

WATS Coordinating Committee Members

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



WATS Technical Committee Members

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

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

WILLIAMSPORT AREA TRANSPORTATION STUDY MPO  
TECHNICAL COMMITTEE PUBLIC MEETING

DATE: Monday, January 11<sup>th</sup>, 2021  
TIME: 10:00 AM  
PLACE: Virtual Meeting  
Dial-in Number: 1 (267) 332-8737  
Conference Code: 523 659 941#

AGENDA

- CALL TO ORDER ..... Chair Mullins
- MINUTES:  
October 26, 2020 Technical Committee Meeting..... Chair Mullins
- PUBLIC COMMENT ..... Chair Mullins
- ACTION ITEMS:
- TIP Amendment (Reaffirm e-Ballot), Recommendation to  
Coordinating Committee to Approve ..... Williams
- WATS Bylaws Amendments, Recommendation to Coordinating  
Committee to Approve ..... Williams
- PM-1, PM-2, and PM-3 Performance Measure Targets for 2021,  
Recommendation to Coordinating Committee to Authorize WATS  
Secretary to Sign and Return ..... Williams
- DISCUSSION ITEMS:
- Management Action Report ..... King  
Act 106 (Personal Delivery Devices) ..... Williams
- OTHER BUSINESS / PUBLIC COMMENT ..... Chair Mullins
- ADJOURN ..... Chair Mullins

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

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



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

*October 26, 2020 Technical Committee Teleconference Public Meeting: Held at various locations via teleconference.*

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

Chairperson Mullins called the meeting to order at 10:00 A.M.

### **INTRODUCTIONS/ROLL CALL**

### **MINUTES**

#### ***June 1, 2020 Technical Committee Public Meeting***

Chairperson Mullins called for a motion to approve the June 1, 2020 Technical Committee meeting minutes. Joe Reighard motioned for approval of the meeting minutes, Todd Wright seconded the motion and the motion unanimously passed.

### **PUBLIC COMMENT**

There was no public comment.

### **ACTION ITEMS**

#### ***TIP Amendment (Reaffirm e-Ballot), Recommendation to Coordinating Committee to Approve***

Scott Williams presented the request that the Technical Committee recommend to the WATS MPO Coordinating Committee to approve the Transportation Improvement Program (TIP) Amendment (reaffirm e-Ballot). Scott stated that per the WATS MPO By-laws the Technical Committee must reaffirm the e-Ballot for the 2019-2022 TIP Amendment that added a slide repair project to the 2019-2020 TIP. The Technical Committee voted unanimously via e-Ballot to recommend the TIP Amendment to the WATS MPO Coordinating Committee, and the request is to reaffirm the e-Ballot vote.

Chairperson Mullins called for a motion for the Technical Committee to recommend to the WATS MPO Coordinating Committee to reaffirm the TIP Amendment e-Ballot. Shannon Rossman motioned for the approval, Joe Reighard seconded the motion and the motion unanimously passed.

Chairperson Mullins asked Chris King for an update of the slide projects. Chris King stated that the two slides were let together as one project and construction should begin next year. Chairperson Mullins stated that the Technical Committee would see at the January 2021 WATS Technical Committee meeting that there was a management action done due to a bid savings and some funding was removed from the projects.

### ***2021 Meeting Dates, Recommendation to Coordinating Committee to Approve***

Scott Williams reviewed the WATS MPO Technical Committee 2021 meeting dates and the request that the Technical Committee recommend that the WATS MPO Coordinating Committee approve the proposed 2021 meeting dates. Scott stated that we needed clarification on if each committee voted separately for their meeting schedules. Mark Murawski stated that each committee has adopted their own meeting schedule. Scott revised the request, asking the WATS MPO Technical Committee to approve the 2021 Technical Committee meeting dates.

Scott stated that the MPO is tentatively planning on holding virtual meetings in 2021 however if it appears the MPO can hold in-person meetings then it will, and that the MPO will be utilizing more of the features in Skype for the MPO meetings.

