

WATS Coordinating Committee Members

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



WATS Technical Committee Members

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

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



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

DATE: Monday, January 22, 2024
TIME: 10:00 AM
PLACE: Lycoming County Third Street Plaza, 6th Floor
33 W. Third Street
Williamsport, PA 17701

Virtual Option: Dial-in Number: 1 (267) 332-8737
Conference Code: 348 313 348#
[Microsoft Teams Link](#)

AGENDA

CALL TO ORDERChair Roberts

MINUTES:

November 13, 2023 meeting minutes Chair Roberts

PUBLIC COMMENT Chair Roberts

ACTION ITEMS:

PM-1 Targets for 2024, authorize WATS Secretary to sign and return Daily

2024 – 2025 WATS UPWP Recommend for adoption Vitko

Draft 2025 – 2028 WATS TIP Public Comment Period Vitko

WATS MPO Bylaw Update Vitko

DISCUSSION ITEMS:

Modal Updates..... Howell/Wright/Beattie/Merk

Management Action Report King

CSVIT Implementation Update..... Funkhouser

OTHER BUSINESS / PUBLIC COMMENTChair Roberts

ADJOURNChair Roberts

All meeting materials also available on the [WATS MPO Website \(http://www.lyco.org/WATS-MPO/Committees\)](http://www.lyco.org/WATS-MPO/Committees) The November 13, 2023 WATS Technical Committee meeting will be recorded. This information is a public record and may be subject to public inspection and duplication if not protected by federal or state law.

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

November 13, 2023 Technical Committee Teleconference Public Meeting: Held at 33 W. Third Street, 6th Floor, Williamsport, PA 17701 and various locations via teleconference.

CALL TO ORDER (Regular WATS Technical Committee Public Meeting)

Sal went through the roll call and also mentioned that this meeting was being recorded

MINUTES

There were minutes from the August 28 2023 meeting.

Motion to approve was by Shannon Rossman

Dan-2nd

Motion carried to approve the minutes

PUBLIC COMMENT

There was no public comment.

ACTION ITEMS

- **2045 WATS Long Range Transportation Plan Recommend for Adoption** –Scott Williams started by thanking the Tech committee for all its help in moving this along. Scott felt that we have a strong product. He said that we had done some presentations to various groups-he spoke to local businesses at the Chamber of Commerce meeting. Austin presented at the public meeting at the County Commissioner's meeting and Sal presented at the Planning Commission. Scott asked Sal about how many public comments we received Sal said about 12. But we also added them to the public comments concerning intersection issues, For those we got about 25-30 A motion to adopt and recommend the 2045 WATS Long Range Transportation Plan was by Skip 2nd by Dean

Motion carried to approve 2045 WATS Long Range Transportation Plan Recommend for Adoption

- **2024 Technical meeting dates.** They are the following; 1/2/24, 4/29/24, 8/26/24, 11/18/24. Motion to approve the dates by Dan, 2nd by Cameron.

Motion carried to approve the Tech committee 2024 meeting dates

- **WATS Lycoming County Borough Representative Appointment** -Sal mentioned that the WATS bi laws stated that a position be created for Lycoming County Borough Representative. Bob Brown is currently our representative, but his term of 2 years is up. Barb Schmouder is currently interested in the position. She stated that she has been on the Borough Council of 10 years and is very interested in becoming the Lycoming County Borough Rep.

Motion to approve Barb Schmouder by Shannon, 2nd by Chase. Motion carried to approve

- **2024-2025 WATS UPWP Public Comment period**-This UPWP is for 1 year, the draft is compiled and to be sent out for public comment are asking for approval before the Dec 4th Coordinating meeting. Approval by Dean, 2nd by Shannon.

Motion carried to approve the 2045-2025-WATS UPWP public comment period.

DISCUSSION ITEMS

- **Modal Updates-** Richard Howell said he did not have much to contribute today basically, it was business as usual.

Cameron Serafina from RVTa stated that they have the strategic plan implementation underway. They also have the library outreach program. The library donated several children's books which that can take with them if they wish. They also have a new capital improvements under way- they are installing 3 high speed garage doors are being replaced at the main office. They are replacing a bus wash system. RVTa is also adding a newer high tech bus to their fleet.

- **Management Action Report-** Chris King mentioned that the vast majority of work consisted of the District moving funds from pre federal fiscal year to the current federal fiscal year. There are probably 10-20 pages of management actions. We did a couple of large actions- with some of the funds that we moved. The Right of way phase for 4 mile run access/ closure up on rte 15. We increased that to \$2.5M. We also added a new embankment stabilization project on Warrensville Road between 3rd St and 4 Mile drive. We are trying to stay ahead of the embankment issue in that area.
- **CSVT Implementtion Update-**Brian Funkenhauser had a quick briefing on the work th MPO is doing on the corridor study of Rte 15 The main concern is from Rte 54 to Rte 44 in Allenwood. We had a general meeting for the public so they could hear more information about what we are and will be doing. There were also questions. Among them: truck traffic, public concerns about more trucks in the road, the speeds up and down the corricor, the lack of police coverage, driver using the center lane as a turning lane, speeding overall, and road rage is a concern. When we have our second meting, the public will be able to see what we have done and can comment on that and ask more questions if they have concerns. That will be on the final draft report
- *Motion to adjourn the meeting 1st by Shannon, 2nd by Dean*

WATS MPO Technical Committee
November 13, 2023 Meeting
Attendance Sheet

[illegible]



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

November 8, 2023

Dear Planning Partners:

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 2024 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 31st each year. The 2024 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 Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 27, 2024) 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.

The MPOs that establish quantifiable fatality rate or serious injury rate targets shall report the VMT estimate used for such targets and the methodology used to develop the estimate. The methodology should be consistent with other Federal reporting requirements, if applicable. 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, 2023.

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 2022 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2024.

Preliminary data indicate Pennsylvania did not meet our 2022 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, 2024. In addition, we will be required to obligate in Federal Fiscal

Year (FFY) 2025 an amount equal to the FFY 2021 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, 2024.

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 PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.
- ☐ 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, 2023.

Concurrence: _____
Authorized MPO/RPO Representative Date

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

Sincerely,

Larry S. Shifflet

Larry S. Shifflet
Deputy Secretary for Planning

Sincerely,

Michael W. Rebert

Michael W. Rebert, P.E.
Deputy Secretary for Highway Administration

Enclosure

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Adams MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	13.0		13.6
Fatality Rate	1.480		1.547
Number of Serious Injuries	41.2		46.2
Serious Injury Rate	4.690		5.254
Number of Non-motorized Fatalities and Serious Injuries	2.6		3.6

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Altoona MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	11.0		9.8
Fatality Rate	1.129		0.997
Number of Serious Injuries	45.8		56.0
Serious Injury Rate	4.700		5.694
Number of Non-motorized Fatalities and Serious Injuries	5.8		7.4

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Centre MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	15.4		11.2
Fatality Rate	1.164		0.812
Number of Serious Injuries	43.4		48.6
Serious Injury Rate	3.281		3.523
Number of Non-motorized Fatalities and Serious Injuries	8.5		9.0

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: DVRPC MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	296.0		280.6
Fatality Rate	1.291		1.191
Number of Serious Injuries	1,204.6		1166.8
Serious Injury Rate	5.255		4.954
Number of Non-motorized Fatalities and Serious Injuries	341.3		321.2

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Erie MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	23.7		22.2
Fatality Rate	1.215		1.092
Number of Serious Injuries	100.8		91.6
Serious Injury Rate	5.167		4.504
Number of Non-motorized Fatalities and Serious Injuries	18.5		18.8

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Franklin MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2020-2024	2020-2024	2018-2022
Number of Fatalities	15.4		18.0
Fatality Rate	1.119		1.279
Number of Serious Injuries	68.4		66.8
Serious Injury Rate	4.971		4.747
Number of Non-motorized Fatalities and Serious Injuries	10.0		8.4

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: HATS MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2020-2024	2020-2024	2018-2022
Number of Fatalities	52.4		55.0
Fatality Rate	0.904		0.925
Number of Serious Injuries	224.4		234.0
Serious Injury Rate	3.873		3.938
Number of Non-motorized Fatalities and Serious Injuries	35.9		39.8

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Johnstown MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	9.9		9.4
Fatality Rate	0.988		0.943
Number of Serious Injuries	47.8		48.0
Serious Injury Rate	4.771		4.816
Number of Non-motorized Fatalities and Serious Injuries	5.7		5.4

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Lancaster MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	57.5		53.2
Fatality Rate	1.382		1.246
Number of Serious Injuries	236.2		240.6
Serious Injury Rate	5.679		5.635
Number of Non-motorized Fatalities and Serious Injuries	44.5		45.6

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Lebanon MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	16.1		18.6
Fatality Rate	1.423		1.578
Number of Serious Injuries	64.0		70.2
Serious Injury Rate	5.656		5.955
Number of Non-motorized Fatalities and Serious Injuries	8.4		9.4

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Lehigh Valley MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	51.5		47.6
Fatality Rate	1.015		0.922
Number of Serious Injuries	254.8		227.8
Serious Injury Rate	5.021		4.414
Number of Non-motorized Fatalities and Serious Injuries	43.1		39.0

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: NEPA MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	58.5		61.2
Fatality Rate	1.441		1.470
Number of Serious Injuries	197.8		209.4
Serious Injury Rate	4.872		5.029
Number of Non-motorized Fatalities and Serious Injuries	19.9		21.2

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: North Central RPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	28.5		33.4
Fatality Rate	1.317		1.504
Number of Serious Injuries	107.6		122.8
Serious Injury Rate	4.974		5.531
Number of Non-motorized Fatalities and Serious Injuries	7.0		9.4

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Northern-Tier RPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	23.0		28.0
Fatality Rate	1.215		1.452
Number of Serious Injuries	69.4		78.0
Serious Injury Rate	3.666		4.044
Number of Non-motorized Fatalities and Serious Injuries	5.1		5.8

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Northwest MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	40.5		36.0
Fatality Rate	1.827		1.601
Number of Serious Injuries	97.8		105.0
Serious Injury Rate	4.412		4.670
Number of Non-motorized Fatalities and Serious Injuries	12.3		13

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Reading MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	44.3		44.0
Fatality Rate	1.356		1.320
Number of Serious Injuries	199.0		201.2
Serious Injury Rate	6.093		6.036
Number of Non-motorized Fatalities and Serious Injuries	29.1		28.4

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Scranton/WB MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	55.7		52.8
Fatality Rate	1.305		1.187
Number of Serious Injuries	206.6		188.2
Serious Injury Rate	4.840		4.231
Number of Non-motorized Fatalities and Serious Injuries	40.5		35.8

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: SEDA-COG MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	48.6		46.2
Fatality Rate	1.367		1.279
Number of Serious Injuries	163.4		169.6
Serious Injury Rate	4.598		4.695
Number of Non-motorized Fatalities and Serious Injuries	19.1		20.2

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Southern Alleghenies RPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	29.1		31.0
Fatality Rate	1.120		1.164
Number of Serious Injuries	96.4		96.0
Serious Injury Rate	3.709		3.604
Number of Non-motorized Fatalities and Serious Injuries	6.1		5.8

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: SPC MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2020-2024	2020-2024	2018-2022
Number of Fatalities	208.1		215.4
Fatality Rate	1.076		1.091
Number of Serious Injuries	963.2		950.6
Serious Injury Rate	4.979		4.814
Number of Non-motorized Fatalities and Serious Injuries	116.9		122.0

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Shenango Valley MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	10.7		12.2
Fatality Rate	0.936		1.044
Number of Serious Injuries	45.8		48.0
Serious Injury Rate	4.006		4.106
Number of Non-motorized Fatalities and Serious Injuries	5.2		6.4

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Wayne County Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	7.3		8.4
Fatality Rate	1.781		2.097
Number of Serious Injuries	26.8		23.4
Serious Injury Rate	6.538		5.842
Number of Non-motorized Fatalities and Serious Injuries	1.2		1.6

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Williamsport MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	13.1		12.8
Fatality Rate	1.371		1.303
Number of Serious Injuries	31.0		34.8
Serious Injury Rate	3.244		3.543
Number of Non-motorized Fatalities and Serious Injuries	4.8		6.0

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: York MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	36.0		36.8
Fatality Rate	1.156		1.150
Number of Serious Injuries	184.8		158.8
Serious Injury Rate	5.932		4.963
Number of Non-motorized Fatalities and Serious Injuries	25.7		21.4

* Future VMT estimated to hold level over next few years



Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study Metropolitan Planning Organization

Prepared by the Lycoming County Department of Planning and Community Development and River Valley Transit Authority, Adopted by the WATS Coordinating Committee on February 5, 2024

Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call 1 (570) 320-2130.

Vietnamese:

LƯU Ý: Nếu quý vị nói một ngôn ngữ khác không phải tiếng Anh, các dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho quý vị. Gọi 1 (570) 320-2130.

Korean:

주의: 영어 이외의 다른 언어를 사용하는 경우, 언어 지원 서비스를 이용할 수 있습니다. 1 (570) 320-2130 으로 전화하십시오.

French:

« ATTENTION : Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. Appelez le 1 (570) 320-2130. »

Somali:

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale aanan ahayn Ingiriisiga, adeegyada gargaarka luqadda ayaa lagu diyaarin karaa. Wac 1 (570) 320-2130.

Russian:

ВНИМАНИЕ: если вы говорите на другом языке, вам может быть оказана языковая помощь. Обратитесь в информационно-справочную службу по номеру: 1 (570) 320-2130.

Ukrainian:

УВАГА: якщо ви розмовляєте іншою мовою, вам може бути надана мовна допомога. Зверніться до інформаційно-довідкової служби за номером: 1 (570) 320-2130.

Simplified Chinese:

请注意：如果您说英语以外的另一种语言，我们可以为您提供语言帮助服务。请致电 1 (570) 320-2130.

Traditional Chinese:

請注意：如果您說英語以外的另一種語言，我們可以為您提供語言幫助服務。請致電 1 (570) 320-2130.

Arabic:

تنبيه: إذا كنت تتحدث لغة أخرى غير اللغة الإنجليزية، يمكننا توفير خدمات المساعدة اللغوية لك. اتصل 1 (570) 320-2130 بالرقم

Burmese:

သတိပြုရန်- သင်သည် အင်္ဂလိပ် ဘာသာစကား မဟုတ်သော အခြား ဘာသာစကားကို ပြောလျှင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရရှိနိုင်ပါသည်။ 1 (570) 320-2130 သို့ ခေါ်ဆိုပါ။

Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

Japanese:

注意：英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることができます。電話 1 (570) 320-2130.

Hindi:

सूचना: यदि आप अंग्रेजी के अलावा कोई अन्य भाषा बोलते हैं, तो आपको भाषा सहायता सेवाएं उपलब्ध कराई जा सकती हैं। कॉल करें 1 (570) 320-2130.

Italian:

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione. Chiama 1 (570) 320-2130.

Polish:

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (570) 320-2130.

Nepali:

ध्यान दिनुहोस्: यदि तपाईं अंग्रेजीबाहेक अन्य भाषा बोल्नुहुन्छ भने तपाईंलाई भाषा सहायता सेवा उपलब्ध गराउन सकिन्छ। 1 (570) 320-2130 मा फोन गर्नुहोस्।

Urdu:

توجہ دیں: اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو آپ کی زبان میں مدد کے لیے آپ کو خدمات فراہم کرائی جاسکتی ہیں۔ براہ کرم 1 (570) 320-2130 پر کال کریں۔

Spanish:

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (570) 320-2130.

Greek:

ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε 1 (570) 320-2130.

WATS MPO Discrimination Policies Public Notice

Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) hereby gives notice that it is the policy of the MPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, E.O. 12898, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States shall, on the grounds of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by the MPO.

Any person who believes they have been aggrieved by a discriminatory practice under Title VI of the Civil Rights Act of 1964 has a right to file a formal complaint with the MPO. Any such complaint must be in writing and filed with WATS MPO's Title VI Compliance Coordinator and/or the appropriate state or federal agency within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information on WATS' discrimination policies or to obtain a copy of the WATS Complaint Procedures please contact Scott R. Williams, Lycoming County Planning & Community Development, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2130; fax number (570) 320-2135; email address: swilliams@lyco.org or visit the WATS MPO Public Involvement website at <https://www.lyco.org/WATS-MPO/Involvement>.

The MPO will provide auxiliary services to anyone who requires an auxiliary aid or service for effective communication or a modification of policies or procedures in order to participate in a program, service, or activity of the MPO. The MPO will attempt to satisfy other requests as it is able. Please make your request for auxiliary services to Scott R. Williams, Lycoming County Planning & Community Development, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2130; fax number (570) 320-2135; email address: swilliams@lyco.org.

Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) hereby gives notice that it is the policy of the MPO to assure full compliance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA). WATS MPO will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. WATS' public meetings are always held in ADA-accessible facilities and in transit accessible locations when possible. In the event that a WATS MPO meeting will be held only in a virtual format (public health emergency, etc.) the dial-in numbers, conference codes, and meeting links will be advertised and posted on the WATS MPO social media sites, and the WATS MPO Committee website. Auxiliary services can be provided to individuals who submit a request at least four (4) business-days prior to a meeting. Requests made within three (3) business-days will be accommodated to the greatest extent possible.

Any person who believes they have been aggrieved by an unlawful discriminatory practice by WATS MPO based on the Americans with Disabilities Act (ADA), and/or Section 504 of the Rehabilitation Act, has a right to file a formal complaint with the MPO. Any such complaint may be in writing and filed with WATS MPO and/or the appropriate state or federal agency. For more information on WATS' discrimination policies or to obtain a copy of the WATS Complaint Procedures, or Complaint Form please contact Scott R. Williams, Lycoming County Planning & Community Development, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2130; fax number (570) 320-2135; email address: swilliams@lyco.org or visit the WATS MPO Public Involvement website at <https://www.lyco.org/WATS-MPO/Involvement>.

Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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UPWP DEVELOPMENT SCHEDULE

June 7, 2023	Coordination Meeting with WATS staff, PennDOT and FHWA
November 1 – November 30, 2023	FHWA Comment Period
November 13, 2023	Review with WATS Technical Committee
December 7, 2023 – January 6, 2024	Public Comment Period
January 22, 2024	Review by WATS Technical Committee
February 5, 2024	Adoption with WATS Coordinating Committee

UPWP Development Process

The general procedure for UPWP updates will be as follow. The Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) staff initiate the development process after the UPWP General Procedural Guidance is released. MPO staff hold coordination meetings and maintains communication between PennDOT Engineering District 3-0, PennDOT Center for Program Development and Management, Federal Highways Administration (FHWA), Federal Transit Administration (FTA), and River Valley Transit Authority (RVTA). Through these activities, the different partner agencies collaborate on potential project ideas and how projects relate to current planning efforts and projects. Progress on UPWP development will be presented at public meetings of the WATS MPO Technical Committee and Coordinating Committees. Any public comments or feedback from committee members will be incorporated into UPWP development.

At the final WATS MPO Technical Committee and Coordinating Committee meetings of the year in which UPWP development occurs the Committees review the draft UPWP. Following their review, the MPO incorporates any corrections, changes, and final funding tables into a final UPWP document. The Technical Committee recommends adopting the final UPWP document at their first meeting of the following year. The Coordinating Committee then adopts the final UPWP document at their next scheduled public meeting.

After the WATS MPO Coordinating Committee adoption, the MPO submits the final UPWP document to FHWA and PennDOT. After FHWA/FTA approval and PennDOT Notice To Proceed, the MPO begins working on the adopted UPWP on July 1 of the same year.

INTRODUCTION

Purpose

The Unified Planning Work Program (UPWP) describes the transportation-related work activities that the Lycoming County [Department of Planning and Community Development \(PCD\)](#) and [River Valley Transit Authority \(RVTA\)](#) (with the aid of planning consultants, as necessary) will perform within Lycoming County in State Fiscal Years 2024-2025. PCD and RVTA staff jointly developed this work program in coordination with PennDOT District 3-0 and PennDOT Center for Program Development and Management. Within Lycoming County, Pennsylvania, the transportation planning process is conducted through the Williamsport Area Transportation Study (WATS). WATS was established in 1968. The purpose of this document is to describe the transportation planning and programming activities for the period of July 1, 2024 through June 30, 2025 in Lycoming County, and to comply with federal law and regulations.

