------------|-------|------------|
| Project                         | County   | S.R. | Section | Project Title    | Phase | Amount     |
| 112979                          | Lycoming | 2039 | 09S     | Lick Run Slide   | FD    | \$-100,000 |
| 112979                          | Lycoming | 2039 | 09S     | Lick Run Slide   | UTL   | \$-50,000  |
| To: Williamsport/District 3-0   |          |      |         |                  |       |            |
| Project                         | County   | S.R. | Section | Project Title    | Phase | Amount     |
| 68713                           | Lycoming |      | 000     | WATS TIP Reserve | CON   | \$150,000  |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 119054    | 11/18/2020  | Administrative Action | \$16,250      |

Narrative:

MPMS# 110203- Increase Construction phase due to Design investigations revealing more bridge deterioration than first thought.

| From: Williamsport/District 3-0 |          |      |         |                            |       |            |
|---------------------------------|----------|------|---------|----------------------------|-------|------------|
| Project                         | County   | S.R. | Section | Project Title              | Phase | Amount     |
| 68713                           | Lycoming |      | 000     | WATS TIP Reserve           | CON   | \$-308,750 |
| To: Williamsport/District 3-0   |          |      |         |                            |       |            |
| Project                         | County   | S.R. | Section | Project Title              | Phase | Amount     |
| 110203                          | Lycoming |      | LBR     | T-556 over East Mill Creek | CON   | \$325,000  |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 119097    | 11/24/2020  | Administrative Action | \$0           |

Narrative:

Add Right of Way Phase as per project manager estimate

| From: Williamsport/District 3-0 |          |      |         |                             |       |           |
|---------------------------------|----------|------|---------|-----------------------------|-------|-----------|
| Project                         | County   | S.R. | Section | Project Title               | Phase | Amount    |
| 68713                           | Lycoming |      | 000     | WATS TIP Reserve            | CON   | \$-66,405 |
| To: Williamsport/District 3-0   |          |      |         |                             |       |           |
| Project                         | County   | S.R. | Section | Project Title               | Phase | Amount    |
| 6096                            | Lycoming | 405  | 56S     | SRs 405 & 2014 Intersection | ROW   | \$66,405  |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 119103    | 11/25/2020  | Administrative Action | \$0           |

Narrative:

MPMS# 6261-- Add Right of Way phase to the TIP for personnel charges

**From: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title    | Phase | Amount     |
|---------|----------|------|---------|------------------|-------|------------|
| 68713   | Lycoming |      | 000     | WATS TIP Reserve | CON   | \$-101,215 |

**To: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title         | Phase | Amount    |
|---------|----------|------|---------|-----------------------|-------|-----------|
| 6261    | Lycoming | 405  | 069     | SR 405 over Glade Run | ROW   | \$101,215 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 119111    | 11/25/2020  | Administrative Action | \$0           |

**Narrative:**

Reduce to meet the ROW estimate

**From: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title  | Phase | Amount    |
|---------|----------|------|---------|----------------|-------|-----------|
| 112979  | Lycoming | 2039 | 09S     | Lick Run Slide | ROW   | \$-47,000 |

**To: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title    | Phase | Amount   |
|---------|----------|------|---------|------------------|-------|----------|
| 68713   | Lycoming |      | 000     | WATS TIP Reserve | CON   | \$47,000 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 119268    | 12/10/2020  | Administrative Action | \$0           |

**Narrative:**

68713 CON 581 Decreased by -50,000 in FFY 2021  
 114056 FD 581 Add 40,000 in FFY 2021  
 115763 FD 581 Add 10,000 in FFY 2021

**From: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title    | Phase | Amount    |
|---------|----------|------|---------|------------------|-------|-----------|
| 68713   | Lycoming |      | 000     | WATS TIP Reserve | CON   | \$-50,000 |

**To: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title                   | Phase | Amount   |
|---------|----------|------|---------|---------------------------------|-------|----------|
| 114056  | Lycoming | 2014 | 107     | Campbell St to Basin St INTERIM | FD    | \$40,000 |
| 115763  | Lycoming |      |         | Northern RAR 2021               | FD    | \$10,000 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 119310    | 12/11/2020  | Administrative Action | \$0           |

