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PLANNING AND COMMUNITY DEVELOPMENT

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



Kurt Hausammann, Jr., AICP, Director

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Location:
Executive Plaza
330 Pine Street
Williamsport Pennsylvania 17701

"Building Partnerships"

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

July 18, 2016

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 2017-2020 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 2017-2020 Transportation Improvement Program, (TIP). The WATS TIP was unanimously approved by the WATS MPO Coordinating Committee at their July 18, 2016 public meeting.

Enclosed for your review are the required TIP checklist and all supporting documentation, including five 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 July 18, 2016 public meeting.

The FFY 2017-2020 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 Involvement Plan procedures were followed. Three written public comments were 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 mark.murawski@lyco.org

We appreciate the close cooperation and collaboration with PennDOT and River Valley Transit in the development of this TIP as we believe many important transportation projects will now come to fruition that are fully consistent with the WATS Long Range Transportation Plan.

Sincerely,


Mark Murawski
Lycoming County Transportation Planner

**Metropolitan and Rural Planning Organizations
2017-2020 Transportation Improvement Program
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	May 23, 2016	Jun 24, 2016			
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	Jun 16, 2016	6:00 PM			
	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? 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	Jul 18, 2016				
	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	2013	07/25/05			
	Date LRTP Adopted by Planning Partner:	Meeting Date	Dec 15				
4. Air Quality Non-attainment and Maintenance Areas:	Anticipated date for new LRTP:	Date	Dec 31	2018			
	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				
5. Financial Constraint:	In non-attainment and maintenance areas, do projects contain sufficient detail for air quality analysis?	Yes / No / NA	N/A				
	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 2017	\$7,208,000.00 \$7,208,000.00					
	FFY 2018	\$28,867,000 \$7,367,000					
	FFY 2019	\$7,532,000 \$7,532,000					
	FFY 2020	\$7,714,000 \$7,714,000					
	Explain any differences:	In FFY 2018 NHPP and HSIP SPIKE Funding					
	Were the TIP projects screened against the federal/state funding programs eligibility requirements?	Yes / No	Yes		Yes		
	Does the STIP/TIP Financial Information contain system level estimates of cost and revenue sources?	Yes / No	Yes		Yes		
Are the estimated total cost(s) to complete a project, that extends beyond the TIP years, shown in the TIP?	Yes / No	Yes		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						
	FFY 2017	Total \$ Amt by Fund Type					
	FFY 2018	Total \$ Amt by Fund Type					
	FFY 2019	Total \$ Amt by Fund Type					
	FFY 2020	Total \$ Amt by Fund Type					
	Comments:						

**Metropolitan and Rural Planning Organizations
2017-2020 Transportation Improvement Program
Checklist**

	Information Items	Response Type	Shaded Stakeholder to Provide 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 2. 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			
	* TIP Revision Procedures	Yes / No	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			
	Project Selection Process Documentation			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	Yes	
	Are there any noteworthy practices that deserve statewide recognition or replicated in the next TIP update?			Use of TV and social media video series for LRTP and TIP update public involvement techniques		
	Are there any issues or improvements that should be addressed by the next TIP update?	Yes / No		No		
	If Yes, explain:					
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		No			
10. Completed or Reviewed by:	Planning Partner: Mark Murawski, Williamsport MPO Secretary			Date: July 18, 2016		
	PennDOT Program Center:			Date:		
	FHWA:			Date:		
	FTA:			Date:		

PLANNING AND COMMUNITY DEVELOPMENT

Commissioners:
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FFY 2017-2020 Transportation Improvement Program, (TIP) Checklist Supporting Documentation

I. WATS MPO PUBLIC PARTICIPATION DOCUMENTATION

Public Comment Period:

May 23, 2016 – June 24, 2016 (advertised 3 times in Williamsport Sun Gazette, the only newspaper of local circulation throughout Lycoming County.)

Public Meeting Date/Time/ Location:

June 16, 2016; 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 2017-2020 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 YouTube. The TIP video series had 35 views.

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 3 written public comments were 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 2017-2020 TIP was unanimously approved by the WATS MPO Coordinating Committee at their July 18, 2016 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 anticipated new LRTP Update adoption date is to occur on or before December 19, 2018.

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. Note, the additional funds programmed above FGWG allocations (i.e., spike, etc...) are noted on the TIP checklist summary.

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 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 2015-18)

Refer to Exhibit 14

Note, there are no projects programmed on the prior FFY 2015-2018 WATS TIP that experienced significant delays.

EXHIBIT 1

PUBLIC ADVERTISEMENT

LEGAL NOTICES

PUBLIC NOTICE
THE LYCOMING COUNTY PLANNING COMMISSION ANNOUNCES FOR PUBLIC REVIEW AND COMMENT
FFY 2017-2020 WILLIAMSPORT AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT

LEGAL NOTICES

PROGRAM
The Lycoming County Planning Commission is seeking public review and comment on the FFY 2017-2020 Williamsport Area Transportation Study (WATS) Transportation Improvement Program.

LEGAL NOTICES

County the Lycoming County Planning Commission works with the Pennsylvania Department of Transportation (River Valley Transit (RV) and STEP) to develop the Transportation Improvement Program (TIP) of 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

LEGAL NOTICES

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).

LEGAL NOTICES

Office of Aging Hope Enterprises CareerLink Center for Independent Living The Center YMCA/YAWCA 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 Rick Mirabito Office of Representative Garth Everett Susquehanna Trailways Susquehanna Health Systems Williamsport Regional Airport

LEGAL NOTICES

tee on June 30, 2016 beginning at 10 AM at the same location. The WATS TIP and WATS Public Participation Plan will be considered for final adoption by the WATS Coordinating Committee at their July 18, 2016 public meeting beginning at 1:00 PM at the Lycoming County Executive Plaza Building 330 Pine Street Williamsport PA 17701 (County Commissioners Board Room 1st Floor)

The draft FFY 2017-2020 TIP highway/bridge portion contains 76 projects within Lycoming County at an estimated program cost exceeding \$38 million. The FFY 2017-2020 TIP transit portion contains 14 projects with an estimated program cost exceeding \$46 million.

The draft FFY 2017-2020 TIP is now being made available for public review and comment. The 30-day federally required public comment period will commence on May 25, 2016 and conclude on June 24, 2016.

The Lycoming County Planning Commission is also seeking public comment on the WATS Public Participation Plan. The public comment period for the WATS Public Participation Plan will commence on May 25, 2016 and conclude on July 8, 2016.

Copies of the WATS FFY 2017-2020 TIP and WATS Public Participation Plan may be obtained at the following locations:

The WATS TIP and Public Participation Plan 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 Transportation Improvement Program.

Public attendance at the above meetings is encouraged and welcomed. WATS is committed to compliance with the non-discrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting locations 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, sign, or hearing and TIP documents may be translated into alternative languages or formats upon request.