On October 28, 1993, the [U.S. Department of Transportation](#), under joint sponsorship of the [Federal Highway Administration](#) (FHWA) and the [Federal Transit Administration](#) (FTA), released updated regulations covering the urban transportation planning and programming process. These regulations specified that:

1. Metropolitan Planning Organizations, MPO(s) in cooperation with the State and operators of publicly owned transit shall develop unified planning work programs (UPWPs) that meet the requirements of 23 CFR Part 420, Subpart A and;
2. Discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation air quality planning activities (including the corridor and subarea studies discussed in 450.318 of this part) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing it and the products that will be produced;
3. Document planning activities to be performed with funds provided under Title 23, U.S.C., and the Federal Transit Act. (Federal Register, Vol. 58, no. 207, p.58040).

In Pennsylvania, UPWPs are typically developed as 2-year programs. However, this document is dynamic and may be modified to respond to any emerging priority issue or special need vital to the orderly growth and development of Lycoming County. The 2024 – 2025 WATSS MPO UPWP is a 1-year program to allow for future UPWP and Transportation Improvement Program (TIP) development to be off-cycle.

The structure of this document will first outline the Williamsport Area Transportation Study Metropolitan Planning Study as an organization, then it will cover the major responsibilities of the MPO, after that it will list the planning priorities of Lycoming County from federal, state, and local guidance, and finally this document will give a detailed description of the work activities and budget for the 2024-2025 work program. All work activities will be organized into “tasks” with individual budget amounts and these tasks will be grouped into general thematic categories.

Williamsport Area Transportation Study Organization

A Metropolitan Planning Organization (MPO) is a planning body composed of elected and appointed officials representing local, state and federal governments or other agencies having an interest or responsibility in the local transportation system. The MPO is responsible for creating a Long Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP), a Public Participation Plan (PPP) and a Unified Planning Work Program (UPWP). An MPO can be a regional, multicounty organization or a single county. Created in 1968, the Williamsport Area Transportation Study (WATS) is the single county MPO covering Lycoming County, and was created based on the population size of the City of Williamsport urbanized area. The role of the WATS MPO is to develop transportation policies, programs and projects, which move people and goods in a safe, efficient manner, promote economic development, protect the environment, and preserve Lycoming County's outstanding quality of life amenities. The Lycoming County PCD staff assumes lead responsibility for undertaking FHWA funded planning tasks while RVTA is responsible for undertaking the FTA transit planning tasks contained in this work program. WATS MPO Technical and Coordinating Committee public meetings are now held at least quarterly throughout the year. The WATS MPO Committees review and discuss relevant transportation issues, programs, and projects in Lycoming County. In the event that an in-person meeting is not feasible (public health emergency, etc.) the WATS MPO will provide detailed information on a virtual meeting option to include: date, time, dial-in number, conference code, and link to the virtual meeting software (Microsoft Teams, Skype, etc.) for the public meeting.

All WATS Technical and Coordinating Committee meetings are publicly advertised in compliance with the PA Open Meetings Law and WATS Public Participation Plan.

Committee Structure

The WATS Coordinating Committee is the policy-making body of the MPO. The Coordinating Committee consists of 11 voting representatives as follows:

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

Non-voting members consist of:

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

The WATS Technical Committee reviews all relevant transportation issues, programs and projects in Lycoming County and formulates recommendations to the Coordinating Committee. The Technical Committee consists of 7 voting members as follows:

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Williamsport Area Transportation Study MPO and River Valley Transit Authority

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

Non-voting members consist of:

- Federal Highway Administration
- Federal Transit Administration
- PA Department of Community and Economic Development
- Fullington Trailways

Additionally, WATS have advisory committees for transit planning and bicycle/pedestrian planning. The WATS Bicycle and Pedestrian Advisory Committee reviews and provides 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 Committee consists of 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 County school district
- River Valley Transit Authority
- STEP, Inc. Office of Aging
- Lycoming College
- Pennsylvania College of Technology

Non-voting members consist of:

- SEDA-COG MPO
- Federal Highway 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 Representative

WATS staff and contacts

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 shall be the Lycoming County Transportation Supervisor who will act as WATS Secretary. The Lycoming County Planning and Community Development Department shall be responsible for the following primary WATS MPO administrative duties:

Unified Planning Work Program, Fiscal Years 2024-2025

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- 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 Authority.
- 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.
- In the event that an in-person meeting is not feasible (public health emergency, etc.) the WATS MPO will provide detailed information on a virtual meeting option to include: date, time, dial-in number, conference code, and link to the virtual meeting software (Microsoft Teams, Skype, etc.) for the public meeting, and meeting links will be advertised and posted on the [WATS MPO Committees website](#)
- Ensure that all WATS MPO adopted plans, programs and policies are implemented.

Lycoming County Department of Planning and Community Development Contacts

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Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

Williamsport Area Transportation Study Responsibilities

As an MPO, WATS has a well-defined set of required core responsibilities, products, and activities. Below is a table of the major required products and deliverables of the WATS MPO with the adoption and completion dates of the current effective version and the next update. Following this table are brief descriptions of each product and the update cycle for each.

Plan/Activity Milestones

The below table reflects the milestone dates for major planning documents/requirements/core activities that are addressed by the WATS MPO. The currency of these items is based on the date of *adoption* of this work program February 5, 2024 not the date it becomes effective July 1, 2024.

Product	Update Cycle	Current	Next	
		Adoption/Completion	Required Adoption	Targeted Completion
<u>Unified Planning Work Program (UPWP)</u>	2 Years	November 8, 2021	February 5, 2024	February 5, 2024
<u>Long Range Transportation Plan (LRTP)</u>	5 Years	December 17, 2018	December 17, 2023	December 4, 2023
<u>Transportation Improvement Program (TIP)</u>	2 Years	June 13, 2022	July 2024	June 30, 2024
<u>Environmental Justice Analysis of Benefits and Burdens</u>	2 Years	February 13, 2023	Updated with PPP	April 2024
<u>Public Participation Plan (PPP) Includes the Title VI, LEP, Environmental Justice and Americans with Disabilities Act Plans</u>	As Needed	February 13, 2023	Updated with PPP	January, 2025
<u>Coordinated Public Transit Plan</u>	As Needed	November 18, 2019	As needed	As needed
<u>Local Technical Assistance Program (LTAP) Annual Report</u>	Annual	October 17, 2022	October 31, 2023	September 11, 2023
<u>Annual List of Federally Obligated Projects</u>	Annual	December 31, 2022	December 31, 2023	December 31, 2023

Unified Planning Work Program (UPWP)

As previously stated, the Unified Planning Work Program (UPWP) describes the transportation-related work activities that the Lycoming County [Department of Planning and Community Development \(PCD\)](#) and [River Valley Transit Authority \(RVTA\)](#) (with the aid of planning consultants, as necessary) perform within Lycoming County. These activities are tailored to produce the required deliverables listed above and to address the federal, state, and local planning priorities (discussed in the [next section](#) of this Work Program).

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Williamsport Area Transportation Study MPO and River Valley Transit Authority

Examples of work activities performed under previous Work Program

Summary of WATS Priority Planning Activities in FY 2023-2024

- Worked with PennDOT District 3, PennDOT Central Office, and SEDA-COG to begin implementation of the CSVT Special Impact Study recommendations
- Continued Participation in PennDOT Connects collaboration activities for initiating new projects and programs

Summary of WATS Priority Planning Activities in FY 2023-2024

- Updated and adopted the WATS 2023 – 2045 Long Range Transportation Plan
- Developed and Adopted FFY 2025-2028 WATS Transportation Improvement Program
- Continued participation in PennDOT Connects collaboration activities for initiating new projects and programs
- Continued monitoring and reporting performance measures on WATS LRTP
- Coordinated with PennDOT District 3, PennDOT Central Office, and SEDA-COG to finalize US Route 15 corridor study as recommended and present study recommendations

Examples of work activities to be performed under this Work Program

Summary of WATS Priority Planning Activities in FY 2024-2025

- Continue monitoring and reporting performance measures on the 2023 - 2045 WATS LRTP
- Modify and amend the 2025-2028 TIP as needed
- Continued Participation in PennDOT Connects collaboration activities for initiating new projects and programs
- Complete annual LTAP and Federal Obligated Projects reports

Summary of WATS Priority Planning Activities in FY 2024

- Continued participation in PennDOT Connects collaboration activities for initiating new projects and programs
- Continue monitoring and reporting performance measures on WATS LRTP
- Complete annual LTAP and Federal Obligated Projects reports

Long Range Transportation Plan (LRTP)

The Williamsport MPO adopted a major update to the [WATS Long Range Transportation Plan](#) on December 4, 2023 in fulfillment of federal requirements. The MPO recognizes the strong relationship of transportation planning to land use planning, environmental planning, economic planning and overall comprehensive planning and has begun to address new federal transportation performance measures. In general, terms, the Long-Range Plan delineates how the available and projected transportation funds will be spent in Lycoming County over a 20-year period. A staged transportation project listing is included along with estimated costs, funding sources and timeframes to undertake each project phase. The plan is fiscally constrained in that project costs do not exceed present and future funding levels reasonably expected to be received during the plan's timeframe. The plan addresses federal requirements to adjust project cost estimates to reflect the Year of Expenditure inflation factors in accordance with PennDOT issued guidance, and federal requirements. The Long Range Plan also outlines the MPOs "vision" of

Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

fostering efficient mobility and access for people and goods throughout Lycoming County, promoting regional intermodal connectivity, ensuring efficient system performance and adequate preservation and promote the economic development and public safety as well as maintain the County's outstanding quality of life.

In addition, the LRTP's analysis of economic and demographic trends, along with the condition of the multimodal system inventory resulted in the 2045 LRTP four main "focus areas" the future transportation planning and programming efforts. These focus areas outline the future transportation system vision by; describing all existing modes of transportation such as highways, bridges, public transit, air service, rail service and bicycle and pedestrian facilities; address federal planning factors, and provides public policy statements by transportation mode.

A well-established local public involvement process is in place to ensure sufficient opportunities for public input early and often during plan development. The plan also includes a full treatment of how WATS will study and address environmental justice concerns within the transportation planning and programming process.

Transportation Improvement Program (TIP) and Clean Air Act Amendments

The WATS Transportation Improvement Program, (TIP) is a document identifying all highway, bridge and public transit projects containing Federal, State and local funds being programmed within Lycoming County during the next four Federal Fiscal Years. These types of projects cannot proceed until they are included on the TIP. The TIP is developed cooperatively between PennDOT, the Lycoming County PCD and RVTA for review and approval by the WATS MPO every two years. Again, an extensive MPO public involvement process is employed during development of the TIP. Projects are identified from the WATS Long Range Plan, stakeholder meetings, and coordination with PennDOT and FHWA. Projects must be consistent with financial guidance provided by PennDOT, as the TIP must also be fiscally constrained. Upon approval by the WATS MPO, the TIP is forwarded to PennDOT and FHWA / FTA for final approval. Modifications or formal amendments to the TIP can be considered by the MPO at any time. The MPO has adopted TIP Administrative Procedures to process TIP modifications and formal amendments. Since Lycoming County is designated as an air quality attainment area currently meeting the Clean Air Act standards, the WATS Long Range Plan and WATS TIP are not subject to an air quality conformity analysis.

Environmental Justice Analysis of Benefits and Burdens

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 WATS MPO utilizes federal funds to plan and implement transportation, the MPO is responsible for undertaking an environmental justice analysis of federally funded projects listed within the LRTP and

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Williamsport Area Transportation Study MPO and River Valley Transit Authority

TIP. In accordance with FHWA/FTA guidance, this process will be “comprehensive and continuous” and include the following “Core Elements”:

1. Identify minority populations and low-income populations
2. Assess conditions and identify needs
3. Evaluate benefits and burdens
4. Identify and address disproportionate and adverse impacts and inform future planning efforts

The outcome of this analysis will also be used to inform the Public Participation process in the WATS MPO. The WATS MPO will also conduct a concurrent, broader “transportation system equity analysis” to identify any disproportionate and adverse impacts to other disadvantaged populations within Lycoming County.

Public Participation Plan (PPP)

Public involvement is essential to good planning. Without meaningful public participation, there is a risk of making poor decisions, or decisions that have unintended negative consequences. The fundamental objective of public involvement programs is to make certain that issues of everyone with an interest in transportation decisions are identified and addressed in the development of policies, programs and projects being proposed in Lycoming County. Federal law, (SAFETEA-LU and MAP-21 and FAST Act) require that *“the MPO shall develop and use a documented participation plan that defines the process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.”* WATS first adopted a Public Participation Plan (PPP) on December 19, 2013 and amended February 13, 2023. The Environmental Justice Plan, Title VI Plan, Americans with Disabilities Act Plan, and the Limited English Proficiency (LEP) Plan will be updated during the PPP update, as they are included in the PPP. The PPP update will also be informed by the conclusions of the aforementioned Environmental Justice Analysis.

Coordinated Public Transit-Human Services Transportation Plan

Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be *“included in a locally developed, coordinated public transit-human services transportation plan,”* and that the plan be *“developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public”* utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. Beginning in October 2023, WATS MPO is coordinating with SEDA-COG MPO on an update to the [Coordinated Public Transit – Human Services Transportation Plan](#) adopted on November 18, 2019.

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Williamsport Area Transportation Study MPO and River Valley Transit Authority

Local Technical Assistance Program (LTAP) Annual Report

Williamsport Area Transportation Study MPO has partnered with PennDOT since 2005 to assist in delivery of the LTAP program. The contracting mechanism for MPO involvement is by inclusion of [a task in the WATS Unified Planning Work Program](#). As a part of the delivery of the LTAP program, WATS MPO produces an annual report of LTAP activity in the prior year.

Annual List of Federally Obligated Projects

As a requirement of the Fixing America's Surface Transportation (FAST Act) legislation, MPOs are required to prepare an annual report that lists and summarizes all projects for which funding has been obligated during the prior Federal Fiscal Year (ending September 30). This report must be completed by December 31 of the current year. The Federal Highways Administration (FHWA) defines "obligated" as "the Federal government's promise to pay a State for the Federal share of a project's eligible cost." Funding can also be "de-obligated" in response to lower than expected costs, project cancellation, or other factors, and these released funds are frequently redirected to other projects.

Williamsport Area Transportation Study Planning Priorities

This work program has been specifically tailored to direct the work activities of WATS staff to meet the planning priorities of Lycoming County. These priorities come from a variety of sources. The federal government has developed a list of planning factors to guide transportation planning efforts. PennDOT has a statewide long-range transportation plan with a set of statewide planning goals. Comprehensive and long-range transportation planning efforts have also collected the local needs and emphasis areas. All of these priorities from different geographic scales and sources have been incorporated into the development of this work program.

Federal Planning Factors

Federal transportation legislation defines ten specific planning factors to be considered when an MPO develops transportation plans and program. On November 15, 2021 President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) into law. IIJA-BIL extends the same planning guiding factors as the federal Fixing America's Surface Transportation (FAST) Act (Public Law No. 114-94), and federal metropolitan planning regulations promulgated from the FAST Act. In addition, the IIJA-BIL added the following guidance for MPO planning processes:

- 1 Every MPO is required to use at least 2.5% of their metropolitan planning funding (PL funds) toward planning activities to increase safety and accessibility for all users of the transportation system OR to develop a Complete Streets Prioritization Program
- 2 Encourages MPO's to increase consideration of housing patterns and coordination with officials responsible for housing as part of the transportation planning process
- 3 Allows MPO's to use social media and other web-based tools to encourage public participation in the transportation planning process

WATS MPO has integrated these planning factors into the current adopted Long-Range Transportation Plan and will continue incorporating the ten federal planning factors into the work tasks and resulting products provided for in this UPWP. The ten planning factors are:

- 1 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

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- 2 Increase the safety of the transportation system for motorized and non-motorized users
- 3 Increase the security of the transportation system for motorized and non-motorized users
- 4 Increase the accessibility and mobility for people and for freight
- 5 Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- 6 Enhance the integration and connectivity across and between modes for people and freight
- 7 Promote efficient system management and operation
- 8 Emphasize the preservation of the existing transportation system
- 9 Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- 10 Enhance travel and tourism.

Pennsylvania Department of Transportation Planning Goals

In December of 2021, PennDOT adopted its current [statewide long-range transportation plan](#) (Pennsylvania 2045) and [comprehensive freight movement plan](#). These documents present a clear vision and strategic direction for transportation planning across Pennsylvania. It has also greatly informed the structure and direction of the WATS 2023 - 2045 Long Range Transportation Plan. The strategic direction of the PennDOT 2045 LRTP identify six general goal areas based on current economic and demographic trends. These goals provide direction to future transportation system investments. The six goals identified are:

1. Safety: Enhance safety and security for both motorized and non-motorized modes throughout Pennsylvania's transportation system
2. Mobility: Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors
3. Equity: Improve transportation access and equity throughout Pennsylvania
4. Resilience: Strengthen Pennsylvania transportation resilience to climate change and other risks and reduce the environmental impacts associated with transportation improvements
5. Performance: Improve the condition and performance of transportation assets
6. Resources: Structure transportation funding and finance approaches that allocate sufficient resources for system safety, maintenance, preservation, and improvement

This balanced emphasis on quality of life, economic development, and sustainability for future generations harmonizes with the outcomes of Lycoming County comprehensive planning efforts. For each of these goals, PennDOT has established specific objectives and performance measures to track progress and identified specific strategies to improve within these aspects of the Commonwealth's transportation system. The tasks outlined in this work program will support these goals.

Local Planning Priorities

County and Municipal Plans

Because WATS is a single county MPO and WATS staff members also function as Lycoming County planners, WATS long range planning and Lycoming County comprehensive planning are closely linked processes. The current [Lycoming County Comprehensive Plan](#) was adopted by the Lycoming County Board of Commissioners on June 28, 2018 in conformance with the Pennsylvania Municipalities Planning Code (MPC), Act 247 of 1968 as reenacted and amended. This plan serves as a policy document that provides guidance to the County and local municipalities in areas such as land use, transportation, housing,

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infrastructure, and community development. The plan projects future growth based on data and careful analysis and then proposes the best possible policies and implementation tools to accommodate expected growth while protecting the County's vast and precious resources. The planning process involved public participation from dozens of stakeholder organizations and the public over several years.

Concurrent with the development of the overall Lycoming County Comprehensive Plan, the Lycoming County Planning Commission engaged in an extensive comprehensive planning process with 28 municipalities of the County's 52 municipalities to develop six separate [Multi-Municipal Comprehensive Plans](#) for the areas encompassing the designated future growth areas of Lycoming County. Plan development and review was conducted by Planning Advisory Teams (PATs) composed of local government elected officials, emergency services, school districts, community organizations, and others. Consistent with the Pennsylvania Municipal Planning Code, all of the Lycoming County comprehensive plans are subject to a review and validation process at 10-year intervals. The Lycoming County review process began in 2016 and was [completed in 2018](#). While the currently effective plans have all been found to remain valid guidance documents, new implementation strategies have been developed within each multi-municipal planning area as well as in-depth reviews of land use and growth areas.

All currently adopted [Lycoming County Comprehensive Plans](#) contain a chapter devoted to transportation planning that connects transportation to other functional areas of planning such as land use, community infrastructure, and public safety. Each plan review document is arranged around a series of "Issues" with a corresponding list of strategies, projects, and initiatives to address the issue. After reviewing all of these currently prioritized issues across all six multi-municipal plans and the countywide comprehensive plan, three major common transportation needs emerge:

1. [A need to better accommodate non-motorized modes of transportation](#). This can involve streetscape enhancements to improve walkability, the construction of multiuse urban trails, the consideration of Amish horse-drawn vehicles, or better planning for bicycles as transportation.
2. [A need to address the maintenance needs of transportation infrastructure, in particular poor condition bridges, and ensure a resilient and robust transportation system](#). There is a specific recognition that poor condition bridges (especially locally owned bridges) require a coordinated solution and a more general need to design and build a transportation system that can withstand our frequent flooding events.
3. [A need to better forecast how future economic development and future transportation infrastructure would influence and stimulate each other](#). This need manifested in several different ways. There is a wide recognition that any economic development (e.g. natural gas drilling) needs to have a concurrent emphasis on preparing for the effects of the development on congestion and physical condition of transportation infrastructure and to ensure that appropriate multimodal transportation capacity is available to accommodate freight and personal mobility. This includes expanding facilities at the [Williamsport Regional Airport](#), ensuring that there are adequate areas of rail-served, developable industrial land, and provided adequate transit service to transport employees and customers. There is also concern about the trickle down effects that the [Central Susquehanna Valley Transportation Project \(CSVTV\)](#) will have on traffic flows and on the development potential of both the US-15 and the I-180 corridors.