Chairperson Mullins called for a motion for the Technical Committee to adopt the 2021 WATS MPO Technical Committee meeting dates. Joe Reighard motioned for the approval, Todd Wright seconded the motion and the motion unanimously passed. Chairperson Mullins stated that PennDOT is transitioning to Microsoft Teams, but until that is completed, MPO meetings will be held via Skype.

### ***WATS MPO Annual Report, Recommendation to Coordinating Committee to Approve***

Scott Williams reviewed the WATS MPO Annual Report and the request that the Technical Committee recommend to the WATS MPO Coordinating Committee to approve the WATS MPO Annual Report. Scott stated that previous MPO reporting was combined into the Lycoming County Planning & Economic Development Annual Report. However, the MPO felt that there was an opportunity to highlight the functions and projects the MPO performs in this new format.

Sal Vitko stated that the MPO was fortunate to have an intern from Bloomsburg University assist with the WATS MPO Annual Report. The new format includes the MPO committee structures, and committee membership participation for the previous year. The report lists the Unified Planning Work Program (UPWP) and a summary of the MPO tasks, showing what the MPO budgeted for and the actual work performed by fiscal quarter. The new format of the report shows the MPO's major accomplishments as well as upcoming projects and products the MPO is working on. Scott stated that moving forward the MPO will be using this report format and update the report annually.

Chairperson Mullins called for a motion for the Technical Committee to recommend to the WATS MPO Coordinating Committee to approve the 2019-2020 WATS MPO Annual Report. Joe Reighard motioned for the approval, Todd Wright seconded the motion and the motion unanimously passed.

Mark Murawski stated that the transit annual report was typically called a transit performance report and asked if River Valley Transit (RVT) was still producing a transit annual report. Todd Wright stated that RVT is still producing the transit performance report, and will submit that to the MPO for review and approval. Scott Williams stated that the MPO would reach out to RVT to coordinate for the 2020-2021 WATS MPO Annual Report.

## **DISCUSSION ITEMS**

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

Chris King presented information on management action items. Chris stated that the changes go from June 1, 2020 and run through October 15, 2020. Chris highlighted a few of the items, the final design costs for the Little Pine Creek Rd. soil slide. Chris stated that the Management Actions items involved moving funds from projects that were being pushed back on the TIP to projects that were active. Chris stated that the WATS region has a cable medium barrier project that is funded by Central Office and the construction funds were decreased due to low bid savings. Chris stated most of the Management Actions were related to slide projects.

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

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

Scott mentioned that one strategy could have the boroughs elect a representative each year, or the boroughs having a rotation on the Coordinating Committee. Scott stated that the MPO would need to perform a By-laws amendment at the January 2021 MPO Coordinating Committee meeting to maintain steady representation from the nine boroughs.

Mark Murawski asked how other MPO's handled borough representation on the MPO committees. Chairperson Mullins gave the example of SEDA-COG MPO and their borough representation. Shannon Rossman stated that the Reading MPO had representatives from boroughs but that the Commissioners appointed a representative from the boroughs. Chairperson Mullins reminded the committee that whoever is selected to represent the boroughs must have that association's interest in mind at the WATS Committee meetings. Chairperson Mullins gave the example of an issue at SEDA-COG where a representative pushed for certain projects that benefitted their municipality and not the entire group. Chairperson Mullins stated that the MPO would want to be sure; there is no conflict of interest when voting.

Joe Reighard stated that the last updated membership list for the WATS MPO Technical Committee and Coordinating Committee is from 2018, and suggested that the MPO update the list. Scott stated that the MPO would update both the Technical Committee and Coordinating Committee membership lists.

Scott suggested that one approach for including boroughs could be that the MPO reach out to the boroughs throughout the year to gauge interest on being on the Coordinating Committee, and then the Technical Committee could make a recommendation to the Coordinating Committee on which borough shows interest. Scott stated that there would be a draft By-laws Amendment for review by the Technical Committee at the January 2021 Technical Committee meeting.