All Municipal offices in Lycoming County Lycoming County Planning Commission Williamsport/Lycoming Chamber of Commerce River Valley Transportation Services PennDOT Engineering District 30 Office Hughesville Public Library James V. Brown Library Kohle WB Library Montgomery Area Public Library Muncy Public Library STEP, Inc. Bl County

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

Mark R. Murawski Transportation Planner 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 June 16, 2016 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 TIP and Public Participation Plan 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 Commit-

tee on June 30, 2016 beginning at 10 AM at the same location. The WATS TIP and WATS Public Participation Plan will be considered for final adoption by the WATS Coordinating Committee at their July 18, 2016 public meeting beginning at 1:00 PM at the Lycoming County Executive Plaza Building 330 Pine Street Williamsport PA 17701 (County Commissioners Board Room 1st Floor)

tee on June 30, 2016 beginning at 10 AM at the same location. The WATS TIP and WATS Public Participation Plan will be considered for final adoption by the WATS Coordinating Committee at their July 18, 2016 public meeting beginning at 1:00 PM at the Lycoming County Executive Plaza Building 330 Pine Street Williamsport PA 17701 (County Commissioners Board Room 1st Floor)

Exhibit 2

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

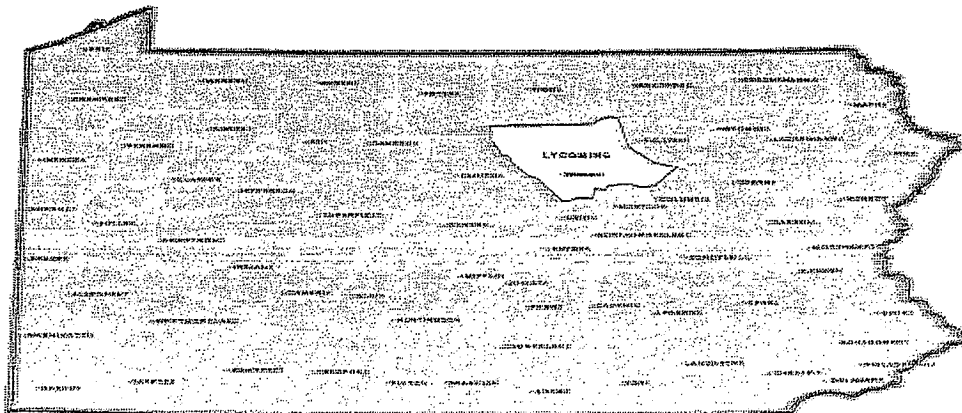
CHAPTER ONE

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 and 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:

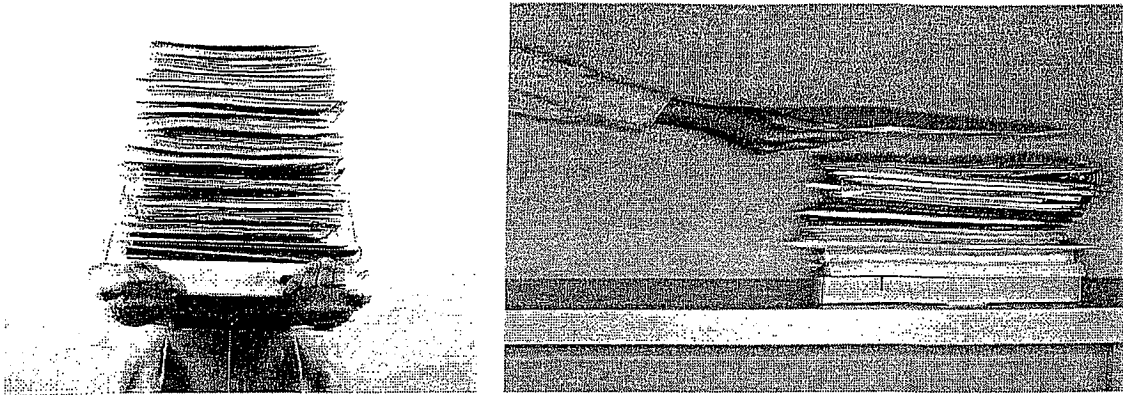
- Federal Highway Administration
- Federal Transit Administration
- US Department of Housing and Urban Development
- PA Department of Community and Economic Development

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.

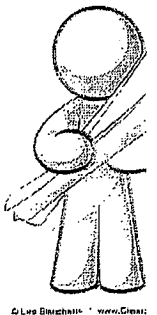
WATS ADMINISTRATIVE DUTIES



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>

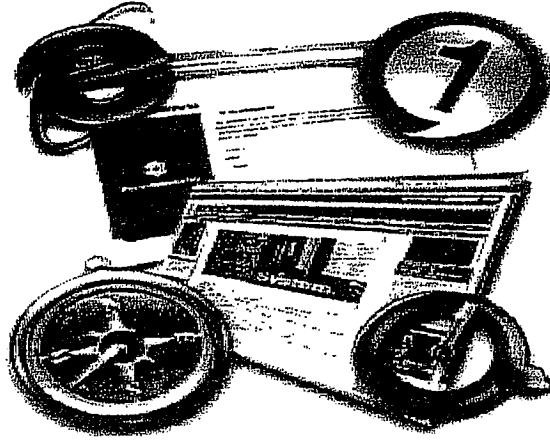
- All WATS MPO administrative records and files are maintained at the Lycoming County Planning and Community Development Department, 48 West Third Street, Williamsport, PA 17701.

- 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 screening 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**

WATS MPO FFY 2017-2020 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

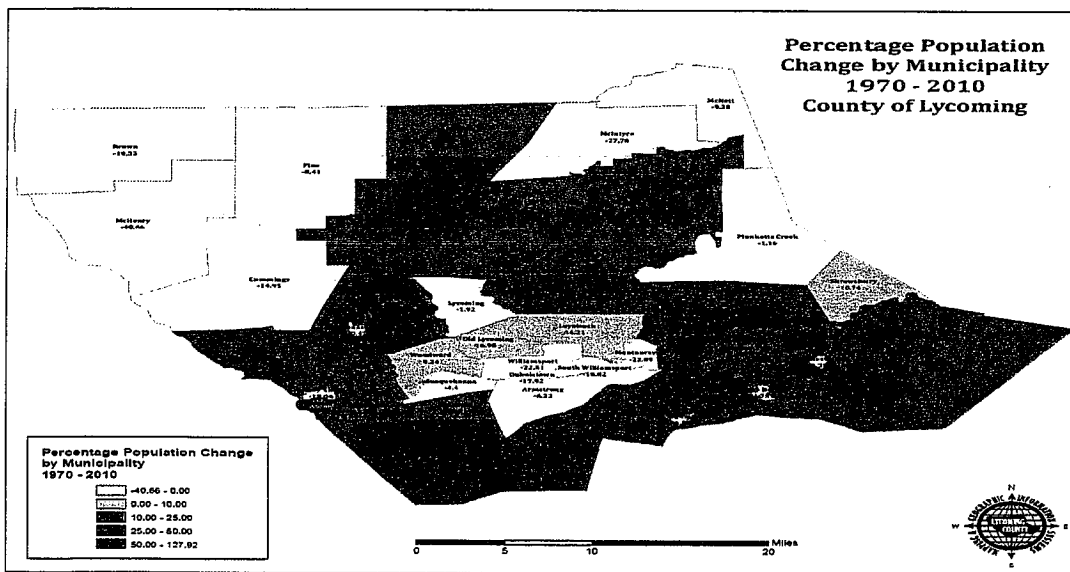
American Indian/ Native American or Alaskan Native

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 Lycoming County Comprehensive Plan cites total population to grow to 122,859 persons (5.8%) by 2020. The plan has no population projections for 2025 or 2030, however a County Comprehensive Plan Update is now underway in which forecasts will be re-formulated by the County.

Population By Age Groups

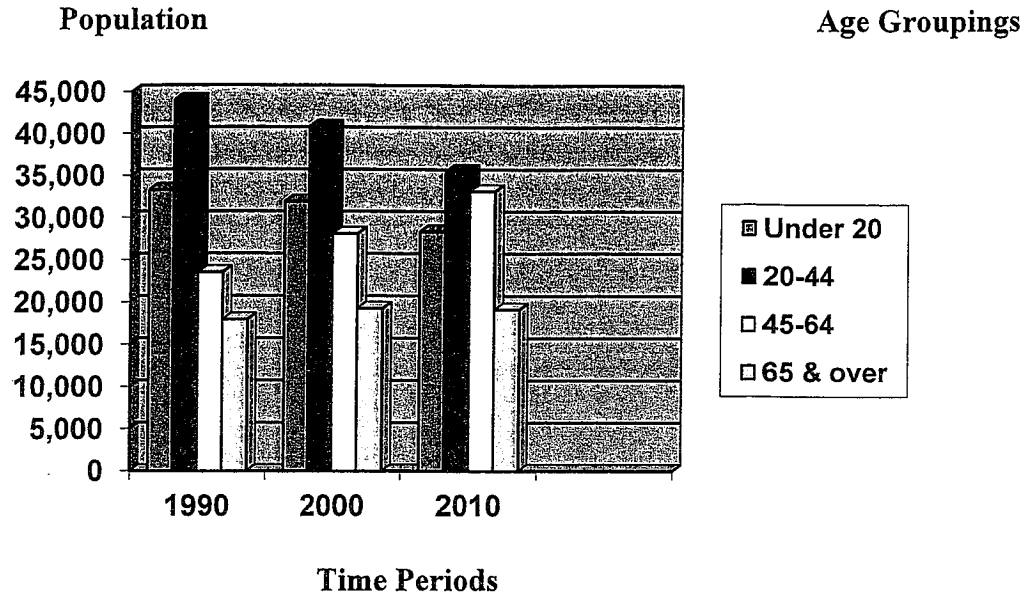
The US Census 2010 population for Lycoming County is shown by various age groups. The Lycoming County Comprehensive Plan further identifies age groups as follows:

- 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 Group (Under 20 years)	25,300	20.6%
Young Adult (20 to 44 years)	31,800	25.9%
Mature (45 to 64 years)	41,200	33.6%
Senior Elderly (65 years and over)	24,559	19.9%
Total Population	122,859	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.