Other local transportation related studies and activities

- PennDOT District 3-0: Assessment of US-15 north of Williamsport to meet interstate standards for future I-99 designation
- PennDOT District 3-0: Embankment failure monitoring and maintenance

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- PennDOT District 3-0: SR 2014 pedestrian crossing and signal study
- CSVT Special Impact Study implementation
- Municipal pedestrian/bicycle facilities planning
- Municipally owned redundant bridge study

WATS 2023 - 2045 Long Range Transportation Plan Focus Areas

The 2023 – 2045 WATS LRTP outlines the region’s transportation planning “vision,” and is supporting by the 2024-2025 WATS UPWP. An analysis of economic and demographic trends along with the condition of the multimodal system inventory of Lycoming County was completed during the [most recent update to the WATS Long Range Transportation Plan](#). The result of this analysis was a set of four main “focus areas” for future transportation planning and programming in Lycoming County:

1. Economic development in Lycoming County is dependent on both freight movement and the mobility of visitors to our arts, culture, and recreation resources. Therefore, **projects that maintain the ability to move freight or travel to Lycoming County should be a priority.**
2. Our multimodal transportation system is in excellent condition. There are no glaring deficiencies in highways, bridges, transit, rail, or air service. There are no needs for additional capacity. Therefore, **maintenance and safety projects take precedence.**
3. We need more multiuse trail connections between communities as well as improved access to existing facilities. We need more and improved bicycle and pedestrian facilities in Williamsport and the boroughs to better serve our population that will age in place, to appeal to young people, to assist low-income populations, to support economically vibrant downtowns, and to promote the retention and attraction of population. Therefore, **streetscape, walkability, and safety projects located in urbanized areas should be a priority.**
4. As rural populations decrease, we need to consider options that decrease the infrastructure maintenance cost burden on rural municipalities while focusing investment on the infrastructure of the parts of the county where delivery of services is most efficient and cost effective. Therefore, **projects that identify and remove costly functionally redundant infrastructure or improve infrastructure in already densely developed areas should be a priority.**

ACTIONS AND PROCEDURES, FY 2024-2025

Work categories and tasks to be performed under this work program

A full description of the work activities and deliverables within the categories and tasks of this work program will follow in a later section. All categories and tasks of work to be performed are split between tasks to be completed by Lycoming County Department of Planning and Community Development and those to be completed by River Valley Transit Authority. Since some tasks and categories have changed from the prior UPWP, it is worthwhile to provide an outline of the categories and tasks comprising the activities and deliverables of this work program along with the responsible agency:

Category 1: Coordination and Economic Development

[Task 1-A](#): Transportation Partnerships for Economic Stimulus (*PCD*)

[Task 1-B](#): Transit Privatization (Private Enterprise Planning) (*RVTA*)

[Task 1-C](#): Coordination (*PCD*)

[Task 1-D](#): Marketing and Economic Development (*RVTA*)

[Task 1-E](#): Financial Capacity Planning (*RVTA*)

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Task 1-F: Project Needs Studies (PCD)

Category 2: Transportation Infrastructure

Task 2-A: Transit Programming (RVTA)

Task 2-B: Highway Programming (PCD)

Task 2-C: Air Quality-Monitoring (PCD)

Task 2-D: Public Transit Data (Short Term Planning) (RVTA)

Task 2-E: HPMS Samples (PCD)

Category 3: Long Range Planning

Task 3-A: Long Range Transportation Plan Update and Implementation (PCD)

Task 3-A.2: Consultant Services for Long Range Planning (PCD)

Task 3-B: ADA Transit Planning (RVTA)

Task 3-C: Transportation Development Plan Update (Long-Range Planning) (RVTA)

Task 3-D: Highway Designations (PCD)

Category 4: Program Management

Task 4-A: Administration (PCD)

Task 4-B: Safety and Drug Control Planning (RVTA)

Category 5: Supplemental Tasks

Task 5-A: Local Technical Assistance Program (LTAP) (PCD)

Task 5-D: Safe & Accessible Transportation (PCD)

Matrix of Work Program Tasks and Related Planning Priorities

In order to demonstrate how the work activities of WATS and RVTA will reflect the planning priorities identified in the previous section of this document, the following matrix was produced (please refer to list above for task code descriptions):

Planning Priorities		1 - A	1 - B	1 - C	1 - D	1 - E	1 - F	2 - A	2 - B	2 - C	2 - D	2 - E	3 - A	3-A.2	3 - B	3 - C	3 - D	4 - A	4 - B	5 - A	5 - D
Federal Planning Factors	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	X	X	X	X		X	X	X		X	X	X	X		X		X		X	
	Increase the safety of the transportation system for motorized and non-motorized users			X				X	X				X	X	X	X			X	X	X
	Increase the security of the transportation system for motorized and non-motorized users			X				X	X				X	X		X			X	X	X
	Increase the accessibility and mobility for people and for freight	X	X	X				X	X		X		X	X	X	X	X				X
	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic	X		X					X	X	X		X	X		X				X	X

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	development patterns																				
	Enhance the integration and connectivity across and between modes for people and freight	X	X	X	X			X	X		X		X	X	X	X	X				X
	Promote efficient system management and operation		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Emphasize the preservation of the existing transportation system			X		X		X	X		X		X	X		X	X			X	
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and			X		X		X	X		X		X	X		X	X		X	X	
	Enhance travel and tourism.	X	X	X	X			X	X		X		X	X		X					X
PennDOT Transportation Planning Goals	System preservation by using increasingly good data about the transportation systems in Pennsylvania to develop asset management strategies to maintain the current transportation system at a high level of quality						X	X	X		X	X	X	X		X	X			X	
	Improvement of safety statewide for all modes and all users			X				X	X				X	X	X	X			X	X	X
	To expand and improve personal and freight mobility			X	X			X	X		X		X	X	X	X	X			X	X
	Emphasize stewardship by increasing efficiency and streamlining processes	X	X	X		X	X	X	X		X		X	X		X		X	X	X	
Lycoming Transportation Planning Needs	A need to better accommodate non-motorized modes of transportation			X									X	X	X	X				X	X
	A need to address the maintenance needs of transportation infrastructure, in particular structurally deficient bridges, and ensure a resilient and robust transportation system							X	X		X		X	X		X				X	
	A need to better forecast how future economic development and future transportation infrastructure will influence and stimulate each other	X	X	X	X	X	X	X			X		X	X		X	X	X			

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WATS L RTP Transport ation Planning Emphasis Areas	Projects that maintain the ability to move freight or travel to Lycoming County	X	X	X	X		X	X	X		X		X	X	X	X	X			X	
	Maintenance and safety projects			X			X		X				X	X					X	X	
	Streetscape, walkability, and safety projects located in urbanized areas			X			X		X				X	X		X	X	X		X	
	Projects that identify and remove costly functionally redundant infrastructure or improve infrastructure in already densely developed areas			X			X		X				X	X						X	

WATS FY 2024-2025 Budget

The budget for WATS FHWA base allocation tasks in fiscal year 2024-2025 will be as follows:

<u>WATS Base Allocation Tasks</u>	FHWA PL (80%)	PennDOT Municipal Liquid Fuels (MLF) (10.6077%)	Local (9.3923%)	TOTAL
1-A Transportation Partnerships	\$800	\$106	\$94	\$1,000
1-C Coordination	\$33,880	\$4,492	\$3,978	\$42,350
1-F Project Needs Studies	\$400	\$53	\$47	\$500
2-B Highway Programming	\$4,400	\$584	\$516	\$5,500
2-C Air Quality Monitoring	\$400	\$53	\$47	\$500
2-E HPMS Samples	\$3,520	\$467	\$413	\$4,400
3-A Long Range Planning Plan Update & Implementation	\$56,000	\$7,425	\$6,575	\$70,000
3-D Highway Designation	\$1,600	\$212	\$188	\$2,000
4-A Admin	\$80,000	\$10,608	\$9,392	\$100,000
TOTAL	\$181,000	\$24,000	\$21,250	\$226,250

The budget for WATS FHWA supplemental tasks in fiscal year 2024-2025 will be as follows:

WATS Supplemental Tasks	FY 2024-2025			
	FHWA	PennDOT	Local	TOTAL
5-A LTAP	\$15,000	\$0	\$0	\$15,000
5-B Safe & Accessible Transportation	\$5,000	\$0	\$0	\$5,000
TOTAL	\$20,000	\$0	\$0	\$20,000

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The budget for RVTA transit planning tasks in fiscal year 2024-2025 will be as follows:

RVTA Transit Planning Tasks	FY 2024-2025		
	Section 5303 Budget		
	Federal MPP	Local	TOTAL
1-B :Transit Privatization (Private Enterprise Planning)	\$3,200	\$800	\$4,000
1-D: Marketing and Economic Development	\$8,000	\$2,000	\$10,000
1-E: Financial Capacity Planning	\$9,800	\$2,450	\$12,250
2-A Transit Programming	\$3,200	\$800	\$4,000
2-D: Public Transit Data (Short Range Planning)	\$4,000	\$1,000	\$5,000
3-B: ADA Transit Planning	\$3,200	\$800	\$4,000
3-C: Transportation Development Plan Update (Long-Range Planning)	\$27,200	\$6,800	\$34,000
4-B: Safety and Drug Control Planning	\$2,400	\$600	\$3,000
TOTAL	\$61,000	\$15,250	\$76,250

Federal Highway Administration Base Allocation Tasks - Lead agency is Lycoming County Planning and Community Development (PCD)

Category 1: Coordination and Economic Development

Task 1-A: Transportation Partnerships for Economic Stimulus

Responsible Agency: Lycoming County PCD

The purpose of this task will be to continue to foster transportation partnership arrangements involving the public and private sectors to accelerate funding of transportation projects that command high local priority for economic development purposes. Emphasis will be placed on funding opportunities to help implement projects contained in the WATS TIP and WATS Long Range Transportation Plan. The PA General Assembly enacted P3 (Public-Private Partnership) legislation to authorize public private transportation partnership opportunities.

Major Activities Previously Completed in FY 2022-2024 UPWP

- Work with PennDOT to promote public/private partnerships (P3s) and incentive/innovative financing opportunities in support of community and economic development.
- Continue to partner with the City of Williamsport, Lycoming College, private developers and PennDOT District 3-0 to complete the two phased Traffic Impact Study evaluating proposed transportation system changes in the Old City Revitalization area and implement recommended improvements.

Major Activities To Be Completed in FY 2024-2025 UPWP

- Work with PennDOT to promote public/private partnerships (P3s) and incentive/innovative financing opportunities in support of community and economic development.
- Continue to partner with the City of Williamsport, Lycoming College, private developers and PennDOT District 3-0 to evaluate transportation system changes and needs in the Old City Revitalization area and implement recommended improvements.
- Continue to identify and implement innovative financing mechanisms for major capital projects such as the Pennsylvania Infrastructure Bank (PIB). Promote the PIB as a tool for financing transportation projects, including community reinvestment projects. Work with PennDOT to identify and support sustainable sources of revenue.
- Work with the Williamsport-Lycoming Chamber of Commerce to identify and advance transportation infrastructure projects and initiatives to promote economic development

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Major Deliverables To Be Completed in FY 2024-2025 UPWP

- Participate in PennDOT District 3-0 SR 2014-84M Two phased Traffic Impact Study Status Meetings (As Scheduled)
- Apply for and administer PIB loans to finance major projects (As Needed)
- Participate in PennDOT District 3-0 and partner organizations meetings supporting community and economic development (As Needed)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FHWA PL	\$800	\$800
PennDOT Municipal Liquid Fuels (MLF)	\$106	\$106
Local (Lycoming County)	\$94	\$94
Total	\$1,000	\$1,000

Task 1-C: Coordination

Responsible Agency: Lycoming County PCD

The purpose of this task is to coordinate regional transportation issues and needs with the SEDA-COG MPO, Northern Tier RPO, Williamsport-Lycoming Chamber of Commerce, local municipalities, The PA Wilds, the PA Lumber Heritage Region, and other key partners and stakeholders in the transportation planning process.

Major Tasks Previously Completed in FY 2022-2024 UPWP

- PCD staff regularly participated as a non-voting member on the SEDA-COG MPO, Williamsport-Lycoming Chamber of Commerce Transportation Committee, WATS Transit Advisory Committee and other forums. Technical assistance and advice are provided to these organizations as needed on a variety of transportation related initiatives.
- The WATS MPO Assistant Transportation Planner co-chaired the Transportation Advisory Committee, (TAC), Aviation Task Force. The Task Force, conducted the PA Aviation System study. The study identifies specific measures to close the PA aviation funding gap and identifies strategic areas to leverage aviation investment. The Task Force released the [TAC PA Aviation System Strategic Investment Plan](#) December 2022.
- The WATS MPO Assistant Transportation Planner serves as Vice-Chair of the State Transportation Advisory Committee, (TAC). PCD staff coordinated and held quarterly TAC meetings
- As a member of the PA Aviation Advisory Committee, the Assistant Transportation Planner participated in numerous Committee meetings.

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Continue coordination with SEDA-COG MPO, Northern Tier Regional Planning and Development Commission RPO, The PA Wilds Planning Committee, the PA Lumber Heritage Region, and Williamsport-Lycoming Chamber of Commerce on regional transportation issues and needs.
- Provide technical assistance to PennDOT and other transportation providers as necessary. Assistance may come from non-traditional technical resources, such as county planning, academia, or other public or private planning expertise.
- When appropriate or where reasonable WATS MPO capacity exists, assist PennDOT with outreach to County or local governments and other planning partners. The Office of Planning collaborates with local and county governments, MPO/RPO Planning Partners and the public to plan transportation projects and maintain a multi-modal network. The Office of Planning serves as a resource and administers a

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- number of programs to assist local governments, regional and metropolitan planning organizations, and the public.
- As part of PennDOT's modernization efforts, continue to expand the use of technology to more efficiently provide the opportunity for coordination and collaboration.
 - Participate on the Central PA Transportation Coalition to implement the Regional Transit Needs Assessment Study recommendations and update the Coordinated Human Services Transportation Plan jointly with the SEDA-COG MPO as a regional approach.
 - Work with RVTA, STEP, other regional transit providers, and PennDOT Bureau of Public Transportation to implement the Regional Transit Consolidation Study recommendations.
 - Serve on the State Transportation Advisory Committee.
 - Serve on the PA Aviation Advisory Committee
 - Reach out to area and regional stakeholders to explore the formation of a WATS MPO Freight Advisory Committee to provide insight into freight movement needs, issues, and concerns.

Major Deliverables To Be Completed in FY 2024-2025 UPWP

- Attend Williamsport- Lycoming Chamber of Commerce Transportation Committee Meetings (As Scheduled)
- Chair Central PA Transportation Coalition Meetings (As Scheduled)
- Attend SEDA-COG MPO Meetings (As Scheduled)
- Attend Northern Tier RPO Meetings (As Needed)
- Attend PA Wilds Planning Committee Meetings (As Scheduled)
- Attend PA Lumber Heritage Region Meetings (As Needed)
- Attend Lycoming County municipal Meetings (As Scheduled)
- As TAC Member, Attend TAC Quarterly Meetings (As Scheduled)
- As a PA Aviation Advisory Committee member, Attend AAC Meetings (As Scheduled)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FHWA PL	\$33,880	\$33,880
PennDOT Municipal Liquid Fuels (MLF)	\$4,492	\$4,492
Local (Lycoming County)	\$3,978	\$3,978
Total	\$42,350	\$42,350

Task 1-F: Project Needs Studies

Responsible Agency: Lycoming County PCD

The purpose of this task will be to prepare or participate in Project Needs Studies for major transportation projects, assist PennDOT with environmental analyses, identify and implement innovative financing mechanisms for major capital projects and participate in agency coordination meetings as appropriate.

Major Tasks Previously Completed in FY 2022-2024 UPWP

- No special project assistance requested.

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Prepare and/or participate in project needs studies for transportation problems identified for further study by the WATS Technical and Coordinating Committees, Programming Advisory Committee or through PennDOT. Work with PennDOT and the environmental resource agencies to gain acceptance for the completion of needs studies as part of the planning process as requested.

Major Deliverables To Be Completed in FY 2024-2025 UPWP

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- Prepare and / or Participate in Transportation Project Needs Studies (As Requested)
- Coordinate through Agency Coordination Meeting, (ACM) On Needs Studies (As Required)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FHWA PL	\$400	\$400
PennDOT Municipal Liquid Fuels (MLF)	\$53	\$53
Local (Lycoming County)	\$47	\$47
Total	\$500	\$500

Category 2: Transportation Infrastructure

Task 2-B: Highway Programming

Responsible Agency: Lycoming County PCD

The purpose of this task will be to assist PennDOT in the implementation of the FFY 2023 WATS Transportation Improvement Program, (TIP) as needed in accordance with the PennDOT General Procedural and Financial Guidance documents. Environmental justice activities will be continued and strengthened to ensure that the entire public has the opportunity to become involved in the planning and programming process. The WATS Long Range Transportation Plan will be used to identify new funding candidates for inclusion on the 12 Year Program and TIP. PCD Staff will work with PennDOT to modify or amend the FFY 2023 TIP as needed. In addition, PCD staff will also work with PennDOT and FHWA to develop the FFY 2025 draft TIP, the approval of the 2025 TIP, and the development of the FFY 2027 draft TIP.

Major Tasks Previously Completed in FY 2022-2024 UPWP

- PCD staff assisted PennDOT in the development of the FFY 2023 TIP.
- PCD staff assisted PennDOT and RVTA in development of the draft FFY 2023 Transit TIP.
- PCD worked with PennDOT District 3-0 to implement the PennDOT Connects Municipal Outreach initiative by convening meetings with local municipal officials and other stakeholder groups that participated in the Lycoming County Multi-Municipal Comprehensive Plan Planning Advisory Teams, (PAT's) to review scopes of work for new TIP projects and secure meaningful local feedback to improve transportation and community linkages.
- Completed 2022 and 2023 annual Federal Obligated Projects reports

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Utilize the Project Development PennDOT Connects/Local Government Collaboration meetings to initiate all new projects being considered for inclusion in the 2028-2058 WATS Long Range Transportation Plan Update and TIP/12 Year Program. These meetings will occur prior to program development. Continue to develop this process for transit projects. Cooperation between the WATS MPO, River Valley Transit Authority and PennDOT Engineering District 3-0 is needed to identify and ensure that implementation is successful and that projects with the best scope and cost are advanced through the WATS Long Range Transportation Plan and TIP. Document the process used by the WATS MPO for the PennDOT Connects Initiative.
- Monitor and advance, in conjunction with PennDOT, the non-traditional projects including Appalachian Regional Commission (ARC) Local Access Road projects identified by WATS, PennDOT, and River Valley Transit Authority and projects programmed on the WATS TIP. The WATS MPO will continue to take an active role in status/coordination with project sponsors to help ensure that the projects are advancing, completed on time, and are within budget.