### ***STIP Approval***

Scott Williams presented on the Statewide Transportation Improvement Program (STIP) Approval letter. Scott reminded the Committee that the 2021-2024 WATS TIP was approved at

the June 1, 2020 Technical Committee meeting and the June 15, 2020 Coordinating Committee meeting. The WATS MPO TIP is combined with all the MPO/RPO TIPs to be included in the STIP, which is sent to Federal Highway Administration (FHWA). FHWA then releases a Planning Finding. Scott stated that in the Planning Finding that Pennsylvania received from FHWA included seven commendations, seven recommendations, and no corrective actions.

Scott pointed out that FHWA praised PennDOTs TIP update procedural guidance to the MPO/RPOs, and how well the MPOs handled the Environmental Justice analysis.

### ***CSVT Impact Study Update***

Austin Daily presented an update on the Central Susquehanna Valley Thruway (CSVT) Impact Study. Austin informed the Committee that the CSVT Impact Study Steering Committee met on September 16, 2020. Michael Baker, Intl. presented the current and projected traffic models for the study area, and that the data from the traffic models will be used to make decisions in the land use portion of the study. Michael Baker, Intl. also presented on the safety data and a more detailed analysis will be presented after Michael Baker, Intl. reviews the land use data. Austin informed the Committee that the MPO expects a final presentation to the project area MPOs in the summer of 2021, most likely at the July 12, 2021 Technical Committee meeting.

Chairperson Mullins stated that the next CSVT Impact Study meeting is scheduled for November 11, 2020, which is Veteran's Day and that PennDOT will be closed, so we will need to reschedule that meeting. Mark Murawski stated that the Impact Study is progressing nicely and that at the next CSVT Impact Study Steering Committee meeting, Steering Committee members will have more opportunity to comment.

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

Chairperson Mullins asked if there was any other business or any other public comments. Mark Murawski stated that the Transportation Advisory Committee (TAC) Small Bridge Task Force has a draft report that is being sent to the TAC for review. Mark stated that he is hopeful that at the December 2020 TAC meeting the report will be approved. Mark offered to hold a presentation for the WATS MPO once the Small Bridge Task Force report is approved and made available for the public.

Scott Williams informed the Committee that typically at the last Technical Committee meeting of the year the MPO would have had the Annual Report of Obligated Federal Funds completed. However, the Technical Committee held their last meeting earlier this year and that the Annual Report of Obligated Federal Funds will be emailed to the Committee, and posted on the MPO website once the report is completed.

Scott Williams asked if there was any update on the funding situation. Chairperson Mullins stated that there was an update on future funding and that due to COVID and other considerations PennDOT is behind on their funding needs. However, there will not be a final determination until the Pennsylvania State Budget is passed. Mark Murawski asked Joe Reighard about Gamble Township's liquid fuels allotment. Joe Reighard stated that the Gamble Township liquid fuels allotment is down by approximately fourteen percent from last year.

Chairperson Mullins asked if there was any other business or public comment. Hearing no further business or public comment, Chairperson Mullins called for a motion to adjourn.

**ADJOURN**

Joe Reighard offered a motion to adjourn, Shannon Rossman seconded. The motion to adjourn unanimously passed and the meeting adjourned at 10:55 A.M.

Respectfully, Submitted,

A handwritten signature in black ink, appearing to read "Scott Williams". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Scott Williams  
WATS Secretary



FISCAL CONSTRAINT CHART  
 FFY 2021-2024 TIP Highway/Bridge

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

NOTES





WILLIAMSPORT AREA  
TRANSPORTATION STUDY  
METROPOLITAN PLANNING  
ORGANIZATION

BYLAWS

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# ARTICLE 1: NAME AND PURPOSE

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## Section 1: Name

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

## Section 2: Purpose

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

- Establish a setting: Establish and manage a fair and impartial setting for effective regional decision-making in the planning area.
- Identify and evaluate alternative transportation improvement options: Use data and planning methods to generate and evaluate alternatives. Planning studies and evaluations are included in the MPO Unified Planning Work Program, (UPWP).
- Prepare and maintain a Metropolitan Transportation Plan: Develop and update a long range transportation plan for the planning area covering a planning horizon of at least 20 years that fosters:
  1. Mobility and access for people and goods
  2. Efficient system performance and preservation
  3. Good quality of life
- Develop a Transportation Improvement Program (TIP): Develop a short-range (four year) program of transportation improvements based on the long range transportation plan. The TIP should be designated to achieve the area's goals, using spending, regulating, operating, management and financial tools.
- Involve the public: Continually involve the general public and other affected constituencies in the essential functions listed above.