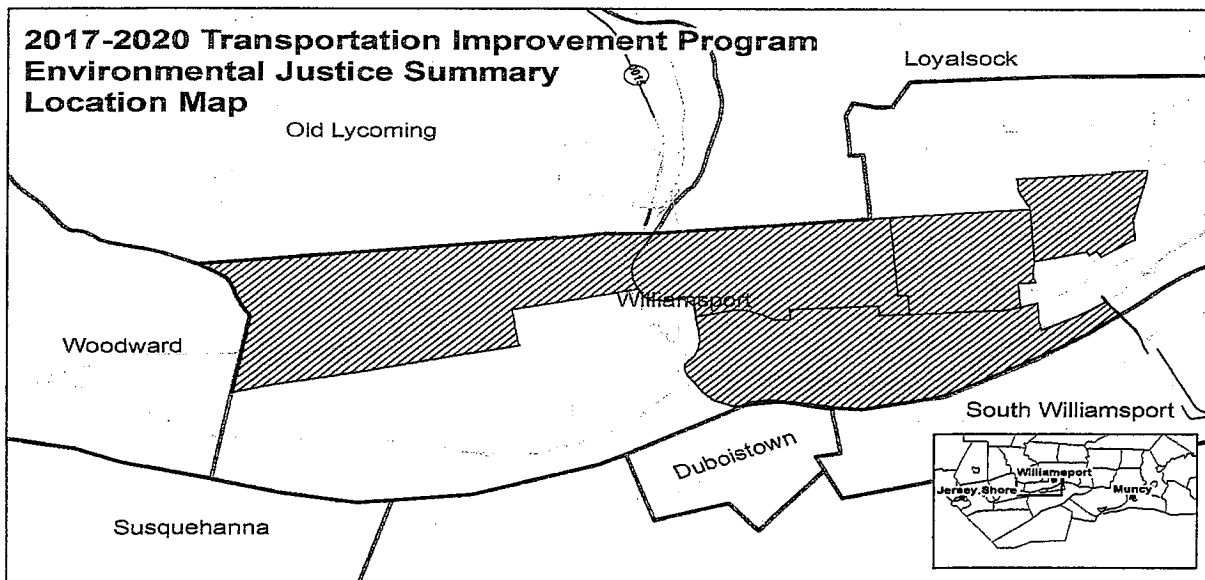
(Poverty Status)

- ❖ 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 last 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 2017-2020 WATS MPO Transportation Improvement Program projects were also identified in relation to the mapped environmental justice population areas. Of the 76 proposed highway and bridge improvement projects listed on the WATS TIP, only 4 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.
- Reconstruction of West Fourth Street from US 15 to Campbell Street in the City of Williamsport.



▨ Environmental Justice Areas*

*A census tract is determined to meet the criteria of an Environmental Justice Area if it either:
A) Has 20% or more families below the federal poverty level
B) Has 30% or more minority population
Data Source:
U.S. Census Bureau, 2007-2011 American Community Survey



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.

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 2017-2020 WATS TIP.

A 30 day public comment period is being held from May 23, 2016 through June 24, 2016 . During this time, the draft TIP is being posted on the Lycoming County website www.lyco.org and at offices of all 109 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 June 16, 2016 as federally required.. The County is also using Facebook, Twitter, a YouTube video and Googleplus as social media for the first time 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 July 18, 2016 public meeting.

FUTURE ENVIRONMENTAL JUSTICE ANALYSIS

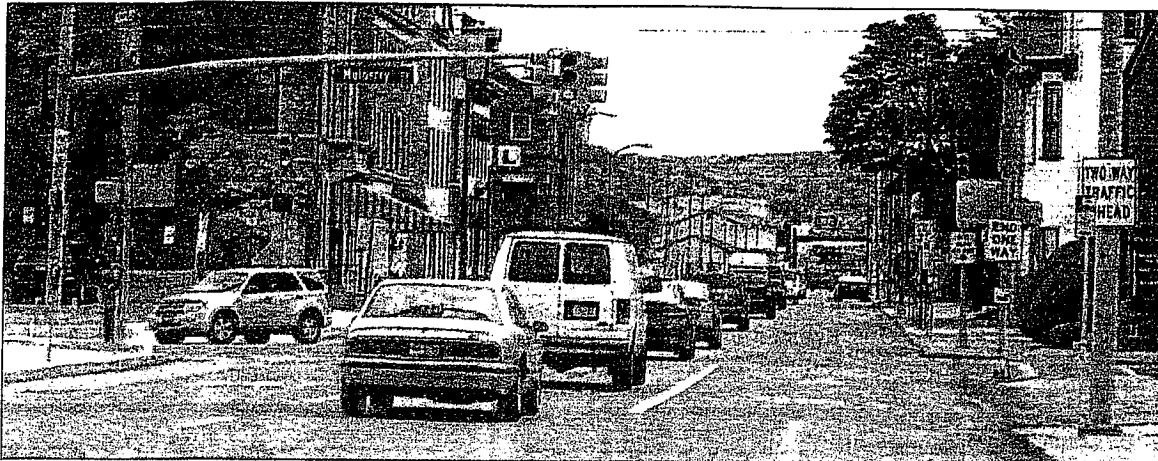
The Williamsport MPO will continue to refine the locations of populations of concern as additional ACS and Census information becomes available, to expand methods of analysis for determining benefits and burdens, and to implement techniques for informing all citizens about future transportation projects.

EXHIBIT 5

WATS MPO TIP

**PUBLIC OUTREACH DOCUMENTS
NEWS MEDIA COVERAGE**

5 projects loom



KAREN VIBERT-KENNEDY/Sun-Gazette

Shown is the intersection of East Third and Mulberry streets in Williamsport on Wednesday morning. Larson Design Group has been contracted to conduct a study on expanding the corridor to two-way traffic.

Significant highway construction seen in months and years ahead

By MARK MARONEY
mmaroney@sungazette.com

Five major highway and bridge improvement projects planning for the next several years were reviewed this week by the Williamsport Area Transportation Study coordinating committee.

"We have \$88 million in transportation improvement project funding," said Mark Murawski, chief county transportation planner.

The projects include resurfacing on a large section of Third Street in the city, safety improvements on Route 220 west of the city, the western end of West Fourth Street, the intersection of routes 405 and 220 in Hughesville, and the crossing of Interstate 180 and Fairfield Road.

• Third Street, between Campbell and Basin streets, will be resurfaced to remove pot holes and rough driving areas, with construction scheduled to begin in 2019.

The city has contracted



KAREN VIBERT-KENNEDY/Sun-Gazette

Work has begun on Trenton Avenue to replace a water line and resurface it in preparation for a project on West Fourth Street. West Fourth Street will be milled and resurfaced and utility lines will be replaced. Traffic will be detoured onto Trenton Avenue, Third Street and Wahoo Drive this fall.

with Larson Design Group to conduct a traffic study of that street.