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- Modify/amend FFY 2023-2026 Transportation Improvement Program (TIP) as required. Adopt the Draft FFY 2025-2028 WATS TIP and submit all required information per the TIP checklist. FHWA and FTA regulations, as well as PennDOT's General and Procedural Guidance require that documentation of the process used by the WATS MPO for project selection and prioritization for TIP updates be included with the WATS TIP submittal package.
- Develop the draft FFY 2027-2030 TIP.
- Review and evaluate the effectiveness of the procedures and strategies in the WATS Public Participation Plan. Maintain the implementation of the WATS Title VI / Non-discrimination Plan with updates and changes as they are released.
- Expand and improve Environmental Justice (EJ) activities by implementing the Core Elements of Environmental Justice guidance from PennDOT. The expanded use of social media outlets as a primary source of information within communities should be and will be an avenue for contacting and notifying impacted groups. WATS meeting information will be posted on the Lycoming County website at www.lyco.org
- Maintain Lycoming County/WATS website linkages to PennDOT TIP Visualization applications.
- Continue to collaborate with the State Transportation Commission, (STC) in the Modernized Twelve Year Program (TYP) Public Outreach Campaign. Continue to work with the STC and PennDOT to garner input by encouraging citizens to take the online survey through various methods including meetings, mass email communications, social media, etc. Data and comments collected through the TYP Public Outreach Campaign will also be considered for inclusion in the WATS Long Range Plan, available via the STC website at www.TalkPATransportation.com

Major Deliverables To Be Completed in FY 2024-2025 UPWP

- Support Implementation of PennDOT Connects Project Development/Local Government Collaboration Process and Attend Key Meetings (As Scheduled)
- Modify and Amend FFY 2025-2028 WATS TIP (As Required)
- Work With PennDOT, RVTA and Municipal Officials to Develop and Adopt FFY 2025-2028 WATS TIP and submit TIP checklist package for STC/FHWA/FTA approval (As Per PennDOT General and Procedural Guidance Schedule)
- Update WATS Public Participation Plan, Title VI Policy & Procedure Plan, Limited English Proficiency (LEP) Plan, Americans with Disabilities Act Plan, and Environmental Justice Plan for WATS MPO. These deliverables will be updated during the FFY 2027-2030 WATS TIP update Adoption (1/31/26)
- Completed 2023 annual Federal Obligated Projects reports

BUDGET

Funding Source	FY 2024-2025	TOTAL
FHWA PL	\$4,400	\$4,400
PennDOT Municipal Liquid Fuels (MLF)	\$584	\$584
Local (Lycoming County)	\$516	\$516
Total	\$5,500	\$5,500

Task 2-C: Air Quality Monitoring

Responsible Agency: Lycoming County PCD

Lycoming County is currently designated as an Air Quality Attainment Area for all six pollutants under the Federal Clean Air Act. In the event Lycoming County is designated as a non-attainment area due to changes in the Federal Clean Air Act standards or changes in Lycoming County's air quality, it may be appropriate for the WATS

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MPO transportation planning program priorities to be adjusted accordingly to provide sufficient support and technical assistance to PennDOT to ensure compliance with air quality standards.

Major Tasks Previously Completed in FY 2022-2024 UPWP

- LCPC staff monitored Lycoming County's air quality status in relation to new standards. Since there have been no changes to Lycoming County's air quality attainment status, no action has been needed to respond to new standards at this time.

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Continue to monitor Lycoming County air quality attainment status and new Federal requirements and respond accordingly.
- Where appropriate, work with PennDOT and the PA Department of Environmental Protection (DEP) to monitor and evaluate greenhouse gas emissions in Lycoming County, and assist in implementing Pennsylvania's Climate Change Action Plan.
- Support a re-evaluation of vehicle emissions testing requirements in air quality attainment areas.

Major Deliverables To Be Completed in FY 2024-2025 UPWP

- Initiate Process to Ensure Conformity Analysis on LRTP/TIP Projects in the event Lycoming County falls into non-attainment status for regulated pollutants (As Required)
- Assist in monitoring greenhouse gas emissions and implementing PA Climate Change Action Plan (As Requested and In Accordance With PennDOT/DEP Schedule)
- Support the implementation of Carbon Reduction Program (CRP) funding and projects to reduce transportation emissions (As needed)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FHWA PL	\$400	\$400
PennDOT Municipal Liquid Fuels (MLF)	\$53	\$53
Local (Lycoming County)	\$47	\$47
Total	\$500	\$500

Task 2-E: HPMS Samples

Responsible Agency: Lycoming County PCD

The purpose of these tasks will be to verify and update Highway Performance Monitoring System, (HPMS) data to monitor highway traffic volumes and performance levels along selected segments at the direction of PennDOT in fulfillment of federal requirements. PCD Staff will also assist PennDOT in compiling, expanded, and updating current traffic count database for Lycoming County by taking supplemental (to HPMS) vehicle classification and / or volume counts. Traffic count locations will be identified by PennDOT and the PCD so that overall transportation planning as well as specific project planning data needs are met.

Major Tasks Previously Completed in FY 2022-2024 UPWP

- The PCD Staff met with PennDOT Bureau of Planning and Research staff to conduct Quality Assurance review on selected segments prior to performing the annual HPMS data collection.
- The PCD Staff verified and updated roadway inventory and performance measures on 115 sample sections in support of the HPMS program. All data was entered into the PennDOT Roadway Management System ahead of schedule.

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Major Tasks To Be Completed in FY 2024-2025 UPWP

- Verify and update roadway inventory and performance measures on 115 Highway Performance Monitoring System, (HPMS) sample sections, including any additional segments that may be required based upon revised urban boundary revisions, in accordance with HPMS manual specifications. Submit HPMS data to PennDOT by the first Friday in December of each calendar year.
- In support of the above, appropriate PCD staff will attend one HPMS and one Traffic Workshop sponsored by PennDOT.

Major Deliverables To Be Completed in FY 2024-2025 UPWP

- Updated and verified HPMS data to be used for assessing and reporting highway system performance under the FHWA's strategic planning process.
- Complete 2024 HPMS Sample Sections and Submit Data to PennDOT (12/6/2024)
- Prepare for 2025 HPMS sample section data collection
- Attend PennDOT HPMS and Traffic Workshops (As Scheduled)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FHWA PL	\$3,520	\$3,520
PennDOT Municipal Liquid Fuels (MLF)	\$467	\$467
Local (Lycoming County)	\$413	\$413
Total	\$4,400	\$4,400

Category 3: Long Range Planning

Task 3-A: Long Range Transportation Plan Update and Implementation

Responsible Agency: Lycoming County PCD

The purpose of this task will be to implement and update the WATS Long Range Transportation Plan as necessary by prioritizing/staging all multi-modal transportation capital projects as required in accordance with the process improvements recommended during the reengineering of the planning and programming process. It may also be necessary to revise plan policies. The actions contained in the Lycoming County Comprehensive Plan Update as well as the six Joint Municipal Comprehensive Plans as part of the WATS Long Range Plan will be advanced toward phased implementation. The PCD is addressing environmental justice requirements and providing opportunities for public involvement early and often during the plan update process.

Major Tasks Previously Completed in FY 2022-2024 UPWP

- WATS staff continue to monitor and analyze the 2018-2038 WATS Long Range Transportation Plan including a full analysis of planning priorities, demographic trends, environmental justice analysis, system condition, and other key factors.
- Develop and adopt the 2045 Long Range Transportation Plan.

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Develop Multi-Municipal Growth Area Land Use/Transportation Access Management Plans with priority assigned to preparation of plans for the I-99/US 220 and US 15 South Planning Advisory Team, (PAT) growth areas and incorporate plans with WATS Long Range Transportation Plan Update to ensure future growth does not cause significant impacts to the transportation system in terms of public safety, system preservation and operational efficiency that would require major public investments to correct. Work closely with municipalities having land use jurisdiction to implement plan recommendations.

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- Work with PennDOT, FHWA and FTA to implement provisions of the current federal legislation including performance measures and targets; freight provisions; accelerate project delivery/environmental streamlining; and Transportation Alternatives Set-Aside Program.
- Ensure that FWHA and FTA are provided with an opportunity to participate in the WATS LRTP development process. At a minimum, provide FHWA and FTA with a copy of the draft WATS LRTP documents for review prior to adoption by the WATS MPO.
- The WATS Long Range Transportation Plan project listing should reflect a prioritization / staging of all capital projects with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all of the modes to ensure consistency between the WATS LRTP, Lycoming County Comprehensive Plan, six Multi-Municipal Comprehensive Plans and the WATS TIP consistent with specific Highway and Transit financial guidance.
- Establish and document a process to coordinate changes to the WATS LRTP and WATS TIP to ensure fiscal constraint, to strengthen the linkage between planning and programming, and to expedite the project delivery process. Guidance on fiscal constraint, asset management needs and targets for preservation for the WATS LRTP project lists are available from PennDOT and FHWA.
- Maintain updated economic, geographic, and demographic data and trends for Lycoming County.
- Coordinate with PennDOT, FHWA and FTA on the development of transportation performance measures for both the WATS LRTP and the WATS TIP. FHWA has also requested that additional documentation be included in the LRTP's, if not already part of the current document, as follows:
 - Support the Pennsylvania Strategic Highway Safety Plan (SHSP) focus areas and key strategies.
 - Participate in PennDOT updates to statewide plans as requested.
 - Monitor trends and performance of the WATS transportation system related to PM-1, PM-2, and PM-3 performance measures and targets.
- Support operational and management strategies to improve the performance of existing transportation facilities from regional operational plans (reducing bottlenecks, reducing congestion-including non-recurring congestion, improving mobility and safety) and Vehicle Miles Traveled (VMT) reduction, and energy savings.
- Study (and adjust as necessary) the balances of mobility and access on our downtown road systems, such as advancing transportation improvements needed to support the Old City Revitalization initiative.
- Document and assess capital investment and other strategies to preserve the existing transportation infrastructure
 - track and assess Benefits and Burdens Analysis
 - Track utilization of visualization in planning techniques
 - Track project selection and project prioritization
 - Conduct performance based planning and programming
 - Confirm air quality conformity determinations, where required
- Maintain an updated Public Participation Plan to ensure that WATS remains in full compliance with federal and state public participation requirements and maximizes opportunities to ensure meaningful public involvement in the WATS transportation planning process.
- Implement the Program Development and Project Delivery Process to improve efficiency of project implementation through sound land use/transportation/economic development linkages.
- Track land use planning activities within the WATS planning process and ensure coordination with Lycoming County Comprehensive Plan, six Multi-Municipal Comprehensive Plans and WATS Long Range Transportation Plan, and related freight plans. Initiate any changes in the process that may be identified as part of the documentation.
- Provide input to PennDOT in efforts to identify any training and planning activities targeted to County and local governments, conservation districts and community stakeholders; examples include Smart Growth, Complete Streets, implementation tools, PennDOT One Map, functional classification, HPMS and traffic counting, PennDOT Connects Forms, access management, transit oriented development, healthy

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communities, compliance with the Americans with Disabilities Act, (ADA) connectivity, interchange area development, transportation impact fees and energy savings.

- Partner with PennDOT to advance opportunities to manage travel demand. Travel behavior change should be considered by supporting a broad range of commuting alternatives to single occupancy vehicle (SOV) travel.
- Where appropriate, work to support the improvement of National Highway System, (NHS) intermodal freight connections and National Highway Freight linkages through the WATS Long Range Transportation Plan. Support the Pennsylvania Comprehensive Freight Movement Plan. Enhance the visibility and effectiveness of freight planning in Lycoming County through the implementation of the WATS Long Range Transportation Plan.
- Participate in development of freight plans, freight advisory committees, and development of regional freight inventories.
- Identify ways to implement and support the objectives of the Pennsylvania 2045 statewide Long-Range Transportation Plan, Comprehensive Freight Movement Plan, and State Highway Safety Plan.
- Identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation.
- As a pilot county, utilize PennDOT's Extreme Weather Vulnerability Assessment to: incorporate flooding resiliency into WATS TIP projects; enhance the Lycoming County Hazard Mitigation planning process; and improve emergency preparedness in coordination with the Lycoming County Department of Public Safety, EMS responders and integrate with Lycoming County and municipal Emergency Operations Plans.
- Develop and implement analysis of natural hazard risk to transportation infrastructure especially flooding and landslides.
- Support creation of a WATS TIP reserve item for responding to slide and subsidence impacts to the state road system
- Participate in Transportation Impact Studies (TISs) and review of Highway Occupancy Permits (HOPs) to ensure planned development is coordinated with sound land use/transportation linkages/economic development, and that all transportation modes have been adequately considered.
- Work with PennDOT and local governments to implement access control measures in highway corridors as an alternative to future capacity improvements such as, preserving right-of-way, implementing transportation impact fees, and/or developing official maps.
- Partner with PennDOT in developing strategies to advance to conclusion, modify, or implement plans and projects that are outside of the WATS MPO fiscal constraint based on cash flow.
- Develop intergovernmental planning processes for multi-municipal, corridor-focused land use/transportation assessments for targeted geographic areas. Areas targeted should be reflective of placed-based circumstances, including but not limited to population growth or decline, shifts in human and economic resources, and other regional trends identified in the WATS Long Range Transportation Plan and should precede the identification of specific WATS TIP projects. Planning activities should be initiated in collaboration with County, local and PennDOT District 3-0 stakeholders and should be consistent with available program resources, PennDOT / WATS MPO planning tools. Planning activities shall also, be consistent with the Lycoming County Comprehensive Plan and the Multi-Municipal Comprehensive Plans. Planning activities should lead to better consideration of land use priorities and transportation network operations in the selection and prioritization of highway, bridge, transit and multi-modal projects.
- Seek more inclusion and collaboration with municipal officials, school district and other stakeholder organizations as part of the PennDOT Connects collaboration process on transportation planning issues and at early stages of project development.
- Support evaluation of transit service extensions to growth areas and regionally (beyond Lycoming County) where providing such service is cost effective, meets mobility needs, and promotes economic activity.
- Identify and promote ways to increase transit usage, especially targeted to the 65 and older population.

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- Promote transit-oriented development
- As part of Transportation Systems Management and Operations (TSMO), continue to assess the need and appropriateness of traffic operations and Intelligent Transportation Systems (ITS) elements through the WATS Long Range Plan and Transportation Improvement Program. Traffic operations / ITS projects and strategies deployed in the WATS MPO region should be consistent with PennDOT's TSMO and Traffic Operations Policies and Guidelines. The projects should be included in the Northcentral Regional Operations Plan, (ROP). Update regional ITS architecture, where appropriate.
- Assist in implementation of the Regional Operations Plan as required.
- Conduct analysis of PennDOT reportable crash data as it is released to identify trends and temporal/spatial patterns to assist in developing sound, data-driven safety projects. Participate in other data driven safety planning activities and road safety audits that lead to better consideration of safety in the selection and prioritization of highway and transit projects. The WATS MPO will consider road safety audit study(s) through the WATS UPWP in collaboration / consultation with PennDOT District 3-0. A safety planning workgroup has been established to help implement safety initiatives.
- Continuously monitor and evaluate procedures used for collecting statistical data (race, sex, national origin/limited English, age, disability, income, etc.) of participants in, and beneficiaries of transportation programs by tracking participation in public meetings and reviewing new regional census data. Data will be current and accurate. Revisions will be reflected in the Benefits and Burdens Analysis.
- Explore the development of transportation system equity analysis and development of recommendations to be included in the 2045 Long Range Transportation Plan
- As part of WATS MPO efforts to assist PennDOT with asset management activities, include transportation inventories of local transportation assets:
 - Locally owned bridges less than 20ft.
 - Locally owned, non-federal aid roadways, where applicable
- Promote and support data driven transportation asset management especially preventative maintenance, preservation, and "lowest lifecycle cost" approaches by municipal governments.
- Identify low volume functionally redundant bridges for removal prior to them becoming structurally deficient
- Identify low volume rural roads for conversion to gravel
- Support transportation projects that contribute to the improvement of the overall road and bridge system of Lycoming County
- Identify, develop, and maintain additional transportation related datasets needed for sound decision making
- As part of additional considerations for inventories, WATS should develop minimum data collection requirements for inventories identified and work with PennDOT to refine these requirements:
 - Signage, including inventories for retro-reflectivity per FHWA's requirements
 - Traffic signals
 - Freight facilities
 - Bicycle / Pedestrian facilities (To avoid data duplication, WATS will confer with DCNR prior to data compilation)
 - Transit fleets/facilities/routes
 - ITS Infrastructure
 - Others as determined by WATS
- For FY 2024-2025 WATS will consider the development of potential pilots for Freight and Bicycle/Pedestrian facilities data collection; including consideration of purchasing data collection equipment for such facilities, if required. If appropriate, establish work groups to ensure consistency of data collection statewide.
- For FY 2024-2025 WATS will consider the development of corridor-based studies of traffic patterns and volumes and acquire software and training as necessary to support these activities
- Coordinate with the Airport Authority to preserve and expand commercial air services including securing improved service to respond to business needs.

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- Work with Montoursville Borough, Airport Authority, Rail Authority and PennDOT District 3-0 to advance a federal earmark funded project to improve access to the Williamsport Regional Airport along Montour Street.
- Support the restoration and maintenance of competitive commercial air service opportunities at the Williamsport Airport
- Continue to participate on the PA Aviation Advisory Committee.
- Coordinate with SEDA-COG Joint Rail Authority, Norfolk Southern and local industries on rail service needs, review Rail Freight Assistance Program and Rail Transportation Assistance Program applications and attend PUC Field Investigations on rail / highway grade crossing alterations. Identify rail safety project candidates for programming under the rail safety TIP line item. Identify and evaluate additional opportunities to develop rail served industrial sites
- Continue to work closely with SEDA-COG MPO to maintain an updated Joint Coordinated Human Services Public Transportation Plan.
- Implement the existing Lycoming County Greenways, Recreation and Open Space Plan and Susquehanna Trail Feasibility Study recommendations by advancing the Susquehanna Greenway Trail project between Williamsport and Jersey Shore.
- Coordinate with the Susquehanna Greenway Partnership on regional greenway initiatives such as the proposed Genesee – Susquehanna Greenway.
- Trails and multiuse paths are considered core transportation infrastructure within the Lycoming County multimodal transportation system and are noted as such within the WATS 2045 WATS Long Range Transportation Plan. Development of these assets is primarily achieved through implementation of the 2008 Lycoming County Comprehensive Recreation, Parks, Open Space & Greenway Plan. WATS staff will take a lead role in initiating a review and update to this document in order to support the following federal planning factors:
 - *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency*
 - *Increase the safety of the transportation system for motorized and non-motorized users*
 - *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns*
 - *Enhance the integration and connectivity across and between modes for people and freight*
 - *Enhance travel and tourism.*

This update will also support local and state planning goals by providing coordinated development of safe, accessible multiuse infrastructure for non-motorized mobility.

- Jointly identify and integrate a prioritization concept that identifies critical multi-modal transportation facilities and intermodal connectors that support the state's economy and connect the regions of the state to important employment centers, workforce catchment areas and national and international markets. The network (to be defined through the prioritization process) provides the integral core connections for moving people and freight across the state, linking businesses and residents to regional, national and international destinations.
- Support projects that further access and interconnections between multiuse nonmotorized trail systems.
- Assist municipal governments and other local entities with developing and implementing bicycle and pedestrian safety audits.
- Identify appropriate corridors in need of transportation/land use studies and work with partner organizations to contract for studies
- Identify appropriate corridors throughout the County for complete streets improvements
- Continue to participate on municipal and regional bicycle/pedestrian planning committees to develop and implement active transportation projects and initiatives.