# ARTICLE II: MEMBERSHIP

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## Section 1: Coordinating Committee

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

The Coordinating Committee shall consist of eleven (11) voting members, as follows:

- PennDOT Engineering District 3-0 Executive
- PennDOT Deputy Secretary for Planning
- Lycoming County Commissioner

- Lycoming County Commissioner
- Mayor, City of Williamsport
- Council Member, City of Williamsport
- River Valley Transit General Manager
- SEDACOG Joint Rail Authority Executive Director
- Williamsport Regional Airport Executive Director
- Lycoming County Association of Township Officials Representative
- Representative from a Lycoming County Borough

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

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

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

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

- Federal Highway Administration
- Federal Transit Administration

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

## Section 2: Technical Committee

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

The Technical Committee shall consist of seven (7) voting members, as follows:

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

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

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

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

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

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

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

## Section 3: Formation of Subcommittees

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The WATS MPO Coordinating Committee may establish advisory committees, ad hoc work groups, special purpose task forces or steering committees to gather specialized experience, technical advice and input that may be needed to help carry forth transportation planning related activities under the jurisdiction of the WATS MPO transportation planning process.

## Section 4: Transit Advisory Committee

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The WATS MPO has established a Transit Advisory Committee that is comprised of WATS members, transit providers and various social service organizations to provide input and recommendations to the WATS MPO on public transit issues and needs in Lycoming County.

## Section 5: Bicycle and Pedestrian Advisory Committee

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

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

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

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

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

Bicycle and Pedestrian Advisory Committee voting members shall be designated by their respective member organizations and shall serve without term limits at the discretion of their member organizations. Member organizations shall also designate an alternate voting member that may vote on behalf of the designated member in the case where the designated voting member is unable to attend a specific meeting.

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

# ARTICLE III: AUTHORITY

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## Section 1: Duties and Responsibilities

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

## Section 2: Quorum

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

## Section 3: E-Ballot and Phone Ballot

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

## Section 4: Executive Session

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

# ARTICLE IV: PROVISIONS

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## Section 1: Vacancies

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

## Section 2: Removal of Representatives

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

## Section 3: Altering Committee Membership

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

# ARTICLE V: ADMINISTRATIVE DUTIES

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## Section 1: Administrative Staff

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

## Section 2: Administrative Duties

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

- Develop and conduct all transportation planning work tasks contained in the WATS MPO approved Unified Planning Work Program contract that is executed between the County of Lycoming and PennDOT. The County of Lycoming may subcontract with the City of Williamsport to perform the Federal Transit Administration funded UPWP transit planning work tasks undertaken by River Valley Transit.
- Schedule, publicly advertise and convene all WATS MPO public meetings, as needed, in accordance with the PA Open Records Law and WATS MPO approved Public Participation Plan. All official business of the WATS MPO will take place at publicly



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

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

### Section 3: WATS Website

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

### Section 4: WATS Mailing Address

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All WATS MPO administrative records and files shall be maintained at

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

### Section 5: WATS Administrative Costs

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

## ARTICLE VI: AMENDMENT PROCEDURE

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

# ADOPTION

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

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

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



November 12, 2020

Dear Planning Organizations:

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

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

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

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

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

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

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

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

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

Your response is requested before February 27, 2021.