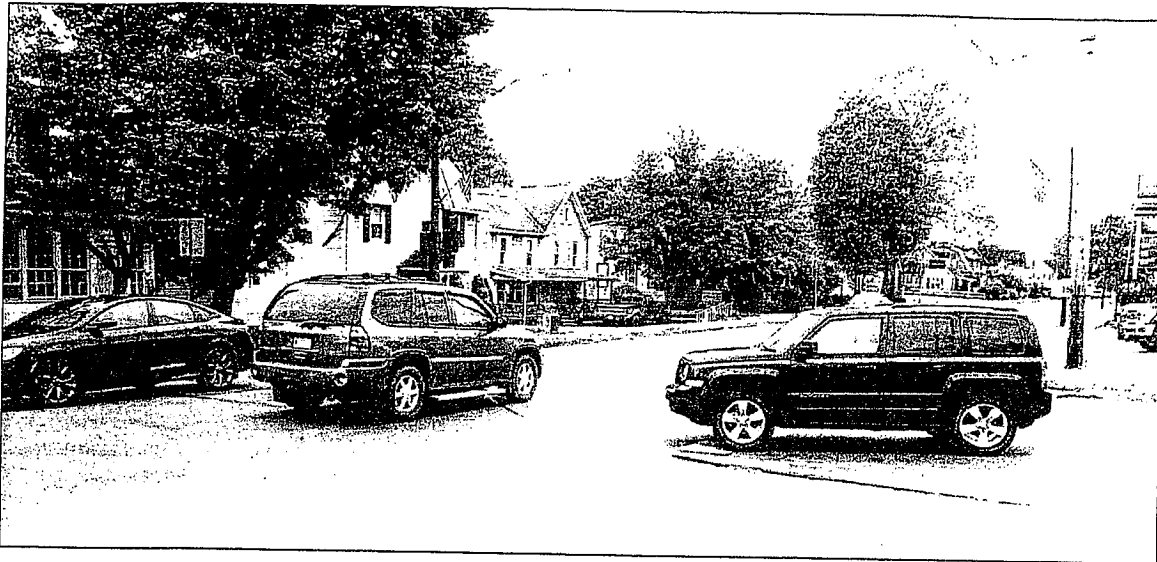
The study is examining whether the corridor will become two-way. Part of the street is two-way

between Basin and Mulberry streets, but expanding two-way traffic on East Fourth Street and Third Street is expected to help ease congestion and open up for opportunities

for commerce, Murawski said.

• In a second project, the preliminary design phase has begun for

(See HIGHWAY, Page A-5)



KAREN VIBERT-KENNEDY/Sun-Gazette

The intersection of routes 405 and 220 in Wolf Township on Wednesday afternoon. The intersection will be redesigned to reduce traffic congestion.

Highway construction scheduled

(From Page A-1)

Route 220 safety improvements between Williamsport and Jersey Shore.

Engineers with the firm Gannett Fleming creating designs that include “jug handles,” where motorists no longer will be permitted to make left turns but instead will drive a few blocks to a half-mile farther and then turn safely back into their intended direction, Murawski said.

The state Department of Transportation is spending \$20 million on the Route 220 safety improvement project along the 8-mile corridor, he said.

- In Williamsport, West Fourth Street, between the entrance to

Route 15 and slightly past Wahoo Drive, will be milled and resurfaced in stages in a \$6.7 million project to be done by 2019, said T.J. Cunningham, a spokesman for PennDOT and study member. The street will be taken down to its base and utilities such as gas and water lines will be replaced.

“Construction letting is (set) for this fall,” Cunningham said.

“We’re planning to do a couple of blocks at a time and have a detour route on Trenton Avenue, Third Street and Wahoo Drive,” Murawski said.

Work has begun on Trenton Avenue to replace a water line and resurface it in preparation for the West Fourth Street jobs.

- Despite the slowdown of the natural gas industry, an intersection at Hughesville, where routes 405 and 220 converge, continues to cause traffic congestion and is targeted for redesign and reconstruction.

“We’re going to realign the intersection, put in a traffic signal and turning lanes to make it more functional,” Murawski said. That is a \$3.4 million investment scheduled to begin construction in 2018, he said.

- Another congested area is at the crossing of Interstate 180 and Fairfield Road just east of Montoursville, where about \$3 million worth of improvements are planned, Murawski said. Drivers may anticipate work there in the 2017 construction season, he said.

Mark Murawski

From: Shelley Hill
Sent: Wednesday, May 04, 2016 10:48 AM
To: Planning and Community Development Email
Subject: 5-4-2016 Sun Gazette

Officials: PSP funding coming at expense of roads
04 May 2016 — Williamsport Sun-Gazette

By KATELYN HIBBARD

A practice of raiding the state Motor License Fund to augment the Pennsylvania State Police budget is resulting in increasingly less money to fix highways, something that began more than a decade ago and is finally garnering legislative attention.

"If this keeps going, we're going to have trouble fixing potholes, let alone bridges," state House Transportation Committee Chairman John Taylor, R-Philadelphia, said recently.

Taylor is not alone in his view.

"It's getting hard to hide that big elephant in the closet," Mark Murawski, Lycoming County transportation planner, told the Williamsport Area Transportation Study, Technical Committee this week.

More than half of the Pennsylvania State Police budget, about \$755 million, will come from the Motor License Fund this year, Murawski said. The Motor License Fund is supposed to be for transportation system improvements, of which the state is sorely in need, he added.

However, the amount provided to the state police - meant to fund highway patrols - has increased about 8.8 percent on average each year since 2002, decreasing funding available for road work, according to the state Highway Information Association.

The association estimates the state police share will reach \$1 billion by 2020 if the yearly increases continue.

James Van Buren, president of the association, wants a study on state police funding.

"The industry does not take issue with using Motor License Fund revenue to pay for highway patrol operations, which exist for the purpose of highway safety," Van Buren said in a news release on the association's website.

"However, the current state budget diversion of \$755 million is about 65 percent of the state police budget. We do not believe that 65 percent of state police resources are devoted to patrolling highways, although no one knows definitively what that proportion might be."

Murawski brought these budgeting issues to the table while the committee presented its transportation improvement programs for highways and transit through the years 2017-20.

With 76 different projects estimated to cost \$88 million on the list, Murawski's frustration with the yearly decrease in funding was palpable. Not all of these projects, some of which are new, will be completed by 2020. Another \$58 million will be necessary to complete everything, Murawski said.

The list includes ongoing projects, such as the reconstruction of sections of Fourth and Third streets, and upcoming ones like the U.S. 220 Corridor Access Management Project, set to begin in 2018.

A 6-mile stretch of Route 220 between Williamsport and Jersey Shore will be redesigned for safety reasons. The project will cost \$20 million and is being paid for through a state Department of Transportation spike fund, Murawski said.

"The project is designed to minimize the number of access points to the highway and better manage that area," he said. "It will be done in stages. There will be some inconveniences, but it won't be intolerable."

On the transit side of the improvement program, River Valley Transit planning manager Kevin Kilpatrick said just over \$10 million of a designated \$15 million is intended to pay for new compressed natural gas buses over the next few years.

River Valley Transit already has four of these buses and will bring in two more in October as well as another four next April as part of the current program, Kilpatrick said.

The 2017-20 program will add another four buses per year.

"We're hoping by 2022 to be 100 percent CNG fueled," Kilpatrick said.

The new buses also will come equipped with bike racks.

The committee unanimously voted to recommend that the coordinating committee begin advertising the highway and transit improvement programs to the community and open a public comment period from May 23 through June 24 with a County Planning Commission meeting planned for June 16. Based on commentary, WATS Metropolitan Planning Organization will adopt the programs on July 18, Murawski said.

"Then it goes to the state and the feds for final approval, and then the money will start flowing for all these projects," Murawski said.

"Officials: PSP funding coming at expense of roads" [Williamsport Sun-Gazette](#) 04 May 2016: A1

Commissioners consider grant money and adding \$5 fee for bridge repair
04 May 2016 — [Williamsport Sun-Gazette](#)

By ANNE REINER

County development projects will be presented to the Lycoming County commissioners over the summer months to be approved and paid for with grant funds, according to county staff.