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Major Deliverables To Be Completed in FY 2024-2025 UPWP

- Ensure WATS MPO implementation of 2045 Long Range Transportation Plan (As required)
- Monitor and Report on Performance Measures Included In the WATS 2045 Long Range Transportation Plan (As Required)
- Use Available Data Sources and Work With PennDOT and FHWA to Analyze Safety, Pavement/Bridge System and Freight Performance Measures and Targets (As Required)
- Update WATS 2045 WATS Long Range Transportation Plan (As Needed)
- Complete Environmental Justice Benefits and Burdens Analysis and complete, update, and amend the “Core Elements” of Environmental Justice for WATS LRTP and TIP (As Required)
- As a Member, Attend PA Aviation Advisory Committee Meetings (As Scheduled)
- Attend PA PUC Field Investigations on highway/rail crossings (As Scheduled)
- Attend SEDA-COG Joint Rail Authority Board Meetings (As Scheduled)
- Attend Williamsport Regional Airport Authority Meetings (As Scheduled)
- Attend Susquehanna Greenway Partnership Meetings (As Needed)
- Assist in Advancement of Genesee-Susquehanna Greenway Project Development Activities (As Requested)
- Support grant applications for projects that support any of the focus areas or implementation and monitoring strategies of the 2045 Long Range Transportation Plan
- Assist in Advancement of Montour Street Extension Project Development To Improve Access to New Williamsport Regional Airport Terminal. (As requested)
- Develop and Prioritize Critical Multi-Modal Facilities and Connectors (As per PennDOT Guidance and Schedule)
- Attend City of Williamsport and other regional and local Bicycle/Pedestrian Committee Meetings (As Scheduled)
- Coordinate through Agency Coordination Meeting (ACM) on Long Range Transportation Plan (As Required)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FHWA PL	\$56,000	\$56,000
PennDOT Municipal Liquid Fuels (MLF)	\$7,425	\$7,425
Local (Lycoming County)	\$6,575	\$6,575
Total	\$70,000	\$70,000

Task 3-D: Highway Designations

Responsible Agency: Lycoming County PCD

The purpose of this task will be to review and update highway designations, which include but are not limited to the Interstate Systems, the Enhanced National Highway System, Federal Functional Classification System, Critical Urban and Rural Freight Corridors, and Scenic Byways designations when appropriate.

Major Tasks Previously Completed in FY 2022-2024 UPWP

- Reviewed as a part of the 2023 – 2045 WATS MPO Long Range Transportation Plan update.

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Review National Highway System, National Highway Freight Network, NHS intermodal connectors, and urbanized boundary updates for the WATS area, at a minimum every ten years in conjunction with the Census.

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- Work with PennDOT as requested to complete evaluation process to support eventual I-99 designation for US-15 north from the terminus of I-180 to the New York state line.

Major Deliverables to be completed in FY 2024-2025 UPWP

- Lycoming County Functional Class Map updates (As needed)
- Revise NHS Related Mapping (As per PennDOT Schedule To Be Determined)
- Identify and Apply for Federal or State Scenic Byways Designations (As needed)
- Assist PennDOT with review of the Metropolitan Planning Area and urbanized area boundaries as a result of US Census data (As needed)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FHWA PL	\$1,600	\$1,600
PennDOT Municipal Liquid Fuels (MLF)	\$212	\$212
Local (Lycoming County)	\$188	\$188
Total	\$4,000	\$4,000

Category 4: Program Management

Task 4-A: WATS MPO Administration

Responsible Agency: Lycoming County PCD

The purpose of this task will be to ensure timely and effective administration of the WATS transportation planning program through development of the Unified Planning Work Program, submission of quarterly progress reports and invoices, preparation of the LCPC / WATS annual report, scheduling and holding WATS Technical, Coordinating, and Transit Advisory Committee meetings, and ensuring adherence to the MPO public involvement procedures and environmental justice requirements in all planning related activities.

Major Tasks Previously Completed in FY 2022-2024 UPWP

- PCD and RVTA staff prepared the FY 2024-2025 WATS Unified Planning Work Program (UPWP).
- PCD prepared and submitted eight quarterly progress reports and invoices to PennDOT detailing progress on transportation planning activities contained in the UPWP.
- PCD ensured compliance with the MPO adopted public involvement procedures and environmental justice requirements.
- The 2022 and 2023 LCPC/ WATS annual report was prepared and submitted to all planning partners and stakeholder organizations.

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Develop and adopt the FY 2026-2028 WATS Unified Planning Work Program, including the following
 - Submit all documents required for contract execution, including Exhibits “2” and “3” and authorizing signature resolutions. Begin preparation of the FY 2026-2028 UPWP in accordance with the next two-year update cycle.
 - Identify carryover/ongoing supplemental planning tasks as candidates when the UPWP is updated.
 - Provide separate budget tables for each year of the UPWP and document as part of the two-year agreement. Identify specific work program tasks in the appropriate fiscal year.
- Submit progress reports and invoices to PennDOT not later than 30 days following the reporting period.

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- Completion of timesheets, expense forms, and reports documenting completion of work activities within this work program.
- Scheduling, set-up, and assistance with all in-person and virtual WATS MPO meetings, WATS MPO committee meetings, and public meetings.
- Provide meeting notices, agendas and meeting materials to WATS Committee members not less than 5 working days prior to meetings and distribute the meeting minutes within 30 working days after the meetings. Continue using electronic distribution of materials to WATS membership/meeting attendees and post on the county website www.lyco.org/wats-mpo
 - **WATS Technical Committee**
 - **WATS MPO Coordinating Committee**
 - **WATS MPO Transit Advisory Committee**
 - **WATS MPO Bicycle & Pedestrian Advisory Committee**
- If the WATS MPO Freight Advisory Committee is formed, provide meeting notices, agendas and meeting materials to WATS Committee members not less than 5 working days prior to meetings and distribute the meeting minutes within 30 working days after the meetings. Continue using electronic distribution of materials to WATS membership/meeting attendees and post on the county website www.lyco.org/wats-mpo
- WATS members to submit agenda materials to LCPC. (Not less than 10 working days prior to meetings.)
- Assist with the research, evaluation, recommendation, and procurement of supplies and equipment for the WATS MPO.
- Assist with the submission and processing of contractor/vendor invoices for various MPO projects or studies.
- Ensure the WATS MPO has access to PennDOT's SharePoint website for efficient document and information sharing purposes. PennDOT utilizes this site as a resource to provide documents to Planning Partners.
- Ensure space is provided on the county website for PennDOT to share statewide documents (STIP, LRTP, etc....) with the public for review and comment. WATS will continue the use of social media for its public outreach efforts and seek opportunities to expand the use of social media. This and other forms of public outreach for MPO planning documents and other MPO activities are performed in accordance with the WATS MPO Public Participation Plan.
- Administer and maintain the WATS MPO social media pages.
- As appropriate, work with FHWA to implement the new OMB Super Circular requirements, which went into effect December 26, 2014. The Super Circular addresses new requirements for monitoring contractors and sub recipients, allowable costs, etc.
- Prepare and submit the WATS MPO Annual Reports to PennDOT, other planning partners and stakeholder organizations.
- Continue to develop and expand the use of the www.lyco.org, the Lycoming County website, to share planning and programming information and the tenets and requirements of current federal legislation with the public and tribal governments.
- Ensure that WATS is addressing the requirements for Disadvantaged Business Enterprises (DBE) as part of its contracting practices. Refer to the Pennsylvania Unified Certification Program (PA UCP) website at www.paucp.com for a list of certified DBEs. For information regarding the PA UCP or DBE certification, contact the PennDOT Bureau of Equal Opportunity (BEO) at (717) 787-5891 or toll free at (800) 468-4201. Deliverables: A listing of all contracts, including DBE goals established for them, if applicable. The WATS MPO should be able to explain the method used for determining a contract's DBE goal and provide documentation to that effect. For each work program task, including actual payments to DBE firms. For auditing purposes, maintain copies of cancelled checks issued to DBE firms or another appropriate form of payment verification. Utilize the new DBE reporting form and state deliverable dates on a quarterly basis. The DBE form is located on the Office of Planning's

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- SharePoint website under Program Center, Financial / Contract Management, Financial and Contracts. Participate in equal opportunity, non-discrimination and DBE trainings offered by PennDOT, FHWA and FTA. Work with the Bureau of Equal Opportunity and Program Center to provide WATS MPO training on site. WATS will invite other interested local partners (including RVTA, STEP and the Williamsport Regional Airport) to participate in these trainings. PennDOT DBE training includes all aspects of 49 CFR Part 26 and is fully consistent with DBE procedures for FTA grantees.
- Participate in training for the Commonwealth's Small Business Procurement Initiative (SBPI) and the Small Diverse Business Program (SDB – formerly the Disadvantaged Business Program). The purpose of the SBPI is to increase opportunities for small businesses to compete for award of Commonwealth contracts as prime contractors. Please refer to www.dotsbe.pa.gov for more information.
 - Where appropriate, work with PennDOT and RVTA to review and update their cooperative Planning Agreements to accurately document their collaborative planning process and determine their respective and mutual roles, responsibilities, and procedures governing their cooperative efforts in carrying out the federal and state required transportation planning processes, including performance measures implementation.
 - To meet the spirit and intent of Title VI, continue to facilitate opportunities for all populations to participate in the planning and programming process, including minority, non-English speaking and Limited English Proficiency (LEP), and low-income groups. As appropriate, develop communication materials to enhance participation of these groups. As needed, procure LEP services within the confines of the WATS UPWP Agreement and state procurement guidelines.
 - Support staff development through relevant conferences, workshops, and seminars. Research, register, and attend training events and activities to enhance the abilities of WATS staff to implement the activities described within this work program if not specifically identified within another task.
 - Submit all documents for American Planning Association dues, AICP testing and AICP application fees for MPO staff to maintain AICP.
 - Attend PennDOT Planning Partners' and other statewide meetings (As scheduled)

Major Deliverables To Be Completed in FY 2024-2025 UPWP

- Ensure WATS MPO Adoption of FY 2026-2028 UPWP (1/31/2025)
- Submit all documents including Exhibits "2" and "3" and Authorizing Resolution for FY 2026-2028 UPWP Contract Execution (3/14/25)
- Submit WATS Quarterly Progress Reports and Invoices (Within 30 Calendar Days Following Reporting Period)
- Email WATS Meeting Packets to Members (Not Less Than 5 Calendar Days Prior To Meeting)
- Distribute WATS Meeting Minutes to Members (Within 30 Calendar Following Meeting)
- Submit 2024 LCPC/WATS Annual Report to PennDOT 9/30/24)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FHWA PL	\$80,000	\$80,000
PennDOT Municipal Liquid Fuels (MLF)	\$10,608	\$10,608
Local (Lycoming County)	\$9,392	\$9,392
Total	\$100,000	\$100,000

Category 5: Supplemental Tasks

Task 5-A: Local Technical Assistance Program (LTAP) Administration

Responsible Agency: Lycoming County PCD

The PennDOT Local Technical Assistance Program, PennDOT LTAP, is part of a national initiative to transfer transportation technology through training, technical assistance, and other customer services to municipal elected officials and their staff. PennDOT LTAP provides technical information and proven technologies to meet the growing demands on municipal governments. In an effort to expand and promote LTAP services to the 52 municipalities within the single county region, WATS proposes to assist PennDOT with facilitating LTAP training and Technical Assistance visits during FY 2024-2025.

This planning effort will be undertaken as outlined below:

- A. Develop a priority-training list that identifies training needs within the municipality. Using the priority-training list, WATS will work with PennDOT to schedule training dates. WATS will then provide a facility for training courses on the selected date(s) of training.
- B. Advertise training to all 52 municipalities and PennDOT's Municipal Service Representatives through letters, course brochures, emails, etc..., announcing the training dates and locations. All registrations for training courses will be coordinated directly through WATS. Provide PennDOT registration information one week prior to the scheduled course date(s).
- C. Market the value of PennDOT's LTAP and its long-term impact on the workforce. Provide a mechanism for municipalities to contact WATS with issues that LTAP can assist with by offering training or tech assists and ascertain from the municipalities what format is most beneficial for them to receive local technical assistance.
- D. Attend county conventions such as the Lycoming County Association of Township Officials, West Branch COG equipment show, municipal meetings, etc..., as needed to market LTAP services. Utilize the www.lyco.org county website to market LTAP as well.
- E. Participate in an annual LTAP MPO/RPO meeting and other PennDOT meetings as required. Attend LTAP training courses and participate in at least one technical assistance on-site visit in Lycoming County.
- F. Submit quarterly reports detailing all LTAP project activities and expenditures to PennDOT Project Managers. Prepare an annual report that summarizes the evaluations in a report detailing the process used to market LTAP in Lycoming County. Summarize the outcomes and recommendations for future activities with LTAP in Lycoming County.

Major Tasks Previously Completed In FY 2022-2024

- Scheduled, Marketed and Facilitated 16 in-person LTAP Training Courses In Lycoming County
- Marketed 75 LTAP Virtual Courses and Drop-In webinars
- Trained 116 Municipal Officials Attending LTAP Courses In Lycoming County
- Developed LTAP Budget, Travel and Marketing Plans
- Completed LTAP 2022 and 2023 Annual Reports
- Participated In Lycoming County Association of Township Officials, West Branch COG Equipment Shows, and other conferences/events to Market LTAP Programs and Services
- Attended LTAP Annual Planning Partner Meetings
- Participated in Tech Assists With Municipal Officials

Major Tasks To Be Completed in FY 2024-2025

- Continue Identifying Priority Training Needs and Scheduling LTAP Courses
- Continue Promoting LTAP Technical Assistance Offerings and Attending On Site Visits
- Continue Marketing LTAP Through Newsletters, Flyers, Email Alerts, Press Releases, Social Media Posts, Website Content and Attendance At Municipal Conventions and Equipment Shows
- Integrate LTAP With Other Transportation Activities and Programs

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Major Deliverables To Be Completed in FY 2024-2025 UPWP

- Issue Municipal Training Needs Survey and Compile Results (12/31/24)
- Schedule and facilitate 2024 LTAP Training Classes Within Lycoming County (7/31/24)
- Schedule and facilitate 2025 LTAP Training Classes Within Lycoming County (6/30/25)
- Complete Marketing and Other Preparations To Support Strong Municipal Attendance at LTAP Classes (Within 10 Days of Class)
- Work with municipalities to schedule and promote Technical Assistance visits (As needed)
- Attend Technical Assistance Visits (As Scheduled)
- Attend Lycoming County Association of Township Officials Spring and Fall Conventions, West Branch COG Equipment Shows, and other conferences/events To Market LTAP (As Scheduled)
- Attend PennDOT LTAP Planning Partner Meetings (As Scheduled)
- Submit LTAP / WATS 2024 and 2025 Annual Reports (By July 31 of Each Year)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FHWA	\$15,000	\$30,000
PennDOT	\$0	\$0
Local (Lycoming County)	\$0	\$0
Total	\$15,000	\$30,000

Task 5-B: Safe & Accessible Transportation

Responsible Agency: Lycoming County PCD

The purpose of this task is to ensure administration and review of Complete Streets planning to ensure the safe and adequate accommodations of all users, to include pedestrians, bicyclists, public transportation users, children, older individuals, individuals with divers-abilities, motorist, and freight vehicles within WATS MPO.

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Assist municipal governments and other local entities with developing and implementing bicycle and pedestrian safety audits
- Continue to participate on municipal and regional bicycle/pedestrian planning committees to develop and implement active transportation projects and initiatives
- Implement the existing Lycoming County Greenways, Recreation and Open Space Plan and Susquehanna Trail Feasibility Study recommendations by advancing the Susquehanna Greenway Trail project between Williamsport and Jersey Shore (Susquehanna River Walk extension, etc.)
- Coordinate with the Susquehanna Greenway Partnership on regional greenway initiatives such as the proposed Genesee – Susquehanna Greenway
- Trails and multiuse paths are considered core transportation infrastructure within the Lycoming County multimodal transportation system and are noted as such within the WATS 2018-2038 WATS Long Range Transportation Plan. Development of these assets is primarily achieved through implementation of the 2008 Lycoming County Comprehensive Recreation, Parks, Open Space & Greenway Plan. WATS staff will take a lead role in initiating a review and update to this document in order to support the following federal planning factors:
 - *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency*
 - *Increase the safety of the transportation system for motorized and non-motorized users*
 - *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns*

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- Enhance the integration and connectivity across and between modes for people and freight
- Enhance travel and tourism

This update will also support local and state planning goals by providing coordinated development of safe, accessible multiuse infrastructure for non-motorized mobility.

- Utilize WATS 2023-245 LRTP Complete Streets screening criteria for roadway projects:
 - Is the roadway located in a US Census urbanized area?
 - Has roadway already been identified for complete streets improvements through another planning process?
 - Is roadway functional classification appropriate for mixed mode transportation?
 - Does the roadway meet any of the following conditions:
 - Located in or adjacent to a college or other school campus
 - Located in a business district or mixed use commercial zone
 - History of at least 1 nonmotorized serious injury or fatality in the past 5 years
 - Located along fixed route transit service
 - Located in or adjacent to a high concentration of low income, or persons with disability census block group
- As part of additional considerations for inventories, WATS should develop minimum data collection requirements for inventories identified and work with PennDOT to refine these requirements:
 - Signage, including inventories for retro-reflectivity per FHWA's requirements
 - Traffic signals
 - Freight facilities
 - Bicycle / Pedestrian facilities (To avoid data duplication, WATS will confer with DCNR prior to data compilation)
 - Transit fleets/facilities/routes
 - ITS Infrastructure
 - Others as determined by WATS

Major Deliverables to be completed in FY 2024-2025 UPWP

- Attend Susquehanna Greenway Partnership Meetings to discuss Complete Streets related initiatives and activities (As Needed)
- Assist in Advancement of Genesee-Susquehanna Greenway Project Development Activities (As Requested)
- Coordinate the WATS MPO Bicycle/Pedestrian Advisory Committee meetings and provide feedback to WATS Technical and Coordinating Committees (minimum twice annually)
- Attend City of Williamsport and other regional and local Bicycle/Pedestrian Committee Meetings to discuss Complete Streets related initiatives and activities (As Scheduled)
- Begin data collection of bicycle/pedestrian infrastructure facilities and other active transportation facilities to include but no limited to usage, infrastructure type, safety, asset management data, etc. WATS MPO will use the trail counters to gather usage counts, etc. on Lycoming County bicycle/pedestrian infrastructure. This data will influence and be utilized in transportation planning and/or future initiatives.

BUDGET

Funding Source	FY 2024-2025	TOTAL
FHWA PL	\$5,000	\$5,000
PennDOT Municipal Liquid Fuels (MLF)	\$0	\$0
Local (Lycoming County)	\$0	\$0
Total	\$5,000	\$5,000

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Transit Tasks - Lead Agency is River Valley Transit Authority (RVTA)

Category 1: Coordination and Economic Development

Task 1-B: Transit Privatization (Private Enterprise Planning)

Responsible Agency: River Valley Transit Authority (RVTA)

Coordinate activities between public and private transportation providers to reduce overall operating expenses, meet RVTA's established maintenance goal for private sector utilization, and promote potential public / private partnerships

Actions & Procedures:

1. Evaluate existing and potential new service in terms of possible contracting opportunities in order to reduce overall operating expenses. (Ongoing)
2. Coordinate charter activities with local private carrier in response to the revised FTA Charter Service Regulations 49 CFR Part 604 and submit quarterly reports to FTA. (Quarterly)
3. Investigate contracting opportunities for demand responsive carriers to provide complementary paratransit service for RVTA to meet the ADA service requirements. (Ongoing)
4. Continue to utilize the private sector in several areas of vehicle maintenance, which have proven to be less costly than if RVTA provided the services directly. Meet an established goal of spending at least twenty-five percent (25%) of RVTA's maintenance budget on contracts with private enterprise. Continue to work with the private sector in terms of CNG technology on RVTA's CNG transit vehicles. (Ongoing)
5. RVTA will engage local municipalities to develop long term agreements for the securement of annual local match funds as well as engagement of private enterprise to provide additional route guarantee funding when opportunity exists. (Ongoing)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FTA Metropolitan Planning Program (MPP)	\$3,200	\$3,200
Local (City of Williamsport)	\$800	\$800
Total	\$4,000	\$4,000

Task 1-D: Marketing and Economic Development

Responsible Agency: River Valley Transit Authority (RVTA)

Create marketing plans for the fixed route system, the ADA complementary paratransit service and the Williamsport Historic Trolleys to encourage additional ridership and improve the public awareness of mass transportation. Design and implement campaigns and events that include promotion on many social media platforms to encourage additional interaction and public input and participation in River Valley Transit Authority's operations. Outreach opportunities will be developed to be more involved in the community.