Please complete the following:

---

Planning Organization Name

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

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

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

Authorized MPO/RPO Representative

\_\_\_\_\_ Date

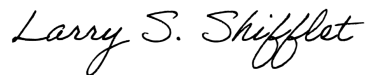
2021 Safety Target Setting

Page 3

November 12, 2020

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

Sincerely,



Larry S. Shifflet  
Deputy Secretary for Planning

Sincerely,



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

Enclosure

**Table 1: Statewide Targets:**

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

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

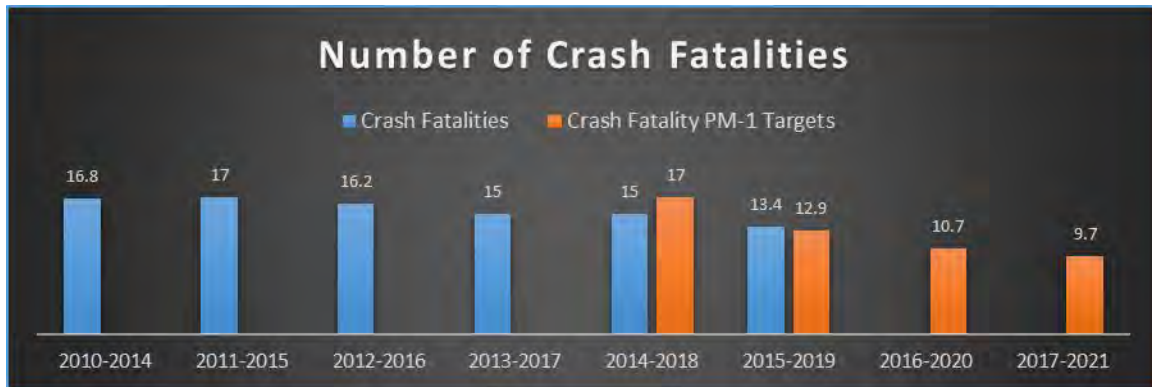
**Table 2: Williamsport MPO Supporting Values:**

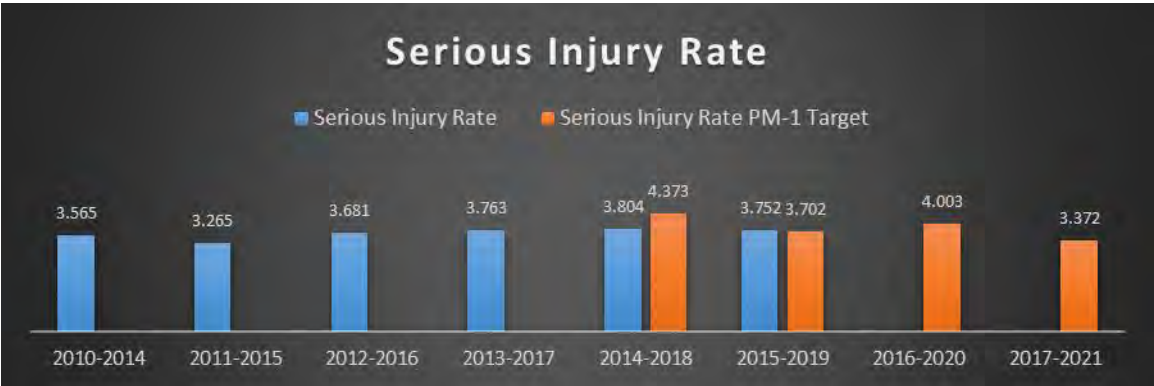
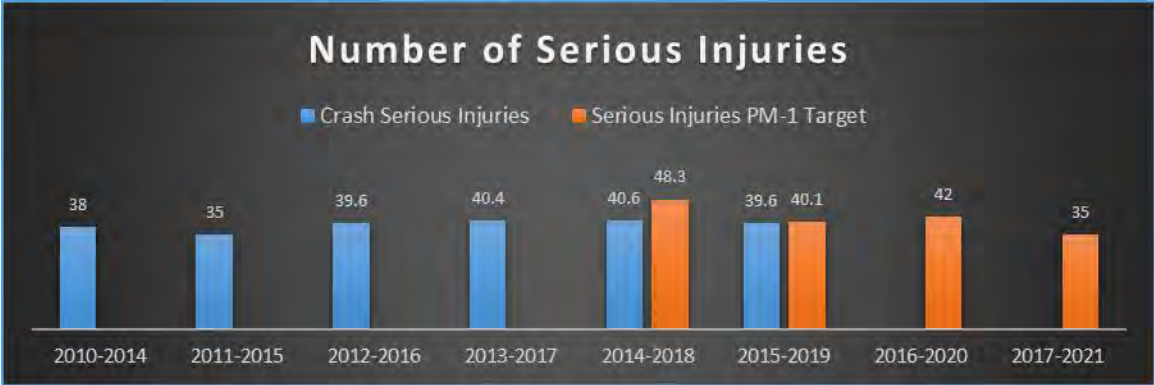
Performance Measure	5-year Rolling Averages		
	TARGET 2017-2021	ACTUAL 2017-2021	BASELINE 2015-2019
Number of Fatalities	9.7		13.4
Fatality Rate	0.934		1.270
Number of Serious Injuries	35.0		39.6
Serious Injury Rate	3.372		3.752
Number of Non-motorized Fatalities and Serious Injuries	5.8		7.0