The Community Development Block Grant will allocate \$250,675 for county projects in 2016 that will be approved by the commissioners in October, barring any negative public feedback at the final hearing, according to Kristin McLaughlin, program analyst with SEDA-Council of Government.

During the summer, projects will be proposed at a project development workshop on the tentative date of June 29. The projects will be summarized and presented to the commissioners tentatively at their Aug. 11 meeting, McLaughlin said.

The block grant also allocates funds to boroughs for 2016. Jersey Shore will receive \$85,877, Montoursville will receive \$87,967 and South Williamsport will receive \$102,479. Each borough will present and approve its own projects with its funds, McLaughlin said.

In other business, the commissioners Tuesday considered approving an amendment to an agreement with Larson Design Group for an access road through Timber Run off Route 15 near the Lycoming County Landfill.

Transport planner Mark Murawski said the pre-construction work on the road is finished, however, "we aren't planning on building the road unless we have some imminent interest from the developer, or developers, to actually want to locate at that site." The road currently is dirt and used by large trucks transporting material, he said.

The cost for the road is roughly \$65,000, Commissioner Rick Mirabito said.

The commissioners also began consideration of a \$5 fee for each vehicle registration that the state Transportation and Vehicle Code allows counties to access to be used for bridge and transportation funds, Mirabito said. He said the advantage is that counties are able to bundle the cost of bridge repair with the extra funds.

"If we can bundle the 54 bridges in the county that are structurally deficient, we can greatly reduce the engineering costs," Mirabito said.

"I know we'll put the money to good use," Murawski said.

The commissioners also will consider contract approval for Children and Youth Services costs for foster care at per diems ranging between \$58.70 per day to \$187 per day and residential care at per diems ranging from \$179 per day to \$188 per day from the period of July 1, 2015, to June 30, 2016.

The state and federal governments will pay for the majority of these costs, but a portion also will be paid by the county, said Mark Egly, director of Lycoming County Children and Youth Services.

The commissioners will vote on these and other contracts at their 10 a.m. Thursday meeting.

"Commissioners consider grant money and adding \$5 fee for bridge repair" Williamsport Sun-Gazette 04 May 2016: B1

Best Regards,

Shelley Hill
Clerk
Lycoming County Planning Commission
570-320-2131

Panel endorses \$88M transportation plan

By ANNE REINER
areiner@sungazette.com

Planners have endorsed bridge renovations and road improvements for Lyscoming County but also are advocating for additional options.

Mark Murawski, Lyscoming County transportation planner, presented the 2017-2020 Williamsport Area Transportation Study's

Improvement Program to the Lyscoming Planning Commission Thursday evening.

"It's one of the most aggressive funding projects we've had in this county for a long time," Murawski said. The \$88 million plan encompasses 76 different projects throughout the county, including road and bridge work.

Some project construction

highlights include: Work on the Newberry section of West Fourth Street that is expected to be completed in 2019.

Third Street between Campbell Street and Basin Street, also expected to be completed in 2019.

Renovation to the Interstate 220 and Route 405 intersection by adding turning lanes and a traffic signal to help with truck

traffic. Renovation or replacement of the English Center Suspension Bridge that spans Fine Creek in Fine Township. The bridge currently is considered unsafe for emergency vehicles to cross, said Murawski.

The majority of the funding for the project will come from the federal and state levels, while the local level

(See \$88M, Page A-5)

\$88M plan gets an endorsement

(From Page A-1)

will pay a small percentage of roughly 5 percent, Murawski said.

Once endorsed by the Planning Commission the program will be adopted on July 18 by the study's Metropolitan Planning

Organization. Commission member and Armstrong Township Supervisor Jim Dunn raised an issue with the study's selection process for bridge renovation throughout the county.

Murawski said there are 54 structurally deficient bridges throughout the county, but only five are on the improvement program for 2017-2020.

Dunn said asked that a structurally deficient bridge in McIntyre Township, that is part of the program but sees little road traffic, be replaced with a structurally deficient bridge in Armstrong Township that provides access to the township municipal building as well as to the Williamsport Area Filtration Plant on Mosquito Valley Road.

Murawski cautioned that once money has begun to be spent on a bridge it can't be taken back without consequences, and money already has been allocated and spent on the McIntyre bridge.

The commission endorsed the Transportation Improvement Program with a 6-0 vote with Dunn abstaining. However, in addition to the endorsement the commission recommended the study re-examine the process for selecting bridges for the program.

In light of the lack of movement on bridge renovation, through the improvement program, Dunn proposed the commission recommend a bridge bundling program to the county commissioners. According to Dunn and Murawski, this would enable the bridges to be packaged together at a lower rate and would decrease the time of construction.

In 10 years, 33 bridges will have severe weight limit reductions, but the county does not have the \$24 million necessary to make renovations, according to Murawski.

The commission unanimously approved a bridge bundling program that will be presented for approval before the commission at some point in the future.

Voting at the meeting were Howard Fry, Christopher E. Kaiser, Carl Nolan, James Crawford, Dunn, and Brett Taylor.

Mark Murawski

From: Shelley Hill
Sent: Wednesday, July 06, 2016 11:45 AM
To: Mark Murawski
Subject: Article

Committee approves \$88 million transportation plan
05 Jul 2016 — Williamsport Sun-Gazette

By ANNE REINER

The county's \$88 million transportation plan was approved by the Williamsport Area Transportation Study Technical Committee on Thursday and will go on to final approval by the coordinating committee on July 18.

The 2017-20 Transportation Improvement Plan's 76-project endeavor encompasses bridge repair, road maintenance and traffic efficiency across the county.

Since its prior approval by the county Planning Commission, the plan was open for a period of public comment and received letters from two municipalities and the Eastern Shawnee Tribe.

Armstrong Township requested the addition of a structurally deficient bridge to the plan, according to Mark Murawski, Lycoming County transportation planner. The bridge provides access to the township municipal building as well as to the Williamsport Area Filtration Plant on Mosquito Valley Road.

Murawski said that while the bridge is structurally deficient, the project has already invested money in other bridge projects and it would not be cost-effective to cease one of those projects to begin construction on the Armstrong Township bridge. Currently construction on that bridge is slated to begin in 2019, he said.

The committee also received a letter from Muncy Borough requesting the addition of some maintenance to an intersection on the borough's main street to the transportation plan. Murawski said that while a decision was not made by the committee it will look into funding the roughly \$250,000 project.

The committee also received an update from Tom Hart, director of the Lycoming County Regional Airport Authority. The authority hopes to award contractor bids in the next few weeks and "hopefully be breaking ground in the next couple of months."

"Committee approves \$88 million transportation plan" [Williamsport Sun-Gazette](#) 05 Jul 2016: A1

Committee approves \$88 million transpo

By ANNE REINER
arciner@sungazette.com

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Eastern Shawnee Tribe. Armstrong To requested the addition structurally deficient bridge to the plan, according to Murawski, Lycoming transportation planner

Committee approves transportation plan

From Page A-1)

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Best Regards,

Shelley Hill

Clerk

Lycoming County Planning Commission

570-320-2131

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 Trailways
Susquehanna Health Systems
Williamsport Regional Airport
Tribal Nations

FROM: Mark Murawski, Lycoming County Transportation Planner

SUBJECT: Draft FFY 2017-2020 Transportation Improvement Program

ISSUED: May 19, 2016

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 23, 2016 to June 24, 2016**. 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

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"

May 19, 2016

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

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

Dear Director Patterson :

The Williamsport Area Metropolitan Planning Organization is releasing the attached draft FFY 2017-2020 Transportation Improvement Program (TIP) for a federally required 30 day public comment period which will end on June 24, 2016.

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 June 24, 2016 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 Planner

EXHIBIT 6

WATS PUBLIC PARTICIPATION PLAN

EXHIBIT 7

WATS MPO TIP

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

Mark Murawski

From: Mark Murawski
Sent: Tuesday, June 07, 2016 11:15 AM
To: 'Robin Dushane'
Subject: RE: TIP

Robin,

Thank you for your timely reply. Our Williamsport MPO will note your comment for the public record and coordinate with appropriate TIP project sponsors to perform the necessary follow-up consultation with your office should such cultural resource discoveries occur during implementation of specific projects.