Actions & Procedures:

1. RVTA continues to promote our public image and expanded range of services to attract new passengers and improve overall ridership. Marketing initiatives include timely updating and continued maintenance of RVTA's website, Digital screen advertising for bus service promotion, integrating social media with Avail Technologies FRITS system, PennDOT's *Find My Ride* Program, developing a social media strategy, updating RVTA's outreach programs, and creation of an annual ride guide publication. (Ongoing)

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2. RVTA will continue to enhance communication strategies by expanding the use of our website (www.ridervt.com) and other social media outlets to expand and improve public participation activities to ensure that all stakeholders have the opportunity to become involved in RVTA's planning and programming process including RVTA's UPWP, TIP, Six-Year Capital Improvement Program, ADA, DBE, Title VI programs as well as provide opportunities to request reasonable accommodations. (Ongoing)
3. Continue to promote and update RVTA's "My Ride" app, which provides bus passengers with real-time information about bus arrival and departure times at individual bus stops via online connections. (Ongoing)
4. To better accommodate LEP patrons, RVTA will continue to develop communication strategies to expand and improve activities to ensure that all stakeholders have the opportunity to become involved in RVTA's planning and programming process. RVTA will analyze Census tract statistical data on patrons' race, sex, national origin/limited English, age, disability, income, etc. to properly market activities to meet the needs of our customers. (Ongoing)
5. RVTA will evaluate past promotional activities for the fixed route service, as well as, the marketing campaigns for bus service including Williamsport Historic Trolleys, Little League World Series, Lycoming County Fair, MLB Games, and City of Williamsport's Recreation Department. (Ongoing)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FTA Metropolitan Planning Program (MPP)	\$8,000	\$8,000
Local (City of Williamsport)	\$2,000	\$2,000
Total	\$10,000	\$10,000

Task 1-E: Financial Capacity Planning

Responsible Agency: River Valley Transit Authority (RVTA)

Utilize RVTA's accounting/financial management system and operating management information system to monitor RVTA's financial capacity and develop an ongoing financial plan.

Actions & Procedures:

1. Develop a long-term financial strategy to reduce operating expenses and improve financial sustainability. Evaluate RVTA's current financial stability utilizing system wide data collected and the anticipated levels of federal, state, and local funding for the next four years. This assessment will include transit costs (capital, operating, and maintenance, modernization) to use in making service decisions. (12/31/2024)
2. RVTA will review our fare adjustment policy and evaluate current farebox recovery levels to identify an optimal price point for passenger fares and discounted fare media. (Ongoing)
3. RVTA will pursue new federal funding sources through discretionary transportation grant opportunities, as well as, state, local and other alternative funding sources for the funding of fixed route public transportation service. (Ongoing)
4. To reduce costs and increase employee efficiency, RVTA will increase the utilization of web-conferencing, webinars, and other electronic outreach methods in meeting public participation, as well as, employee training. (Ongoing)
5. RVTA intends to deploy a comprehensive fleet management program to replace numerous systems including fuel management, inventory management, building maintenance and procurement management. This program will streamline various processes and procedures increasing employee efficiency and bridging antiquated tasks between operations, maintenance and finance. (12/31/2024)

BUDGET

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Funding Source	FY 2024-2025	TOTAL
FTA Metropolitan Planning Program (MPP)	\$9,800	\$9,800
Local (City of Williamsport)	\$2,450	\$2,450
Total	\$12,250	\$12,250

Category 2: Transportation Infrastructure

Task 2-A: Transit Programming

Responsible Agency: River Valley Transit Authority (RVTA)

Maintain and preserve RVTA's existing transit facilities and services consistent with WATS Long Range Plan policies and economic development efforts.

Actions & Procedures:

1. Pursue projects listed on RVTA's FFY 2022-2025 Transportation Improvement Program (TIP) for Transit, which includes Capital, Planning, and Operating Assistance programs and amend the current TIP when necessary. (Ongoing)
2. RVTA will develop an FFY 2024-2029 TIP for review and approval by the WATS Technical and Coordinating Committees. (9/30/2024)
3. Develop a six-year capital improvement program (2024-2030) for approval by the various funding sources to be included in the 2024 & 2025 Performance Report and Plan Updates. (6/30/2025)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FTA Metropolitan Planning Program (MPP)	\$3,200	\$3,200
Local (City of Williamsport)	\$800	\$800
Total	\$4,000	\$4,000

Task 2-D: Public Transit Data (Short-Range Planning)

Responsible Agency: River Valley Transit Authority (RVTA)

Update RVTA's time series data, ADA paratransit service data, operating data for each individual route and complete the annual National Transit Database Report.

Actions & Procedures:

1. Collect ridership data from the FRITS program, which provides real-time analysis of farebox data and streamlines the retrieval of farebox data, to determine ridership levels on all RVTA routes and provide a detailed examination of the efficiency, productivity, and financial performance on an individual route basis. (12/31/2024)
2. Collect monthly ADA paratransit passenger data. (Ongoing)
3. Compile the necessary statistical information needed to complete RVTA's annual National Transit Database Report for FY 2022 and FY 2023. (10/30/2024)
4. RVTA will utilize PennDOT's Capital Planning Tool (CPT) asset management system to manage RVTA's assets that include rolling stock, facilities, and equipment. This system was designed to make it easier for the

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Bureau of Public Transit and transit agencies to share and exchange information related to assets, projects, funding, and grants. (Ongoing)

- RVTA will annually certify that all data reported is accurate by performing quality/accuracy checks of data used to calculate Act 44 grant awards. RVTA will have procedures in place to test and analyze data for quality/accuracy prior to submission into dotGrants. (12/31/2024)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FTA Metropolitan Planning Program (MPP)	\$4,000	\$4,000
Local (City of Williamsport)	\$1,000	\$1,000
Total	\$5,000	\$5,000

Category 3: Long Range Planning

Task 3-B: ADA Planning

Responsible Agency: River Valley Transit Authority (RVTA)

Maintain full compliance with the Americans with Disabilities Act of 1990 and DOT regulations and assure that the ADA paratransit service is responsive to the needs of its intended clients.

Actions & Procedures:

- Continue to meet periodically throughout the fiscal year with the WATS Transit Advisory Committee to provide guidance, assistance, and oversight at a policy level to RVTA, STEP, Lycoming County and the WATS Technical and Coordinating Committees in the interest of assuring effective and equitable paratransit service for persons with disabilities. The Transit Advisory Committee will review all transportation related projects and services to provide public involvement and outreach to all stakeholders in the transportation planning process, as well as, rating the transportation service being provided. (Ongoing)
- Continue to maintain informal consultation and outreach activities regarding ADA on an ongoing basis and be responsible for (1) certifying ADA eligible clients, (2) coordinating scheduling and service delivery with STEP, (3) monitoring ridership and operating expenses on a monthly basis, and (4) providing liaison with social service agencies and advocacy groups concerning all transportation services provided by RVTA to disabled patrons. (Ongoing)
- Conduct a lift use survey in which the operators record the number of times they operate the wheelchair lift/ramp during the day. (5/31/2025)
- Execute a service delivery contract for operating RVTA+ complementary paratransit service, if required. (8/1/2024)
- Disseminate brochures and provide information on the website regarding RVTA+ to individuals and relevant organizations, counseling with individual clients and in some cases with social service agencies about particular needs of certain clients, and resolving questions and complaints regarding ADA related services. (Ongoing)
- Provide voter registration opportunities for individuals with disabilities in compliance with the National Voter Registration Act of 1993 ("motor voter law") and the 1995 Pennsylvania Voter Registration Act. (Ongoing)

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7. Continue to coordinate with STEP on the ADA paratransit service. (Ongoing)
8. Continue informal consultation and outreach activities regarding services for persons with disabilities. (Ongoing)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FTA Metropolitan Planning Program (MPP)	\$3,200	\$3,200
Local (City of Williamsport)	\$800	\$800
Total	\$4,000	\$4,000

Task 3-C: Transportation Development Plan Update (Long-Range Planning)

Responsible Agency: River Valley Transit Authority (RVTA)

Monitor and update River Valley Transit's Authority (RVTA's) 2024 Performance Report and Plan Updates in terms of the overall system performance, capital improvements, service regionalization plan and the maintenance program.

Actions & Procedures:

1. RVTA will utilized a consultant to implement a Transit Development Plan process to generate a current TDP. (12/31/2024)
2. Complete RVTA's 2024 Performance Report and Plan Updates to monitor RVTA's operations and performance on an ongoing basis, identify trends and issues that may affect the system in the future, and to analyze options for preserving and enhancing public transportation in the Williamsport area. (12/31/2024)
3. Conduct annual customer service satisfactions surveys to receive data and identify common trends in customer satisfaction and dissatisfaction to identify potential service improvements. Utilize data from Avail Technologies *F.R.I.T.S. (Fixed Route Intelligent Transportation System)* technology platform to track usage patterns and monitor current route KPI to identify inefficiencies and low performing routes. Seek and evaluate alternative Fixed Route Transit models including Micro-Transit corridors to replace low performing standard fixed route service. (06/30/2025)
4. RVTA will work on the action items identified in PennDOT's most recent Act 44 Performance Review Report. RVTA will continue implementation of the Authority's current Strategic Plan (ongoing)
5. RVTA will analyze various congestion management strategies, which include, encouraging greater use of transit services by all transportation users, establishing and promoting park-n-ride facilities from regional areas and urban fringe areas and investigate the feasibility of alternative fixed route service models. RVTA will continue to work with surrounding counties to develop and implement regional connector routes to major employers and healthcare facilities to the west and south of Lycoming County. (Ongoing)
6. RVTA will work with FTA and PennDOT to implement MAP-21 and Act 44 provisions including performance management measures and targets, as well as, updating RVTA's long-range transportation plan and WATS MPO Long-Range Transportation Plan. (Ongoing)
7. RVTA will update our six-year capital improvement program (2023-2028) to ensure a high level of quality service including the continued operation of the compressed natural gas (CNG) fueling facility and the continual purchase of CNG transit vehicles. RVTA's Fixed Route rolling stock will be 98% CNG fueled by FY24. RVTA will continue to work with the PA Department of Environmental Protection to monitor and evaluate greenhouse gas emissions in our service area and apply for AFIG grants when applicable. (12/31/2024)
8. RVTA will schedule semi-annual public transit advisory committee meetings to provide the public an opportunity to participate in the development of all transportation program and services provided by RVTA. RVTA will continue to develop communication strategies by expanding the use of our website

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- (www.ridervt.com) and other social media outlets to improve our public participation activities. This is to ensure that all stakeholders have the opportunity to become involved in RVTA's planning and programming process including RVTA's UPWP, TIP, Six-Year Capital Improvement Program, ADA, DBE and Title VI programs. (Ongoing)
9. RVTA will coordinate transportation needs with STEP, Inc. including the provision of ADA paratransit service to maintain compliance with the Americans with Disabilities Act (ADA). (Ongoing)
 10. In terms of transit regionalization, RVTA will continue to manage the Endless Mountains Transportation Authority (EMTA), Bradford, Sullivan, and Tioga counties fixed route and shared ride provider. RVTA will continue to participate in seeking alternative transportation solutions for neighboring Counties and Transportation performance measures will be developed and evaluated annually for any pilot service. (Ongoing)
 11. RVTA will continue to update our FTA Title VI Program to remain in compliance with FTA regulations. To better accommodate LEP patrons, RVTA will develop communication strategies to expand and improve activities to ensure that all stakeholders have the opportunity to become involved in RVTA's planning and programming process. RVTA's Title VI Program includes non-English speaking and Limited English Proficiency (LEP) and low-income groups. (Ongoing)
 12. RVTA will continue to update our FTA approved DBE Program to remain in compliance. RVTA's DBE Plan will be renewed with the beginning of FY2024. This DBE Plan contains a Small Business Participation Element and utilizes the Pennsylvania Unified Certification Program (PA UCP). RVTA will continue to report DBE utilization semi-annually to FTA. (Ongoing)

BUDGET

Funding Source	FY 2024-2025	TOTAL
FTA Metropolitan Planning Program (MPP)	\$27,200	\$27,200
Local (City of Williamsport)	\$6,800	\$6,800
Total	\$34,000	\$34,000

Category 4: Program Management

Task 4-B: Safety and Drug Control Planning

Responsible Agency: River Valley Transit Authority (RVTA)

Maintain compliance with the Omnibus Employee Testing Act of 1991 and Public Transportation Safety Plan requirements.

Actions & Procedures:

1. Maintain compliance with the FTA's Omnibus Transportation Employee Testing Act of 1991 as outlined in regulations 49 CFR Part 655 and 40, which includes Pre-Employment, Reasonable Suspicion, Random, Post-Accident, Return-to-Duty, and Follow-up. (Ongoing)
2. Maintain RVTA's Public Transportation Agency Safety Plan as required by 49 CFR Part 673. This includes a top down, organizational wide approach to managing safety risk and ensuring the effectiveness of a transit agency's safety risk mitigation. (Ongoing)
3. Continue to acquire safety and security equipment on RVTA transit vehicles and facilities as part of RVTA's policies related to the transit-related terrorism act. Utilize available training programs from TSA for Bus Operations and Supervisors. (Ongoing)
4. RVTA will continue to participate with PennDOT on safety planning activities related to highway and traffic improvements in Lycoming County and surrounding areas. (Ongoing)

BUDGET

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Funding Source	FY 2024-2025	TOTAL
FTA Metropolitan Planning Program (MPP)	\$2,400	\$2,400
Local (City of Williamsport)	\$600	\$600
Total	\$3,000	\$3,000

Appendices

- [Appendix A: WATS Bylaws](#)
- [Appendix B: List of Acronyms](#)
- [Appendix C: Resources used to develop planning priorities](#)
- [Appendix D: Combined PCD/RVTA Budget Tables](#)
- [Appendix E: Cost Allocation Plan](#)
- [Appendix F: WATS Salary Schedule](#)
- [Appendix G: Summary of Public Comments](#)

APPENDIX A: WATS Bylaws

ARTICLE 1: NAME AND PURPOSE

Section 1: 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: 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:

1. Establish a setting: Establish and manage a fair and impartial setting for effective regional decision-making in the planning area.
2. 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).
3. 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, and (3) Good quality of life.
4. 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.
5. Involve the public: Continually involve the general public and other affected constituencies in the essential functions listed above.

ARTICLE II: MEMBERSHIP

Section 1: 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 Authority General Manager
- SEDACOG Joint Rail Authority Executive Director
- Williamsport Regional Airport Executive Director
- Lycoming County Association of Township Officials Representative
- Lycoming County Boroughs Representative

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 Chairman 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.

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At the final scheduled public meeting within a calendar year, the Coordinating Committee will set a public meeting schedule for the upcoming year. Prior to this meeting, the WATS Secretary will contact all Lycoming County boroughs and solicit interest in participating in the committee in the upcoming year. 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. 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 years 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.

Section 2: In addition to the 11 voting members, the Coordinating Committee shall include 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 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 3: 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 Authority 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 Chairman 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.

Section 4: In addition to the 7 voting members, the Technical Committee shall include four (4) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration

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- PA Department of Community and Economic Development
- 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 5: 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. 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 on bicycle and pedestrian safety and mobility needs in Lycoming County.

Section 6: 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 7: 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 Authority
- 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 Boroughs Representative

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

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

ARTICLE III. AUTHORITY

Section 1: 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: 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 Chairman 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: 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: The WATS MPO may recess into executive session only for purposes authorized under the PA Open Records Act and shall be conducted in the manner prescribed by the Act.

ARTICLE IV: PROVISIONS

Section 1: Vacancies 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 any member, or their representative, 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.

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ARTICLE V: ADMINISTRATIVE DUTIES

Section 1: 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: 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 Authority.
- 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.
- The WATS MPO website will be maintained at www.lyco.org.
- All WATS MPO administrative records and files shall be 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 shall be 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.

ARTICLE VI. AMENDMENT

Proposed amendment 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.

These foregoing bylaws were adopted by the WATS MPO Coordinating Committee at a public meeting held the 25th day of January 2021.

APPENDIX B: List of Acronyms

AADT: Annual Average Daily Traffic
AASHTO: American Association of State Highway and Transportation Officials
ACM: Agency Coordination Meeting
ADA: Americans with Disabilities Act of 1990
ADT: Average Daily Traffic
ACS: American Community Survey
AIP: Airport Improvement Program
ALP: Airport Layout Plan
APA: American Planning Association
ARFF: Aircraft Rescue and Firefighting
ARLE: Automated Red Light Enforcement
ATCT: Air Traffic Control Tower
BAMS: Bridge Asset Management System
BIL: Bipartisan Infrastructure Law
BMP: Best Management Practice
BMS: Bridge Management System
CBD: Central Business District
CCAP: County Commissioners Association of Pennsylvania
CFMP: Comprehensive Freight Management Plan
CMA: Congestion Management Agency
CMAQ: Congestion Mitigation and Air Quality
CMP: Congestion Management Process
CNG: Compressed Natural Gas
COFC: Container on Flat Car
CSVT: Central Susquehanna Valley Transportation Project
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources
DEP: Department of Environmental Protection
DOI: Decade of Investment
DVMT: Daily Vehicle Miles Traveled
ECMS: Engineering and Construction Management System
EJ: Environmental Justice
EMC: Emergency Management Coordinator
ENS: Emergency Notification System
EOC: Emergency Operations Center
EOP: Emergency Operations Plan
EPA: Environmental Protection Agency
FAA: Federal Aviation Administration
FAST: Fixing America's Surface Transportation Act
FBO: Fixed Base Operator
FD: Final Design
FEMA: Federal Emergency Management Agency
FFY: Federal Fiscal Year
FHWA: Federal Highways Administration
FRA: Federal Railroad Administration
FTA: Federal Transit Administration
GIS: Geographic Information Systems
GWA: Greater Williamsport Alliance Planning Area

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HAT: Height Above Terrain
HOP: Highway Occupancy Permit
HPMS: Highway Performance Monitoring System
HSIP: Highway Safety Improvement Program
IIJA: Infrastructure Investment and Jobs Act
ILS: Instrument Landing System
ISTEA: Intermodal Surface Transportation Efficiency Act
IRI: International Roughness Index
ITE: Institute of Transportation Engineers
ITS: Intelligent Transportation System
JACIP: Joint Automated Capital Improvement Program
JRA: Joint Rail Authority (SEDA-COG)
LCPC: Lycoming County Planning Commission
LEP: Limited English Proficiency
LOLD: Letter of Local Determination
LOS: Level of Service
LPN: Linking Planning & NEPA
LRTP: Long Range Transportation Plan
LTAP: Local Technical Assistance Program
LUTED: Land Use, Transportation, and Economic Development
LVRR: Lycoming Valley Railroad
MALSR: Medium Intensity Approach Lighting System
MAP-21: Moving Ahead for Progress in the 21st Century Act
MATP: Medical Assistance Transportation Program
MLF: Municipal Liquid Fuels Program
MOU: Memorandum of Understanding
MPC: Municipalities Planning Code
MPMS: Multimodal Project Management System
MPO: Metropolitan Planning Organization
MSA: Metropolitan Statistical Area
MTF: Multimodal Transportation Fund
NACTO: National Association of City Transportation Officials
NAICS: North American Industry Classification System
NBIS: National Bridge Inspection Program
NEPA: National Environmental Policy Act
NHPP: National Highway Performance Program
NHS: National Highway System
NIMS: National Incident Management System
NPIAS: National Plan of Integrated Airport Systems
NPS: Nonpoint Source
NWI: National Wetlands Inventory
OPI: Overall Pavement Index
P3: Public Private Partnership
PAC: Program Advisory Committee
PAMS: Pavement Asset Management System
PAPI: Precision Approach Indicators
PAT: Planning Advisory Team
PCT: Pennsylvania College of Technology
PE: Preliminary Engineering
PEMA: Pennsylvania Emergency Management Agency

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PennDOT: Pennsylvania Department of Transportation
PHMC: Pennsylvania Historical & Museum Commission
PNDI: Pennsylvania Natural Diversity Inventory
PPP: Public Participation Plan
PSAB: Pennsylvania State Association of Boroughs
PSATS: Pennsylvania State Association of Township Supervisors
PSP: Pennsylvania State Police
PUC: Pennsylvania Public Utility Commission
RAISE: Rebuilding American Infrastructure with Sustainability and Equity
RLR: Rail Line Relocation and Improvement
RMS: Roadway Management System
ROP: Regional Operations Plan
ROW: Right of Way
RPO: Rural Planning Organization
RRIF: Railroad Rehabilitation & Improvement Financing
RTAP: Rail Transportation Assistance Program
RVTA: River Valley Transit Authority
SAFETEA-LU: Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy For Users
SAMI: Safety and Mobility Initiative
SD: Structurally Deficient
SEDA-COG: Susquehanna Economic Development Association Council of Governments
SHSP: Strategic Highway Safety Plan
SOV: Single Occupancy Vehicle
STAMPP: Systematic Techniques to Analyze and Manage PA Pavements
STC: State Transportation Commission
STIP: Statewide Transportation Improvement Program
STP: Surface Transportation Program
TAM: Transit Asset Management
TAP: Transportation Alternatives Program
TEA-21: Transportation Equity Act for the 21st Century
TIA: Transportation Impact Assessment
TIS: Transportation Impact Study
TIP: Transportation Improvement Program
TMA: Transportation Management Area
TMDL: Total Maximum Daily Load
TOFC: Trailer on Flat Car
TRB: Transportation Research Board
TSA: Transportation Security Administration
TSMO: Transportation System Management & Operations
TYP: Twelve-Year Program
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation
VASI: Visual Approach Slope Indicators
VMT: Vehicle Miles Traveled
WATS: Williamsport Area Transportation Study

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APPENDIX C: Resources Used to Develop Planning Priorities

United States federal government planning priorities

United States Department of Transportation, Federal Highways Administration. [MAP-21](#).