**Narrative:**

68713 CON 581 Decreased by -2,500 in FFY 2021  
 114056 UTL 581 Add 2,500 in FFY 2021

**From: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title    | Phase | Amount   |
|---------|----------|------|---------|------------------|-------|----------|
| 68713   | Lycoming |      | 000     | WATS TIP Reserve | CON   | \$-2,500 |

**To: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title                   | Phase | Amount  |
|---------|----------|------|---------|---------------------------------|-------|---------|
| 114056  | Lycoming | 2014 | 107     | Campbell St to Basin St INTERIM | UTL   | \$2,500 |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 119325    | 12/14/2020  | Administrative Action | \$0           |

**Narrative:**

MPMS# 6261-- Reduce the FD phase to meet the updated estimate provided by the consultant.



| From: Williamsport/District 3-0 |          |      |         |                       |       |           |
|---------------------------------|----------|------|---------|-----------------------|-------|-----------|
| Project                         | County   | S.R. | Section | Project Title         | Phase | Amount    |
| 6261                            | Lycoming | 405  | 069     | SR 405 over Glade Run | FD    | \$-65,000 |
| To: Williamsport/District 3-0   |          |      |         |                       |       |           |
| Project                         | County   | S.R. | Section | Project Title         | Phase | Amount    |
| 68713                           | Lycoming |      | 000     | WATS TIP Reserve      | CON   | \$65,000  |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 119398    | 12/18/2020  | Administrative Action | \$0           |

**Narrative:**

MPMS# 99032-- fully fund the PE phase to cover a consultant work order (for hydraulic and wetland studies). It also adds the FD phase, which we all missed adding during the TIP update.

| From: Williamsport/District 3-0 |          |      |         |                                |       |           |
|---------------------------------|----------|------|---------|--------------------------------|-------|-----------|
| Project                         | County   | S.R. | Section | Project Title                  | Phase | Amount    |
| 68713                           | Lycoming |      | 000     | WATS TIP Reserve               | CON   | \$-60,000 |
| To: Williamsport/District 3-0   |          |      |         |                                |       |           |
| Project                         | County   | S.R. | Section | Project Title                  | Phase | Amount    |
| 99032                           | Lycoming | 2004 | 007     | SR 2004 over Trib to Spring Cr | PE    | \$45,000  |
| 99032                           | Lycoming | 2004 | 007     | SR 2004 over Trib to Spring Cr | FD    | \$15,000  |

| Action ID | Commit Date | Action Type           | Change Amount |
|-----------|-------------|-----------------------|---------------|
| 119436    | 12/21/2020  | Administrative Action | \$299,715     |

**Narrative:**

MA is to add Federal Flood and matching State 582 funds to the WATS TIP in FFY 2021 for the CON phases for MPMS#'s 112057, 112056, and 112044. The addition of the Federal Flood and 582 State funds is causing a non-zero balance in period 1. Flood ECMS# 112042.

| To: Williamsport/District 3-0 |          |      |         |   |       |           |
|-------------------------------|----------|------|---------|---|-------|-----------|
| Project                       | County   | S.R. | Section | Project Title                             | Phase | Amount    |
| 112044                        | Lycoming | 42   | 112     | SR 42 ov W Br of Little Muncy Crk Flood R | CON   | \$198,600 |
| 112056                        | Lycoming | 220  | 225     | SR220 over Muncy Creek Flood Repair 2018  | CON   | \$23,153  |
| 112057                        | Lycoming | 2061 | 013     | SR2061 over Little Muncy Crk Flood Repair | CON   | \$77,962  |

| Action ID | Commit Date | Action Type | Change Amount |
|-----------|-------------|-------------|---------------|
| 119482    | 12/23/2020  | Amendment   | \$0           |

**Narrative:**

Increase MPMS# 99038 to meet current estimate and convert to Federal funds. Amendment approved via E-Ballot on 12/16/20

MPMS# 99038 increased by \$726,000 (NHPP Funding)