Regards,

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

From: Robin Dushane [<mailto:RDushane@estoo.net>]
Sent: Tuesday, June 07, 2016 10:48 AM
To: Mark Murawski
Subject: TIP

Mark,
The Eastern Shawnee Tribe has received the 1017-2020 TIP from Lycoming County. At this time we have no comments regarding these specific projects. However there were Shawnee villages contained within your county in the 1700s. If inadvertent discoveries of cultural resources are made during the implementation of any of these projects, we require this office be contacted to consult.
Regards,

Robin Dushane
Tribal Historic Preservation Officer
Eastern Shawnee Tribe
70500 E 128 Rd.
Wyandotte, OK 74370
918 533 4104-cell
rdushane@estoo.net

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Mark Murawski

From: Mark Murawski
Sent: Friday, June 17, 2016 11:36 AM
To: Ed Feigles
Subject: RE: Cty Transportation Plan 2017 - 2020

Ed,

Once the District gets their game plan together on the project it will be handled by WATS as an amendment to the TIP document you are looking at. WATS amends or modifies the TIP each quarter so I am hoping our October WATS meeting will deal with it. District staff have told me they support the project so don't worry about it.

Mark R. Murawski
Transportation Planner
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: Ed Feigles
Sent: Friday, June 17, 2016 7:24 AM
To: Mark Murawski
Subject: FW: Cty Transportation Plan 2017 - 2020
Importance: High

EDWARD M. FEIGLES
Lycoming County GIS
570-320-2145 efeigles@lyco.org

From: muncyboromanager [<mailto:muncyboromanager@comcast.net>]
Sent: Friday, June 17, 2016 7:13 AM
To: Ed Feigles
Subject: Cty Transportation Plan 2017 - 2020
Importance: High

Sun Gazette Today - Cty Planning Commission endorsed TIP...Our intersection was not listed!!! What is happening? Can you get a sit rep from Murawski?

Seriously Concerned & Worried,

B. Ramsey

Sent via the Samsung Galaxy S@6 active, an AT&T 4G LTE smartphone

Supervisors
James Dunn- Chairman
Richard Staib- Vice Chairman
John Ottaviano



502 Waterdale Road
South Williamsport, PA 17702
570-326-6905
Cheryl Kurtz- Sec/Treas

June 15, 2016

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

Re: WATS TIP/WATS Public Participation Plan
FFY 2017-2020 Transportation Improvement Program

Dear Mr. Murawski:

Please accept the following comments offered on behalf of the Armstrong Township Board of Supervisors regarding the FFY 2017-2020 Transportation Program. Kindly incorporate these comments into the official record in this matter.

As you well know, Armstrong Township has been working diligently for over a decade to find a solution to the replacement of the bridge on T-434 (Mosquito Valley Road) over Mosquito Creek. Mosquito Valley Road services the Williamsport Municipal Water Authority's water filtration plant and is actually the sole access route to the plant. This bridge is in severe distress and combined with the embankment issue associated with the bridge presents a significant issue in terms of access to the water filtration plant as well as the safety of the water supply itself as a collapse of the embankment would impact the water supply lines located in and along Mosquito Creek.

Given that Mosquito Valley Road is the sole access to the filtration plant, the condition of this bridge, has multi-municipal implications. The Township has been engaged in trying to find way to fund this bridge replacement for over a decade and address the public safety issues critical to the viability of this sole means of to the water filtration plant.

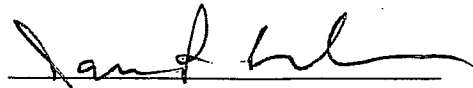
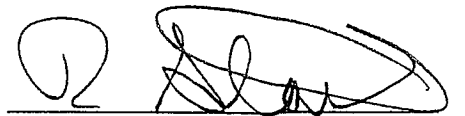
While Armstrong Township understands that there are other municipalities seeking funding, given that the water filtration plant serves over 51,000 people within multiple municipalities in the greater Williamsport area and is a critical part of the basic infrastructure of these communities, the current prioritization of this bridge replacement project presents a significant public safety concern.

As noted in the proposed FFY 2017-2020 Transportation Improvement Program, funding for planning only for this bridge replacement is not allocated until 2019 – no funding at all is allocated for 2017, 2018, and 2020. Then funding is proposed for an undesignated portion of the second four years of the plan. Under this plan, this critical infrastructure goes unaddressed for too long given the importance of the bridge to the water filtration plant access and the safety of the water supply itself.

While the Township continues to explore alternative funding through other grant sources, the allocation of only planning money in the proposed plan fails to properly account for and address the significance of the need to replace this bridge not only from the perspective of Armstrong Township but also from the perspective of everyone served by the water filtration plant.

Sincerely,

ARMSTRONG TOWNSHIP
BOARD OF SUPERVISORS


James P. Dunn, Chairman
Richard L. Staib, Vice-Chairman

cc: Lycoming County Commissioners

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

July 14, 2016

Mr. James Dunn, Chairman
Armstrong Township Board of Supervisors
502 Waterdale Road
South Williamsport, PA 17702

Dear Chairman ^{JM}Dunn:

Please accept this letter as a response to your letter to me dated June 15, 2016 regarding the (T-434) bridge over Mosquito Creek located in your Township. As you know, this bridge replacement project is currently included on the draft FFY 2017-2020 WATS Transportation Improvement Program, (TIP) with preliminary engineering funds programmed in FFY 2019.

Given the recent announcement by the PA Department of Economic and Community Development Commonwealth Financing Authority awarding a Multi-Modal Grant in the amount of \$ 500,000 for this project, it will be necessary to schedule a meeting with our MPO and PennDOT Engineering District 3-0 and Armstrong Township to more fully discuss the overall technical scope of work, funding package, (including local share) and schedule.

Therefore, the WATS MPO will not be considering changes in the programming status of this bridge project on the draft TIP at this time. Potential TIP changes may be considered by WATS if warranted based on the outcome of this meeting as a subsequent TIP amendment or modification.

Thank you for providing written comments on the draft TIP.

Sincerely,

Mark Murawski
Transportation Planner

CC: Chris King, PennDOT District 3-0



RECEIVED

JUN 20 2016

LCPC

June 16, 2016

Ms. Sherry Kurtz
Armstrong Township Supervisors
501 Waterdale Road
South Williamsport, PA 17702

Subject: Armstrong Township Bridge Funding
Bridge Project

Dear Ms. Kurtz:

This letter is to inform the township supervisors that funding for the rehabilitation or replacement of an Armstrong Township owned bridge has been funded on the 2017-20 Transportation Improvement Plan (TIP) by the Department and Lycoming County Planning and Community Development. Based on the local bridge project being funded, the Department is requesting that the township supervisors respond to this letter in writing verifying that the township is committed to funding the local share of the local bridge project costs and to make a determination on who will be administering and managing the bridge project.

The bridge is located on T-434 (Mosquito Valley Road) over Mosquito Creek. This bridge is considered structurally deficient. The funding for preliminary engineering is programmed for 2019; construction is anticipated to be completed in 2022. The total estimated cost of this project including all design phases, right-of-way acquisitions, utility relocations, and construction is \$1,400,000. Armstrong Township would be responsible for five percent of the overall cost of the project, approximately \$70,000.

The township has the right to choose who will administer and manage the local bridge project. Two options exist for the township to consider:

1. Local Bridge Project would be administered and managed by PennDOT.
2. Local Bridge Project would be administered and managed by the township.

PennDOT highly recommends that you allow PennDOT to administer and manage the project on your behalf due to the cost savings and time savings that could be realized. Listed below are some of the advantages with PennDOT administering and managing the local bridge project:

- PennDOT personnel are trained and have experience with all the essential functions of bridge project administration and management.