United States Department of Transportation, Federal Highways Administration. [Fixing America's Surface Transportation Act or "FAST Act"](#).

United States Department of Transportation, Federal Highways Administration. [Bipartisan Infrastructure Law \(BIL\)](#).

Pennsylvania statewide planning priorities

PennDOT. [Pennsylvania 2045 Long-Range Transportation Plan](#).

PennDOT. [Strategic Highway Safety Plan](#).

PennDOT. [Comprehensive Freight Movement Plan](#).

Lycoming County local planning priorities

Lycoming County Department of Planning and Community Development. [Lycoming County Comprehensive Plans](#).

Lycoming County Department of Planning and Community Development. [Recreation, Parks, Open Space & Greenway Plan](#).

Lycoming County Department of Planning and Community Development. [Lycoming County Hazard Mitigation Plan](#).

Williamsport Area Transportation Study MPO. [Moving in the Right Direction: Long Range Transportation Plan 2018-2038](#).

SEDA-COG MPO and Williamsport Area Transportation Study MPO. [Coordinated Public Transit-Human Services Transportation Plan](#).

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APPENDIX D: Combined PCD/RVTA Budget Tables

The budget for WATS work program tasks in fiscal year 2024-2025 will be as follows:

WATS Work Program Tasks	FY 2024-2025					
	FHWA PL (80%)	PennDOT MLF (10.6077)	Local (9.3923%)	FTA MPP	Local	TOTAL
CATEGORY 1: Coordination and Economic Development	\$35,080	\$4,651	\$4,119	\$21,000	\$5,250	\$70,100
<i>1-A Transportation Partnerships</i>	\$800	\$106	\$94	\$0	\$0	\$1,000
<i>1-B :Transit Privatization (Private Enterprise Planning)</i>	\$0	\$0	\$0	\$3,200	\$800	\$4,000
<i>1-C Coordination</i>	\$33,880	\$4,492	\$3,978	\$0	\$0	\$42,350
<i>1-D: Marketing and Economic Development</i>	\$0	\$0	\$0	\$8,000	\$2,000	\$10,000
<i>1-E: Financial Capacity Planning</i>	\$0	\$0	\$0	\$9,800	\$2,450	\$12,250
<i>1-F Project Needs Studies</i>	\$400	\$53	\$47	\$0	\$0	\$500
CATEGORY 2: Transportation Infrastructure	\$8,320	\$1,104	\$976	\$7,200	\$1,800	\$19,400
<i>2-A Transit Programming</i>	\$0	\$0	\$0	\$3,200	\$800	\$4,000
<i>2-B Highway Programming</i>	\$4,400	\$584	\$516	\$0	\$0	\$5,500
<i>2-C Air Quality Monitoring</i>	\$400	\$53	\$47	\$0	\$0	\$500
<i>2-D: Public Transit Data (Short Range Planning)</i>	\$0	\$0	\$0	\$4,000	\$1,000	\$5,000
<i>2-E HPMS Samples</i>	\$3,520	\$467	\$413	\$0	\$0	\$4,400
CATEGORY 3: Long Range Planning	\$57,600	\$7,637	\$6,763	\$30,400	\$7,600	\$110,000
<i>3-A Long Range Planning</i>	\$56,000	\$7,425	\$6,575	\$0	\$0	\$70,000
<i>3-B: ADA Transit Planning</i>	\$0	\$0	\$0	\$3,200	\$800	\$4,000
<i>3-C: Transportation Development Plan Update (Long-Range Planning)</i>	\$0	\$0	\$0	\$27,200	\$6,800	\$34,000
<i>3-D Highway Designation</i>	\$1,600	\$212	\$188	\$0	\$0	\$2,000
CATEGORY 4: Program Management	\$80,000	\$10,608	\$9,392	\$2,400	\$600	\$103,000
<i>4-A WATS MPO Administration</i>	\$80,000	\$10,608	\$9,392	\$0	\$0	\$100,000
<i>4-B: Safety and Drug Control Planning</i>	\$0	\$0	\$0	\$2,400	\$600	\$3,000
TOTAL	\$181,000	\$24,000	\$21,250	\$61,000	\$15,250	\$302,500
CATEGORY 5: Supplemental Tasks	\$20,000	\$0	\$0	\$0	\$0	\$20,000
<i>5-A LTAP</i>	\$15,000	\$0	\$0	\$0	\$0	\$15,000
<i>5-B Safe & Accessible*</i>	\$5,000	\$0	\$0	\$0	\$0	\$5,000
TOTAL	\$201,000	\$24,000	\$21,250	\$61,000	\$15,250	\$322,500

*FHWA SPR funds with no required local match ratio

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APPENDIX E: Cost Allocation Plan, County of Lycoming

Planning Commission

Cost Allocation Plan 2020

Retirement	68,208.19	overhead		
Social Security	65,983.28	18.006%	567,056.03	Total
Medical Insurance	239,484.37		404,110.03	Fringe
Prescription Drugs	25,270.70			
Life Insurance	432.74		162,946.00	Indirect Costs
Unemployment	3,972.00			
Worker Compensation	758.75			
Total	404,110.03			

	404,110.03		
Personnel Expense	904,972.63	=	44.654%

For reimbursement/budget purposes

44.654%	71.26%	indirect
18.006%	28.74%	fringe
62.660%	1	

Part-time

Social Security	65,983.28	7.291%
Unemployment	3,972.00	0.439%
Worker Compensation	758.75	0.084%
	70,714.03	7.814%

7.814%

PT Fringe Rate

Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

APPENDIX F: WATS Salary Schedule

Lycoming County Planning Commission Salary and Indirect Costs Rates 2020 7.814% Part time 44.654% 18.006%					
	Salary	County	County	Costing	Billing
	Rate	Fringe	Indirect	Rate	Rate
Bixel, Alexa	22.614	10.098	4.072	36.784	68.000
Daily, Austin	25.720	11.485	4.631	41.836	78.000
Feigles, Edward	35.950	16.053	6.473	58.476	108.000
Fleming, Maleick	23.180	10.351	4.174	37.705	70.000
Fry, Amy	36.780	16.424	6.623	59.826	111.000
Gartelman, Christine	16.740	7.475	3.014	27.229	51.000
George, Heather	22.930	10.239	4.129	37.298	69.000
Green, Kelsey	24.560	10.967	4.422	39.949	74.000
Haas, Mark	30.860	13.780	5.557	50.197	93.000
Hodges, Christopher	24.100	10.762	4.339	39.201	73.000
Hook, Sherrie	20.230	9.034	3.643	32.906	61.000
Hubbard, David	25.950	11.588	4.673	42.210	78.000
Lavelle, John	40.550	18.107	7.301	65.959	122.000
Lehman, Heather	27.650	12.347	4.979	44.975	83.000
Lewis, Stacy	23.810	10.632	4.287	38.729	72.000
Murawski, Mark	43.940	3.433	7.912	55.285	68.000
Murphy Richard	32.830	14.660	5.911	53.401	99.000
Picciano, Jennifer	34.680	15.486	6.244	56.410	105.000
Rossmann, Shannon	53.790	24.019	9.685	87.495	162.000
Strunk, Dana	21.890	9.775	3.942	35.606	66.000
Vitko, Salvatore	27.260	12.173	4.908	44.341	82.000
Williams, Scott	34.070	15.214	6.135	55.418	103.000
TOTAL STAFF	650.084	274.101	117.054	1041.239	1896.000

Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

APPENDIX G: Summary of public comments

No public comments were received.

Williamsport Area Transportation Study Metropolitan Planning Organization

WILLIAMSPORT AREA
TRANSPORTATION STUDY MPO

FFY 2025-FFY 2028
TRANSPORTATION IMPROVEMENT
PROGRAM

ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call 1 (570) 320-2130.

Vietnamese:

LƯU Ý: Nếu quý vị nói một ngôn ngữ khác không phải tiếng Anh, các dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho quý vị. Gọi 1 (570) 320-2130.

Korean:

주의: 영어 이외의 다른 언어를 사용하는 경우, 언어 지원 서비스를 이용할 수 있습니다. 1 (570) 320-2130 으로 전화하십시오.

French:

« ATTENTION : Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. Appelez le 1 (570) 320-2130. »

Somali:

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale aanan ahayn Ingiriisiga, adeegyada gargaarka luqadda ayaa lagu diyaarin karaa. Wac 1 (570) 320-2130.

Russian:

ВНИМАНИЕ: если вы говорите на другом языке, вам может быть оказана языковая помощь. Обратитесь в информационно-справочную службу по номеру: 1 (570) 320-2130.

Ukrainian:

УВАГА: якщо ви розмовляєте іншою мовою, вам може бути надана мовна допомога. Зверніться до інформаційно-довідкової служби за номером: 1 (570) 320-2130.

Simplified Chinese:

请注意：如果您说英语以外的另一种语言，我们可以为您提供语言帮助服务。请致电 1 (570) 320-2130.

Traditional Chinese:

請注意：如果您說英語以外的另一種語言，我們可以為您提供語言幫助服務。請致電 1 (570) 320-2130.

Arabic:

تنبيه: إذا كنت تتحدث لغة أخرى غير اللغة الإنجليزية، يمكننا توفير خدمات المساعدة اللغوية لك. اتصل 1 (570) 320-2130 بالرقم

Burmese:

သတိပြုရန်- သင်သည် အင်္ဂလိပ် ဘာသာစကား မဟုတ်သော အခြား ဘာသာစကားကို ပြောလျှင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရရှိနိုင်ပါသည်။ 1 (570) 320-2130 သို့ ခေါ်ဆိုပါ။

Japanese:

注意：英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることができます。電話 1 (570) 320-2130.

Hindi:

सूचना: यदि आप अंग्रेजी के अलावा कोई अन्य भाषा बोलते हैं, तो आपको भाषा सहायता सेवाएं उपलब्ध कराई जा सकती हैं। कॉल करें 1 (570) 320-2130.

Italian:

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione. Chiama 1 (570) 320-2130.

Polish:

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (570) 320-2130.

Nepali:

ध्यान दिनुहोस्: यदि तपाईं अंग्रेजीबाहेक अन्य भाषा बोल्नुहुन्छ भने तपाईंलाई भाषा सहायता सेवा उपलब्ध गराउन सकिन्छ। 1 (570) 320-2130 मा फोन गर्नुहोस्।

Urdu:

توجہ دیں: اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو آپ کی زبان میں مدد کے لیے آپ کو خدمات فراہم کرائی جاسکتی ہیں۔ براہ کرم 1 (570) 320-2130 پر کال کریں۔

Spanish:

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (570) 320-2130.

Greek:

ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε 1 (570) 320-2130.

WATS MPO Discrimination Policies Public Notice

Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) hereby gives notice that it is the policy of the MPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, E.O. 12898, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States shall, on the grounds of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by the MPO.

Any person who believes they have been aggrieved by a discriminatory practice under Title VI of the Civil Rights Act of 1964 has a right to file a formal complaint with the MPO. Any such complaint must be in writing and filed with WATS MPO's Title VI Compliance Coordinator and/or the appropriate state or federal agency within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information on WATS' discrimination policies or to obtain a copy of the WATS Complaint Procedures please contact Scott R. Williams, Lycoming County Planning & Community Development, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2130; fax number (570) 320-2135; email address: swilliams@lyco.org or visit the WATS MPO Public Involvement website at <https://www.lyco.org/WATS-MPO/Involvement>.

The MPO will provide auxiliary services to anyone who requires an auxiliary aid or service for effective communication or a modification of policies or procedures in order to participate in a program, service, or activity of the MPO. The MPO will attempt to satisfy other requests as it is able. Please make your request for auxiliary services to Scott R. Williams, Lycoming County Planning & Community Development, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2130; fax number (570) 320-2135; email address: swilliams@lyco.org.

Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) hereby gives notice that it is the policy of the MPO to assure full compliance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA). WATS MPO will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. WATS' public meetings are always held in ADA-accessible facilities and in transit accessible locations when possible. In the event that a WATS MPO meeting will be held only in a virtual format (public health emergency, etc.) the dial-in numbers, conference codes, and meeting links will be advertised and posted on the WATS MPO social media sites, and the WATS MPO Committee website. Auxiliary services can be provided to individuals who submit a request at least four (4) business-days prior to a meeting. Requests made within three (3) business-days will be accommodated to the greatest extent possible.

Any person who believes they have been aggrieved by an unlawful discriminatory practice by WATS MPO based on the Americans with Disabilities Act (ADA), and/or Section 504 of the Rehabilitation Act, has a right to file a formal complaint with the MPO. Any such complaint may be in writing and filed with WATS MPO and/or the appropriate state or federal agency. For more information on WATS' discrimination policies or to obtain a copy of the WATS Complaint Procedures, or Complaint Form please contact Scott R. Williams, Lycoming County Planning & Community Development, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2130; fax number (570) 320-2135; email address: swilliams@lyco.org or visit the WATS MPO Public Involvement website at <https://www.lyco.org/WATS-MPO/Involvement>.

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Williamsport Area Transportation Study

A Metropolitan Planning Organization (MPO) is a planning body composed of elected and appointed officials representing local, state and federal governments or other agencies having an interest or responsibility in the local transportation system. The MPO is responsible for creating a Long-Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP). An MPO can be a regional, multicounty organization or a single county. The Williamsport Area Transportation Study (WATS) is the single county MPO covering Lycoming County. The role of the WATS MPO is to develop transportation policies, programs and projects, which move people and goods in a safe, efficient manner, promote economic development, protect the environment, and preserve Lycoming County's outstanding quality of life amenities. The Lycoming County Department of Planning and Community Development (PCD) staff assumes lead responsibility for undertaking Federal Highway Administration (FHWA) funded planning tasks while River Valley Transit Authority (RVTA) is responsible for undertaking the Federal Transit Administration (FTA) transit planning tasks contained in this work program. WATS public meetings are now held at least quarterly throughout the year. All WATS Technical and Coordinating Committee meetings are publicly advertised in compliance with the PA Open Meetings Law and WATS Public Participation Plan.

Committee Structure

The WATS Coordinating Committee is the policy-making body of the MPO. The Coordinating Committee consists of eleven (11) voting representatives as follows:

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

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

The WATS Technical Committee reviews all relevant transportation issues, programs and projects in Lycoming County and formulates recommendations to the Coordinating Committee. The Technical Committee consists of seven (7) voting members as follows:

- PennDOT Center for Program Development and Management Representative, Chair
- PennDOT Engineering District 3-0 Representative
- Lycoming County Planning and Community Development Director

- Lycoming County Planning Commission Member
- River Valley Transit Authority General Manager
- City of Williamsport Engineer/Community Development Director
- Williamsport Regional Airport Executive Director

In addition to the 7 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
- Fullington Trailways

The WATS 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 consists 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 County school district school
- River Valley Transit Authority
- 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 Representative

Additionally, WATS has a Transit Advisory Committee to assist with transit planning.

WATS staff and contacts

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 shall be the Lycoming County Transportation Supervisor who will act as WATS Secretary. 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 River Valley Transit Authority to perform the Federal Transit Administration funded UPWP transit planning work tasks.
- 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 Third Street Plaza 6th Floor Conference Room located at 33 W. Third 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. In the event that an in-person meeting is not feasible (public health emergency, etc.) the WATS MPO will provide detailed information on a virtual meeting option to include: date, time, dial-in number, conference code, and link to the virtual meeting software (Microsoft Teams, Skype, etc.) for the public meeting.
- Ensure that all WATS MPO adopted plans, programs and policies are implemented.

Lycoming County Department of Planning and Community Development Contacts

Shannon Rossman, AICP, Director		
Telephone:	(570) 320-2132	Email: srossman@lyco.org
John Lavelle, AICP, Deputy Director		
Telephone:	(570) 320-2138	Email: jlavelle@lyco.org
Scott R. Williams, Transportation Supervisor & WATS MPO Secretary		
Telephone:	(570) 320-2141	Email: swilliams@lyco.org
Austin Daily, Transportation Planner		
Telephone:	(570) 320-2141	Email: adaily@lyco.org
Mark Murawski, Assistant Transportation Planner		
Telephone:	(570) 320-8117	Email: mmurawski@lyco.org
Salvatore Vitko, Transportation Planner		
Telephone:	(570) 320-2140	Email: svitko@lyco.org

WATS information is accessible on the Lycoming County website: www.lyco.org/WATS-MPO

The mailing address for the Lycoming County Department of Planning & Community Development:

48 W 3rd St Williamsport, PA 17701.

Development of this 2025-2028 Transportation Improvement Program

The WATS Transportation Improvement Program, (TIP) is a document identifying all highway, bridge, and public transit projects containing Federal, State and local funds being programmed within Lycoming County during the next four Federal Fiscal Years. These types of projects cannot proceed until they are included on the TIP. The TIP is developed cooperatively between PennDOT, the Lycoming County PCD and RVTA for review and approval by the WATS MPO every two years. Again, an extensive MPO public involvement process is employed during development of the TIP. Projects are identified from the WATS Long Range Transportation Plan consistent with financial guidance provided by PennDOT, as the TIP must also be fiscally constrained. Upon approval by the WATS MPO, the TIP is forwarded to PennDOT, FHWA, and FTA for final approval. Modifications or formal amendments to the TIP can be considered by the MPO at any time. The MPO has adopted TIP Administrative Procedures to process TIP modifications and formal amendments. Since Lycoming County is designated as an air quality attainment area currently meeting the Clean Air Act standards, the WATS Long Range Transportation Plan and WATS TIP are not subject to an air quality conformity analysis.

Acronyms and abbreviations

In order to condense the informationally rich content related to transportation project development, many codes, abbreviations, and acronyms are freely deployed. Please see [Appendix A](#) for keys to acronyms and abbreviations contained in this document.

TIP Development Timeline

All TIP development conducted in accordance with the [WATS Public Participation Plan \(see Appendix B\)](#) amended by the WATS Coordinating Committee on February 13, 2023.

During the March 1 – March 30, 2024 Draft 2025-2028 Transportation Improvement Program (TIP) Public Comment Period the WATS MPO implemented an extensive social media public outreach program in compliance with the WATS MPO Public Participation Plan. The MPO posted 14 separate posts on Facebook, 12 separate posts on Instagram, and 14 separate tweets on Twitter. The posts included information on the different aspects of the Draft 2025-28 TIP as well as reminders of when the Public Comment Period closes, where interested residents can find more information regarding the Draft 2025 - 28 TIP, and where to direct questions/comments.