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



# WATS Safety Performance Measures, 2021





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





November 18, 2020

Dear Planning Organizations:

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

PM-2 Performance Measures include:

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

PM-3 Performance Measures include:

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

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

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

## PennDOT Mid Performance Period Report

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

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

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

## Adjustments to 4-Year Performance Targets and Coordination

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

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

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

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

### MPO/RPO Target Establishment

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

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

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

---

Planning Organization Name

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

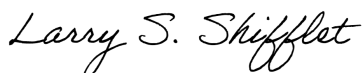
The MPO/RPO decision-making body agrees to support the adjusted statewide PM-3 targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT performance targets.

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

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

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

Sincerely,



Larry S. Shifflet  
Deputy Secretary for Planning

Sincerely,



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

Enclosure

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

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

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

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

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

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

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

*Table Notes:*

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

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

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

*Table Notes:*

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

For Williamsport

Overall Change Amount: \$345,681

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

Narrative:

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

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

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

Narrative:

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

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

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

Narrative:

Add Right of Way Phase as per project manager estimate

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

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

Narrative:

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



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

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

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

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

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

**Narrative:**

Reduce to meet the ROW estimate

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

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

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

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

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

**Narrative:**

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

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

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

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

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

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

**Narrative:**

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

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

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

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

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

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

**Narrative:**

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

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

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

**Narrative:**

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

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

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

**Narrative:**

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

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

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

**Narrative:**

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

MPMS# 99038 increased by \$726,000 (NHPP Funding)  
MPMS# 68713 decreased by \$726,000 (NHPP Funding)

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

Action ID	Commit Date	Action Type	Change Amount
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119508 12/28/2020 Administrative Action \$1,750

**Narrative:**

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

MPMS# 5891:

Increase BOF, 183 and Local Funding

MPMS# 68713:

Decrease BOF and 183 funding.

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

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

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

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

Action ID	Commit Date	Action Type	Change Amount
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119510 12/28/2020 Administrative Action \$0

**Narrative:**

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

MPMS# 6261- Increase 185 funding

MPMS# 6096- Add 185 Funding

MPMS# 68713- Decrease 185 Funding

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

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

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

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

Action ID	Commit Date	Action Type	Change Amount
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119514 12/29/2020 Administrative Action \$27,966

**Narrative:**

MA is for an Influx of De-Obligations

MPMS# 68713:

Increase \$27,966 STP Funding in FFY 2021

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

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



# Personal Delivery Devices (PDD)

## What Local Municipalities Need to Know

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

### What is a PDD?

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

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

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

### Where can a PDD operate?

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

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

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

PDDs will operate in two Phases.

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

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

## PDD CHARACTERISTICS

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

### Width

32 inches or less

### Length

42 inches or less

### Height

72 inches or less

### Weight (w/o cargo)

550 pounds or less

### Speed (pedestrian areas)

12mph or less

### Speed (shoulder/roadway)

25mph or less

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

## How is a PDD Authorized?

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

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

Once authorized, an application is good for 1 year.

## What authority does a municipality have?

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

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

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

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

Per the law, authorized entities must:

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

## Additional Information

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