Ms. Sherry Kurtz
Page 2
June 16, 2016

- PennDOT may be able to perform some or all of the design of the local bridge project with in-house staff.
- PennDOT has experience with the consultant bridge engineers that are available to design the project if the project cannot be done with in-house staff.

The demand for local bridge funds is tremendous, and the need far exceeds available funding. Please respond in writing by July 31, 2016 stating whether or not Armstrong Township is committed to funding this project and also who the township chooses to administer and manage the project.

If the township would like to meet with the Department to discuss the project or the administration and management options, please contact Assistant District Bridge Engineer Bryan S. Miller, P.E., at 570.368.4330.

Sincerely,

Sandra Tosca, P.E.
District Executive
Engineering District 3-0

cc:
Mr. Mark Murawski
Lycoming County Planning and Community Development
48 West Third Street
Williamsport, PA 17701

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

ec: 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 2017-2020 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 July 18, 2016 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 2020

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 serves. 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 2020.

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 2015, 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 2015 was \$6,288,299, which factors down to an average variable cost of \$48.82 per vehicle hour operated and \$1.82 per vehicle mile operated, in addition to \$1,710.26 fixed cost per peak hour vehicle per week. The fixed cost per peak hour vehicle per week is computed as total fixed costs of \$2,045,468 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 \$19,025. Thus, RVT's total operating expense for Fiscal 2015 was \$6,307,324.

Figure 1

FULLY ALLOCATED COST MODEL
FISCAL YEAR 2015 - AUDIT

<u>Cost Function</u>	<u>Vehicle Revenue Hours (55,190)</u>	<u>Vehicle Revenue Miles (849,726)</u>	<u>Peak Hour Vehicle (23 x 52)</u>	<u>Total</u>
LABOR				
Operators' Salary & Wages	\$1,681,737			\$1,681,737
Supervisors' Salary	\$ 291,692			\$ 291,692
Maintenance Salary & Wages		\$ 460,632		\$ 460,632
Administrative Salary & Wages			\$ 240,702	\$ 240,702
FRINGE BENEFITS				
Operators & Supervision	\$ 721,129			\$ 721,129
Maintenance		\$168,309		\$ 168,309
Administrative			\$ 87,985	\$ 87,985
SERVICES				
			\$ 803,640	\$ 803,640
MATERIALS & SUPPLIES				
Fuel & Lubricants		\$ 658,699		\$ 658,699
Tires & Tubes		\$ 53,436		\$ 53,436
Other Materials & Supplies			\$ 259,467	\$ 259,467
UTILITIES				
		\$ 55,908	\$ 27,954	\$ 83,862
CASUALTY & LIABILITY				
		\$ 151,289		\$ 151,289
MISCELLANEOUS EXPENSE				
			\$ 625,720	\$ 625,720
TOTAL	\$2,694,558	\$1,548,273	\$2,045,468	\$6,288,299
Cost Factors	\$ 48.82	\$1.82	\$1,710.26*	
ADA COMPLEMENTARY PARATRANSIT SERVICE				\$ 19,025
SYSTEM TOTAL OPERATING EXPENSE				\$6,307,324

* Fixed Cost Per Peak Hour Vehicle Per Week

Figure 2 shows revenue and expense estimates for Fiscal 2016 and projections for Fiscal 2017 through 2020 as well as actual figures for the past eleven years beginning with Fiscal 2005. The expense projections are based on the following assumptions:

- Modest increase in service levels
- 3% annual increase in wages
- 7% annual increase in benefits
- 3% increase in annual insurance costs
- 10% increase in utility costs
- 10% increase in fuel costs

Figure 2

**Revenue and Expense Projections
(000's)**

	Fiscal Year	Total Expense	Total Revenue *	Net Cost	% Cost Recovery
Actual:	2005	\$3,158	\$1,033	\$2,125	32.7%
	2006	\$3,591	\$1,156	\$2,435	32.2%
	2007	\$4,050	\$1,163	\$2,887	28.7%
	2008	\$4,190	\$ 779	\$3,411	18.6%
	2009	\$4,603	\$ 892	\$3,711	19.4%
	2010	\$4,653	\$ 970	\$3,683	20.8%
	2011	\$5,147	\$ 963	\$4,184	18.7%
	2012	\$5,422	\$1,013	\$4,409	18.7%
	2013	\$5,780	\$1,050	\$4,730	18.2%
	2014	\$6,307	\$1,143	\$5,164	18.1%
	2015	\$6,672	\$1,105	\$5,567	16.6%
Estimated:	2016	\$6,885	\$1,090	\$5,795	15.8%
Projected:	2017	\$7,075	\$1,140	\$5,935	16.1%
	2018	\$7,200	\$1,170	\$6,030	16.3%
	2019	\$7,350	\$1,200	\$6,150	16.3%
	2020	\$7,500	\$1,230	\$6,270	16.4%

* State Lottery reimbursement no longer counted as part of Revenue beginning in Fiscal 2008.

Thus, total operating expense is projected to increase from an estimated \$6,885,000 in Fiscal 2016 to \$7,500,000 by Fiscal 2020. Thus, RVT's operating expense is projected to increase by 6% over the next four years due to combination of a modest increase in service levels, with 23 vehicles used in peak periods instead of 22, 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 \$1,090,000 in Fiscal 2016 to \$1,230,000 by Fiscal 2020, a gain of 7% 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 2016, up to \$5,795,000 as compared with \$5,567,000 in 2015, followed by a widening net cost or operating deficit over the next few years, topping \$6,270,000 in Fiscal 2020. Thus, RVT's percent cost recovery ratio is projected to decrease incrementally to 15.8% in 2016 and then rise above 16% in Fiscal 2017 through Fiscal 2020, so RVT's cost recovery ratio is actually projected to remain quite 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 \$391,371 in Fiscal 2015. 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. However, RVT is increasing the federal operating subsidy by \$100,000 beginning in FY 2016 so contributions from the local jurisdictions participating in the RVT transit system will decrease slightly in Fiscal 2016 to \$245,465 then continue increasing up to \$313,719 by Fiscal 2020. 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 \$825,000 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 \$1,500,000 in Fiscal 2015 and anticipates receiving a total of \$1.6 million per fiscal year beginning in Fiscal 2016. Because the projections discussed above assume stable service levels along with further ridership increases over the next three years, RVT will be striving to exceed the performance targets in the near term future and anticipates continuing to receive Federal funding at the \$1.6 million level over that period. 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 million of this expected federal apportionment for operating expenses and reserve the balance for capital requirements. If RVT fails to hit the performance targets in the next three years, or receive less than \$1.6 million in federal funding for other reasons, those monies will have to be allocated to cover the projected operating deficits first, leaving less available for capital programming.

Operating funds from Pennsylvania State Government amounted to \$3,675,461 in Fiscal 2015 and increased to \$3,949,535 in Fiscal 2016. In order to balance the operating budget, RVT projects needing \$4,045,240 in operating funds from Pennsylvania State Government in Fiscal 2017, and this will increase to \$4.15 million, \$4.25 million, and \$4.35 million in Fiscal Years 2018 – 2020 respectively.

RVT has had a very aggressive capital program over the past several years, currently constructing a \$12 million Trade & Transit Centre II Project and other transportation regionalization projects. 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 anticipates completing these projects during Fiscal 2017. However, if either federal or state operating assistance falls below the projections discussed above, this will leave less funding available for these 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, 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. 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 coordinate transportation services with 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.

EXHIBIT 13

**PROCEDURES FOR WATS MPO FFY 2017-2020 TIP
REVISIONS**

MEMORANDUM OF UNDERSTANDING

MEMORANDUM OF UNDERSTANDING

Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) Procedures for 2017-2020 TIP 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 2017-2020 WATS Transportation Improvement Program (TIP).