MPMS# 68713 decreased by \$726,000 (NHPP Funding)

| From: Williamsport/District 3-0 |          |      |         |                          |       |            |
|---------------------------------|----------|------|---------|--------------------------|-------|------------|
| Project                         | County   | S.R. | Section | Project Title            | Phase | Amount     |
| 68713                           | Lycoming |      | 000     | WATS TIP Reserve         | CON   | \$-726,000 |
| To: Williamsport/District 3-0   |          |      |         |                          |       |            |
| Project                         | County   | S.R. | Section | Project Title            | Phase | Amount     |
| 99038                           | Lycoming | 2014 | 095     | SR 2014 ov Bennett's Run | CON   | \$726,000  |

| Action ID | Commit Date | Action Type | Change Amount |
|-----------|-------------|-------------|---------------|
|-----------|-------------|-------------|---------------|

119508      12/28/2020      Administrative Action      \$1,750

**Narrative:**

MA is to increase construction phase due to additional work completed by the contractor. Also to cashflow a project to free up funds in FFY2021.

MPMS# 5891:

Increase BOF, 183 and Local Funding

MPMS# 68713:

Decrease BOF and 183 funding.

**From: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title         | Phase | Amount    |
|---------|----------|------|---------|-----------------------|-------|-----------|
| 68713   | Lycoming |      | 000     | WATS TIP Reserve      | CON   | \$-33,250 |
| 87918   | Lycoming | 44   | 064     | SR 44 over Lawshe Run | FD    | \$0       |

**To: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title              | Phase | Amount   |
|---------|----------|------|---------|----------------------------|-------|----------|
| 5891    | Lycoming |      | LBR     | T-665 over Pleasant Stream | CON   | \$35,000 |

| Action ID | Commit Date | Action Type | Change Amount |
|-----------|-------------|-------------|---------------|
|-----------|-------------|-------------|---------------|

119510      12/28/2020      Administrative Action      \$0

**Narrative:**

MA is to add a utility phase for MPMS# 6096 and to increase MPMS# 6261 in FFY 2022.

MPMS# 6261- Increase 185 funding

MPMS# 6096- Add 185 Funding

MPMS# 68713- Decrease 185 Funding

**From: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title    | Phase | Amount     |
|---------|----------|------|---------|------------------|-------|------------|
| 68713   | Lycoming |      | 000     | WATS TIP Reserve | CON   | \$-110,000 |

**To: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title               | Phase | Amount   |
|---------|----------|------|---------|-----------------------------|-------|----------|
| 6096    | Lycoming | 405  | 56S     | SRs 405 & 2014 Intersection | UTL   | \$50,000 |
| 6261    | Lycoming | 405  | 069     | SR 405 over Glade Run       | UTL   | \$60,000 |

| Action ID | Commit Date | Action Type | Change Amount |
|-----------|-------------|-------------|---------------|
|-----------|-------------|-------------|---------------|

119514      12/29/2020      Administrative Action      \$27,966

**Narrative:**

MA is for an Influx of De-Obligations

MPMS# 68713:

Increase \$27,966 STP Funding in FFY 2021

**To: Williamsport/District 3-0**

| Project | County   | S.R. | Section | Project Title    | Phase | Amount   |
|---------|----------|------|---------|------------------|-------|----------|
| 68713   | Lycoming |      | 000     | WATS TIP Reserve | CON   | \$27,966 |



# Personal Delivery Devices (PDD )

## What Local Municipalities Need to Know

On November 1, 2020, Senate Bill 1199 (Personal Delivery Devices) was enacted without Governor Wolf’s signature. It is now [Act 106 of 2020](#) and will go into effect on January 30, 2021. Pennsylvania is one of 20+ states that allow for Personal Delivery Devices (PDD).

### What is a PDD?

A PDD is ground-based delivery device that is manufactured for transporting cargo or goods and is operated by a driving system that allows for autonomous and/or remote operations.