Definitions

- **Administrative Modification** is a minor revision to a Transportation Improvement Program (TIP) or Statewide Transportation Improvement Program (STIP).
- **Amendment** is a revision to a TIP or STIP that involves a major change to a project included in a TIP or STIP.
- **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as, drainage improvements and guide rail updates.
- **Change in Scope** is a substantial alteration to the original intent or function of a programmed project.
- **Cooperating Parties** include PennDOT, Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
- **Fiscal Constraint Chart** is an Excel spreadsheet that depicts the transfer of funds from one source of funding to a donee project or projects and that nets to zero.
- **Interstate Management (IM) Program** is PennDOT's four year listing of statewide interstate maintenance projects.
- **Invest Plan** is PennDOT's ongoing assessments and re-evaluation of data associated with the Transportation Investment decisions ensuring that each dollar invested is being directed to meet the strategic decisions and that enhances the overall performance of the Commonwealth's Transportation system. The regional targets were set with a continued focus on maintaining assets with the following priorities: Bridges on the NHS, Roadway conditions on the NHS, Bridges on the balance of the system; and Roadway conditions on the balance of the system.
- **Long Range Transportation Plan (LRTP) Lapse** is where a Planning Partner's LRTP has not been updated in accordance with the cycles defined in the federal planning regulations [23 CFR § 450.322 (c)].
- **New Project** is a project that is not programmed in the current STIP/TIP, and does not have previous obligations from a prior STIP/TIP.

- *Planning Partner* is one of the following: MPOs, or RPOs, or the independent County of Wayne.
- *Public Participation Plan (PPP)* is a documented broad-based public involvement process that describes how the Planning Partner will involve and engage the public in the transportation planning process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
- *Rapid Bridge Replacement (RBR)* Initiative (developed via a Public Private Partnership – P3) will follow the *Statewide Managed Program* guidance in the administration of the program. For example, the RBR Initiative project rollouts, independent of time intervals, will be considered an amendment on the STIP. Placement of RBR projects and or line items on regional TIPs will be considered as an administrative action for each MPO/RPO.
- *Reserve Line Item* holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or project phase(s).
- *Revision* is either an Amendment or an Administrative Modification to the STIP/TIP.
- *Statewide Managed Program (Statewide Program)* includes those transportation improvements or projects that are managed on the STIP including project selection, at the PennDOT Central office level, with possible regional Planning Partner input and solicitation. Examples include but are not limited to HSIP, RRX, “TAP”, Green Light Go, ARLE, Multi-modal, Recreational Trails and Keystone Corridor projects. The Interstate Management Program will remain its own individual program.

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

The STIP constitutes a list of projects to be implemented over a four-year period. It is comprised of regional TIPs developed by the Planning Partners and Statewide Programs developed by PennDOT. The STIP is the official transportation improvement program document mandated by Federal statute and recognized by FHWA and FTA. The Commonwealth’s Twelve Year Program which incorporates the TIPs and STIP is updated every two years as required by state law.

STIP/TIP Administration

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

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR § 450 govern the provisions of the STIP and of individual MPO TIPs, related to STIP and TIP revisions, and other actions taken to revise the TIP. The intent of this Federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. Federal Transportation Planning Regulations 23 CFR § 450.324 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. The Federal Transportation Planning Regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included in the TIP document.

All revisions must maintain year-to-year fiscal constraint [23 CFR § 450.324 (e), (h) & (i)] for each of the four years of the STIP/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/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.

In addition, STIP/TIP revisions must be consistent with PennDOT's Investment Plan priorities, the WATS MPO Long Range Transportation Plan (LRTP), and must correspond to the adopted provisions of the WATS MPO Public Participation Plan (PPP). A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

If the WATS LRTP lapses due to the fact that 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/TIP revisions within the WATS planning area will be treated as amendments and require Federal approval. There will be no administrative modifications for the WATS MPO until the WATS LRTP is in compliance with the federal planning cycle.

If August Redistribution of Federal Highway Funds adds, advances, or adjusts Federal funding for a project, Planning Partners will be notified of the Administrative Modification by PennDOT.

Revisions – Amendments and Administrative Modifications

An *Amendment* is a STIP/TIP revision that:

- Affects air quality conformity regardless of the cost of the project or the funding source;
- Adds a new project or deletes a project that utilizes Federal funds from a statewide line item that exceed the thresholds listed below and exclude those Federally-funded Statewide Program projects;

Adds a new project phase(s) or increases a current project phase or deletes a project phase (s) or decreases a current project phase that utilizes Federal funds where the revision:

- Exceeds \$ 2 million.
- Involves a change in the scope of work to a project(s) that would:
 - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and the WATS MPO (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 MPO LRTP lapse, all STIP/TIP revisions within the WATS planning region will be treated as amendments and the below administrative modifications will not be utilized (or in effect).

The initial submission and approval process of the Federally-funded Statewide Program will be considered an amendment (subsequent placement of these individual projects or line items on respective planning partner TIPs will be considered an administrative action).

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 (in Excel format) which summarizes the before, requested adjustments, after changes, and comments explaining the reason for the adjustment(s) 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.

In the case of 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 STIP/TIP revision that:

- Adds a project from a funding initiative or line item that utilizes 100 percent State or non-Federal funding; or regional TIP placement of the Federally-funded Statewide Program or Federal funds from a statewide line item that do not exceed the thresholds established by WATS;
- 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/TIP Reserve Line Item and does not exceed the threshold established in the MOU between PennDOT and WATS;
- Adds Federal or state capital funds from low bid savings, deobligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item.

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 exceed the threshold established in the MOU between PennDOT and the Planning Partner, 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.

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 shall be identified and grouped as one action on a FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire Amendment action) will require approval by the Cooperating Parties. In the case that a project phase is pushed out of the TIP period, WATS will demonstrate, through a Fiscal Constraint Chart, fiscal balance of the subject project phase on the second period of the WATS Long Range Transportation Plan.

Programming 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 TIP of the urbanized area where the project is located.

Financial Constraint

Demonstration of STIP/TIP financial constraint to FHWA and FTA takes place through a summary of recent Administrative Modifications and proposed Amendments. Real time versions of STIP/TIP are available to FHWA and FTA through PennDOT's MPMS.

STIP/TIP Financial Reporting

At the end of each quarter, PennDOT will provide each Planning Partner with a STIP/TIP Financial report of actual Federal obligations and state encumbrances for highway/bridge and transit programs in their region. At the end of the Federal Fiscal Year, the PennDOT report card can be used by the Planning Partners as the basis for compiling information in order to meet the Federal Annual Listing of Obligated Project requirement. The STIP/TIP Financial Report provided to FHWA and FTA will also include the FHWA Planning Performance Measure – "percent of STIP/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 Federal Fiscal Year.

TIP Revision Procedures

As the WATS TIP is adopted, the WATS MOU will be included with the TIP documentation. The MOU will clarify how WATS will address all TIP revisions. If WATS amends the MOU to set more stringent procedures than those provided by PennDOT guidance, 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, 2016, and remain in effect until September 30, 2018, 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 July 18, 2016 public meeting.

BY: _____
Sandra Tosca, WATS MPO Chair

BY: _____
William E. Nichols, Jr, General Manager, River Valley Transit

BY: _____
Larry Shifflet, Director PennDOT Center for Program Development and Management

ATTEST: _____
Mark Murawski, WATS MPO Secretary

EXHIBIT 14

**REGIONAL PROJECTS IMPLEMENTED FROM
PREVIOUS FFY 2015-2018 TIP**

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

REGIONALLY SIGNIFICANT PROJECTS IMPLEMENTED FROM PRIOR WATS TIP 2015-2018

1. US 15 Resurfacing (Buttonwood – Tioga County Line)
2. I-180 bridge rehabilitation over Lycoming Valley Railroad
3. SR 2005 bridge replacement over Black Hole Creek
4. SR 2014 bridge deck replacement over Lycoming Creek
5. I-180 resurfacing (SR 2014 – SR 2049)
6. Thomas Street bridge deck replacement over US 220
7. SR 405 bridge replacement over Turkey Run
8. SR 654 Euclid Avenue bridge replacement over Mosquito Creek
9. PA 118 resurfacing (Spruce Street – Muncy Creek)
10. ITS devices along US 15/US 220
11. Williamsport Trade and Transit Centre II