**Per the Pennsylvania vehicle code, PDDs are classified as pedestrians and are afforded the same rights.** PDDs must operate like a pedestrian with three exceptions:

1. PDDs must yield the right-of-way to all pedestrians and pedalcyclists in a pedestrian area.
2. PDD must travel in the same direction of traffic when traveling on a roadway or shoulder/berm.
3. In specific circumstances, a PDD may operate within the travel lane of a roadway.

### Where can a PDD operate?

PDDs are permitted to operate in any pedestrian area (i.e. sidewalk, crosswalk, safety zone, pedestrian tunnel, overhead pedestrian crossing or similar area for pedestrians), and on a roadway or shoulder/berm of a roadway posted at 25mph or less.

Assuming there are no limiting safety restrictions and use is practicable, PDDs shall operate using the following priority:

1. Utilize the shoulder or berm of a roadway.
2. Utilize a pedestrian area such as a sidewalk.
3. Utilize the roadway as practicable to the outside edge.

PDDs will operate in two Phases.

**Phase 1 (0-180 days)** – The PDD will be operated through an autonomous or remote driving system. However, a PDD operator must be within 30 feet of the PDD and maintain line of sight of the PDD. After 180 days, a PDD will automatically transition to Phase 2 unless the authorized entity agrees to remain within Phase 1.

**Phase 2 (180 days+)** - The PDD will be operated through an autonomous or remote driving system. However, a PDD must be monitored remotely and, if necessary, controlled or overridden remotely.

## PDD CHARACTERISTICS

A PDD comes in all different shapes, sizes, and use cases. However, Act 106 does establish some limitations.

### Width

32 inches or less

### Length

42 inches or less

### Height

72 inches or less

### Weight (w/o cargo)

550 pounds or less

### Speed (pedestrian areas)

12mph or less

### Speed (shoulder/roadway)

25mph or less

Although the law establishes maximums, the majority of PDDs in the US are less than 3 feet tall and travel at 5mph or less.

## How is a PDD Authorized?

Per the law, PennDOT is responsible for developing policies governing the operations of PDDs and the application process to grant authorization. PennDOT has the sole authority to issue, approve, renew, revoke, suspend, condition or deny issuance or renewal of PDD authorizations. Per the law, a PDD application must contain:

1. Contact information;
2. List of municipalities where the PDD will operate;
3. Anticipated roadways/pedestrian areas where the PDD will operate;
4. Description of Operator training procedures;
5. Manufacturer/model of the PDD;
6. Description of how first responders would stop or disable the PDD;
7. Description of cargo the PDD will be carrying (hazardous material is prohibited);
8. Safety and maintenance inspection schedule;
9. Operating phases the PDD is capable of operating in;
10. Proof of insurance (minimum \$100,000 liability);
11. Details on education campaign PDD developed for municipalities, motorists, and the general public;
12. Accident procedures;
13. List of unique identifier numbers; and
14. Any information or records deemed reasonably necessary to aid PennDOT's review of the submitted application and for the administration, enforcement and ongoing compliance.

Once authorized, an application is good for 1 year.

## What authority does a municipality have?

A municipality may, by ordinance or resolution, do the following:

1. Permit the use of a PDD on a roadway, or shoulder or berm of a roadway, under their jurisdiction where the posted speed limit is greater than 25mph, but not greater than 35mph.
2. Prohibit the use of a PDD on any roadway, or shoulder or berm of a roadway, or pedestrian area under their jurisdiction where the municipality, **after consultation with the authorized entity**, determines that the operation of the PDD would constitute a hazard.

In addition, municipalities can identify a "weather emergency or other hazardous events," and PDDs must temporarily cease or restrict operations.

## What must an authority PDD entity provide a municipality?

Per the law, authorized entities must:

- Notify the municipality at least 30 days prior to commencing operations.
- Employ an educational campaign to educate and bring awareness of PDDs to the municipality, motorists, and the general public.
- Self-report to local law enforcement any accidents involving a PDD that resulted in bodily injury, death or damage to property within 24 hours of the accident.

## Additional Information

Additional information can be found at [www.penndot.gov/pdd](http://www.penndot.gov/pdd). If you have any questions, please email [pdd@pa.gov](mailto:pdd@pa.gov).