June 7, 2023	Coordination Meeting with WATS staff, PennDOT Central Office, and PennDOT District 3-0
August 15, 2023	Coordination Meeting with WATS staff, PennDOT Central Office, and PennDOT District 3-0
November 29, 2023	Coordination Meeting with WATS staff , PennDOT Central Office, FHWA, and PennDOT District 3-0
January 17, 2024	Draft 2025 WATS TIP Coordination Meeting with WATS staff, PennDOT Central Office, and PennDOT District 3-0
January 22, 2024	Review of full draft of 2025-2028 TIP projects with WATS Technical Committee
February 5, 2024	Review of full draft 2025-2028 TIP with WATS Coordinating Committee with authorization to advertise for public comment period
March 1 – March 30, 2024	Public Comment Period
March 14, 2024	Presentation of TIP at Lycoming County Commissioner's
March 21, 2024	Presentation of TIP at Lycoming County Planning Commission Public Meeting
March 25, 2024	Virtual Draft WATS MPO 2025-2028 TIP Public Hearing
April 29, 2024	Final Review by WATS Technical Committee
May 13, 2024	Adoption by WATS Coordinating Committee

The WATS 2025-2028 TIP development timeline is on the next page.



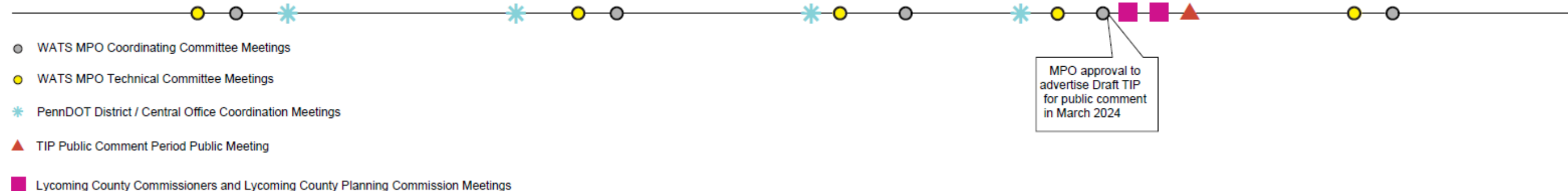
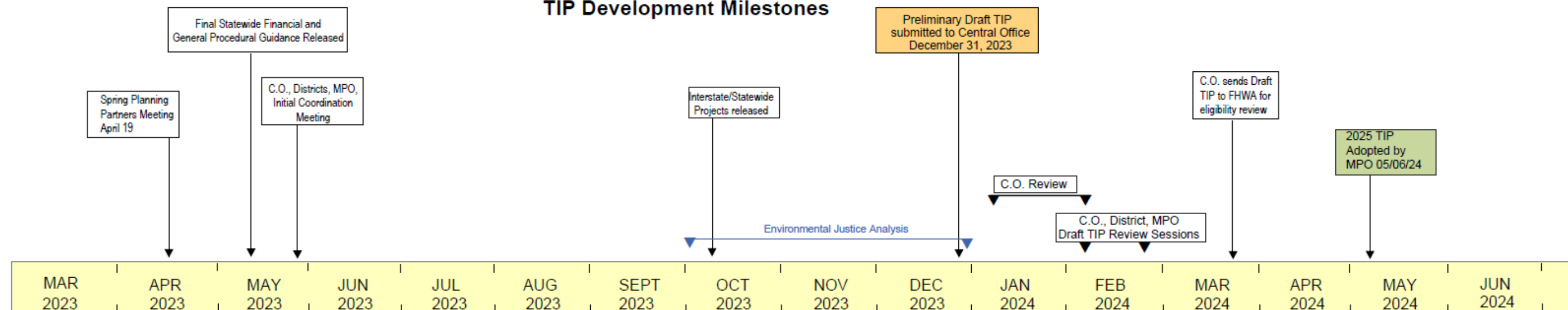
05/05/23

2025 TIP Update Timeline

Public Involvement



TIP Development Milestones



Other Milestones:

By 8/31/24 - State Transportation Commission approves the Twelve Year Program.
By 8/31/24 - On behalf of the Governor, PennDOT submits the Statewide Transportation Improvement Program to FHWA/FTA. By 9/30/24 - PennDOT obtains joint approval of the 2025 Program from FHWA/FTA.

Regionally Significant Implemented Projects of 2025-2028 WATS TIP

1. PennDOT Project ID 87918. Bridge Replacement on SR 44, Main St. in Jersey Shore Borough. This is a bridge replacement project correcting issues with the bridge over Lawshee Run (Anticipated completion date 10/21/2024).
2. PennDOT Project ID 99290. Highway Restoration on SR 87 in Fairfield and Upper Fairfield Twps. This is a restoration project on SR 87 from I-180 to PA 973 (Let date: 01/01/25).
3. PennDOT Project ID 116904. Highway Restoration on US 15, Marine Corps League Memorial Hwy. in Cogan House and Jackson Twps. This is a restoration project milling and resurfacing between State Routes (Let date: 7/11/2024).
4. PennDOT Project ID 118500. Ramp roll over warning system on US Route 15 and US Route 180 ramp in the City of Williamsport. This is a corridor safety project installing a dynamic ramp roll over system. (Let date: 10/10/2024).

Project ID 6209, a historic suspension bridge replacement of SR 4001 (Little Pine Creek Rd) over Little Pine Creek in Pine Township continues to move forward. This project was on the previous 2021-2024 TIP, but was delayed due to decreased funding. Notice to proceed was given in July 2023, with a project completion date of November 2026

Of additional significance are the multiple landslide and flood damage repair projects completed within WATS during the 2023-2026 time period. These repairs are necessary but also frequently quite expensive and decrease the ability to program other projects especially within the context of decreased base funding allocations.

Delayed projects

On November 15, 2021 the Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law) was signed into law. The IIJA/BIL committed \$500 billion for transportation funding over fiscal years 2022-2026. This increased the federal funding available to WATS MPO and introduced a new program, the Bridge Investment Program (BRIP), for bridge funding.

Due to the additional funding provided by the IIJA/BIL, WATS MPO plans to review the interim projects and re-program the original construction projects where feasible.

2025-2028 TIP Delayed project	Delayed project MPMS	Interim project	Interim project MPMS
Reconstruct US Route 15 from Main Street to Southern Avenue in South Williamsport Borough	<u>98983</u>	Resurface SR 15 (Hastings Street) from the Susquehanna River to the US 15 Overlook in South Williamsport Borough and Armstrong Township	<u>114045</u>

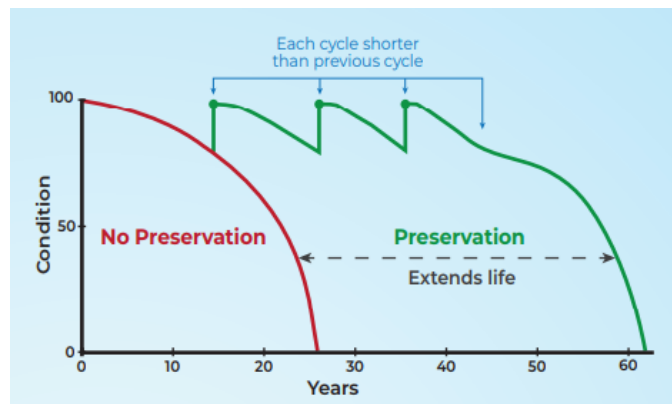
Project selection

The Williamsport Area Transportation Study MPO has a well-elaborated project selection process that helps to provide consistency between the goals and policies implemented through plans and programs and the mix of projects and investments of the Transportation Improvement Program. It also allows for a collaborative effort including input from both the public and stakeholders. However, project evaluation and prioritization should not be overly prescriptive or inflexible in adapting to ever-changing circumstance. Factors included for consideration include the financial guidance received from PennDOT that provides fiscal constraint to the projects to be programmed, the set of specific project selection criteria developed through the WATS 2023-2045 Long Range Transportation Plan, environmental justice analysis, system condition, and (potentially) air quality.

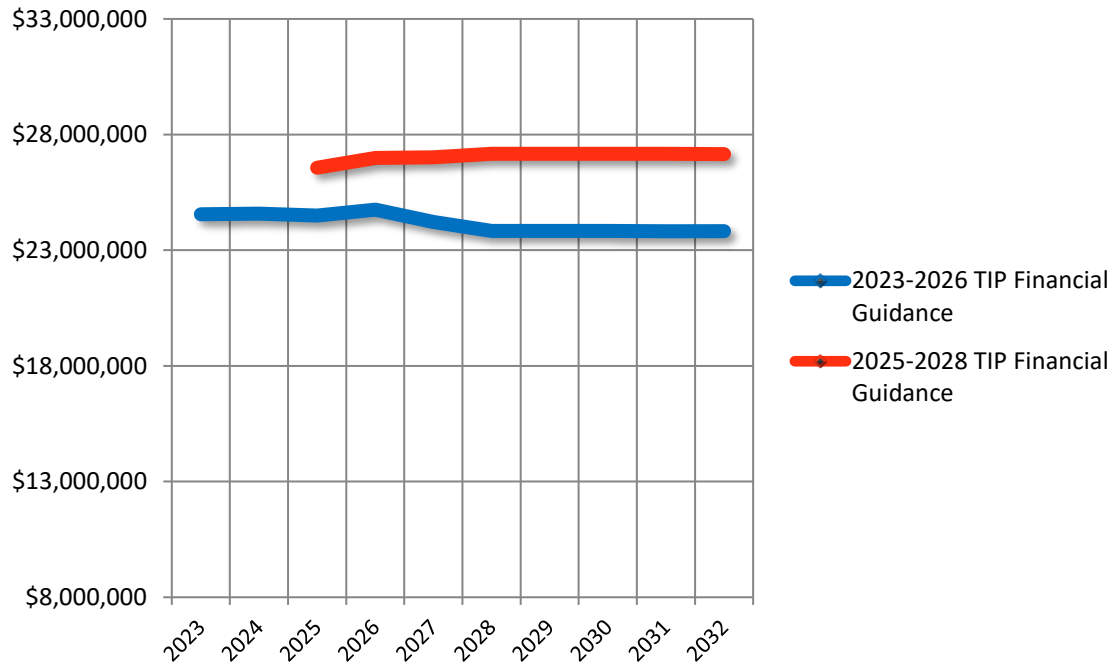
Financial guidance

Original financial guidance for this 2025-2028 Transportation Improvement Program was released on April 19, 2023. As previously mentioned the Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law) was signed into law on November 15, 2021. The IIJA/BIL committed \$500 billion for transportation funding over fiscal years 2022-2026. This increased the federal funding available to WATS MPO and introduced a new program, the Bridge Investment Program, for bridge funding.

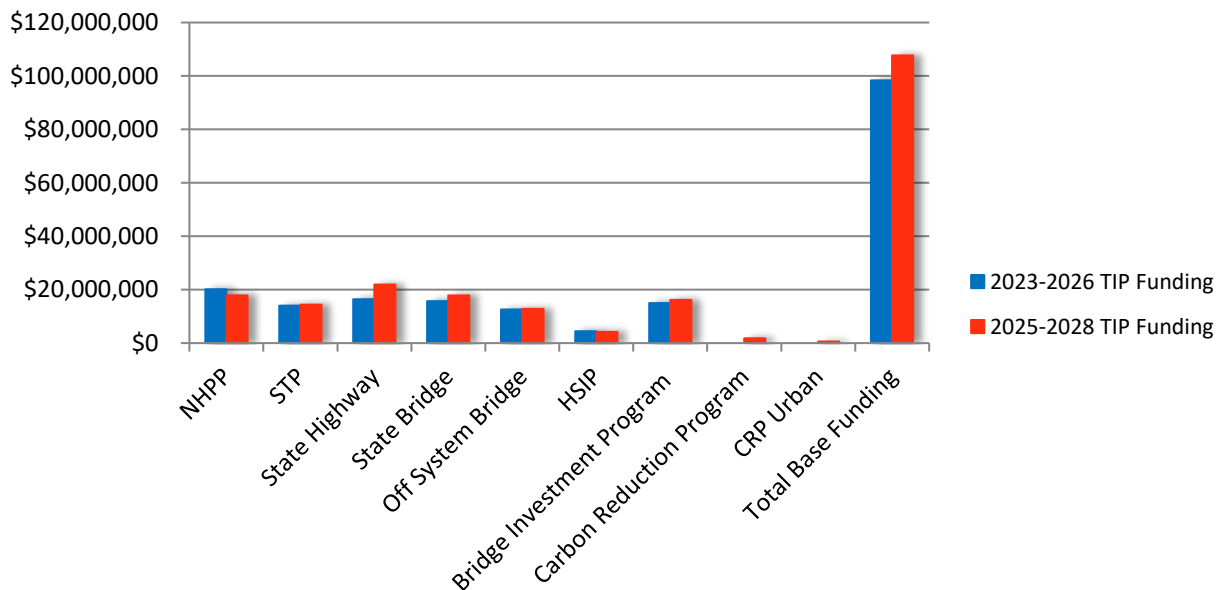
Projects will still be reviewed using the “lowest lifecycle cost (LLCC)” approach to transportation system maintenance. LLCC maximizes the life of transportation infrastructure by prioritizing early intervention and preservation activities rather than prioritizing large projects to replace severely deteriorated assets.



Total funding, 2025-2028 WATS TIP compared to 2023-2026 WATS TIP



Funding category, 2025-2028 WATS TIP compared to 2023-2026 WATS TIP



Base funding allocations by funding program, 2023-2034

Fund Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total FFY 2025 -FFY 2028
NHPP (Federal)	\$5,054,000	\$4,774,000	\$4,227,000	\$3,819,000	\$17,874,000
STP (Federal)	\$3,519,000	\$3,622,000	\$3,621,000	\$3,620,000	\$14,382,000
BOF (Federal)	\$3,201,000	\$3,201,000	\$3,201,000	\$3,201,000	\$12,804,000
HSIP (Federal)	\$1,042,000	\$1,064,000	\$1,064,000	\$1,064,000	\$4,234,000
581 (State Highway)	\$4,589,000	\$5,146,000	\$5,808,000	\$6,365,000	\$21,908,000
185/183 (State Bridge)	\$4,509,000	\$4,508,000	\$4,433,000	\$4,432,000	\$17,882,000
Carbon Reduction Program	\$452,000	\$463,000	\$463,000	\$463,000	\$1,841,000
Carbon Reduction - Urban	\$149,000	\$152,000	\$152,000	\$152,000	\$605,000
Bridge Investment Program	\$4,054,000	\$4,054,000	\$4,054,000	\$4,054,000	\$16,216,000
TOTAL BASE FUNDING	\$26,569,000	\$26,984,000	\$27,023,000	\$27,170,000	\$107,746,000

WATS Long Range Transportation Plan

The Williamsport MPO adopted a major update to the [WATS Long Range Transportation Plan](#) on December 4, 2023 in fulfillment of federal requirements. The MPO recognizes the strong relationship of transportation planning to land use planning, environmental planning, economic planning and overall comprehensive planning and has begun to address new federal transportation performance measures. In general terms, the Long-Range Plan delineates how the available and projected transportation funds will be spent in Lycoming County over a 20-year period. A staged transportation project listing is included along with estimated costs, funding sources and timeframes to undertake each project phase. The plan is fiscally constrained in that project costs do not exceed present and future funding levels reasonably expected to be received during the plan's timeframe. The plan addresses federal requirements to adjust project cost estimates to reflect the Year of Expenditure inflation factors in accordance with PennDOT issued guidance. The Long-Range Plan also outlines the MPOs "vision" of the future transportation system; describes all existing modes of transportation such as highways, bridges, public transit, air service, rail service and bicycle and pedestrian facilities; addresses federal planning factors, and provides public policy statements by transportation mode. A well-established local public involvement process is in place to ensure sufficient opportunities for public input early and often during plan development. The plan also includes a full treatment of how WATS will study and address environmental justice concerns within the transportation planning and programming process.

The WATS Long Range Transportation Plan resulted in the following four areas of focus for future transportation projects in Lycoming County:

1. Economic development in Lycoming County is dependent on both freight movement and the mobility of visitors to our arts, culture, and recreation resources. Therefore, **projects that maintain the ability to move freight or travel to Lycoming County should be a priority.**
2. Our multimodal transportation system is in excellent condition. There are no glaring deficiencies in highways, bridges, transit, rail, or air service. There are no needs for additional capacity. Therefore, **maintenance and safety projects take precedence.**
3. We need more multiuse trail connections between communities as well as improved access to existing facilities. We need more and improved bicycle and pedestrian facilities in Williamsport and the boroughs to better serve our population that will age in place, to appeal to young people, to assist low-income populations, to support economically vibrant downtowns, and to promote the retention and attraction of population. Therefore, **streetscape, walkability, and safety projects located in urbanized areas should be a priority.**

4. As rural populations decrease, we need to consider options that decrease the infrastructure maintenance cost burden on rural municipalities while focusing investment on the infrastructure of the parts of the county where delivery of services is most efficient and cost effective. Therefore, **projects that identify and remove costly functionally redundant infrastructure or improve infrastructure in already densely developed areas should be a priority.**

A set of project selection criteria are identified in the in WATS 2023-2045 Long Range Transportation Plan. In order to be programmed, a project must meet at least some of these criteria representing the priorities of Lycoming County in regards to the multimodal transportation system.

Future transportation projects in Lycoming County will be described by one or more of the following statements	
✓	is a priority project from the Lycoming County Comprehensive Plan and/or Multi-Municipal Comprehensive Plan or addresses a transportation issue identified within those plans
✓	is an identified project within another local or regional planning document
✓	addresses one or more of the 10 Federal Planning Factors
✓	contributes substantially towards meeting a Federal performance-based planning target
✓	addresses one or more of the Pennsylvania 2045, Pennsylvania Comprehensive Freight Movement Plan, or Pennsylvania Strategic Highway Safety Plan objectives
✓	maintains or enhances the ability to move freight or travel to Lycoming County
✓	maintains or enhances the ability for agriculture to thrive
✓	maintains or enhances access to outdoor recreation
✓	includes intermodal freight connections
✓	has been screened using the WATS Complete Streets criteria
✓	identifies and removes functionally redundant infrastructure
✓	incorporates a maintenance, preservation, lowest-lifecycle-cost approach to asset management
✓	helps preserve Lycoming County's air quality attainment status
✓	benefits environmental justice population areas
✓	supports designation of US-15 north from Williamsport to the New York state line in Tioga County as Interstate 99.
✓	improves mobility to employment, health care, education and supports overall economic development and productivity
✓	addresses transportation security issues or provides the ability to better respond to flooding, landslide, or subsidence impacts on transportation system
✓	improves nonmotorized travel safety
✓	addresses ADA accessibility issues and needs
✓	incorporates TSMO strategies to decrease congestion
✓	supports good state of repair of transit facilities and modernized fully accessible transit vehicle fleets
✓	supports increased usage of transit by Lycoming County's senior population
✓	supports expansion of public transportation availability in designated growth areas and serves major land developments

✓	fosters public-private partnerships
✓	reduces or mitigates stormwater impacts of surface transportation
✓	considers context sensitive solutions to ensure compatibility with community character and right sizing of project to address the project defined purpose and need

Transportation System Equity

In current usage among planners, the term “equity” means that the costs and benefits of the transportation system are borne as equally as possible among all users. These costs and benefits can be direct or indirect. For example, an indirect transportation cost would be routing a heavy truck detour through a residential neighborhood. The presence of the trucks introduces safety, noise, and traffic indirect costs to the residents of the neighborhood. Transportation system equity is closely related to the concept of “environmental justice.” A primary focus of both transportation system equity and environmental justice is to ensure that vulnerable, and disadvantaged populations are not being denied the benefits of transportation services and improvements and that the same populations are not being asked to bear an undue burden of the direct or indirect costs of transportation services or improvements. The WATS MPO also provides outreach opportunities for these populations to participate in its transportation-planning and decision-making processes as outlined in the WATS Public Participation Plan.

Environmental Justice

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 WATS MPO utilizes federal funds to plan and implement transportation projects the MPO is responsible for undertaking analysis of federally funded projects listed within the LRTP. In order to show that our plan meets these objectives, an Equity Analysis—a.k.a., “Benefits and Burdens Analysis”—was prepared by the Pennsylvania Department of Transportation consultant Michael Baker Int’l.

In accordance with FHWA and FTA joint guidance issued to the MPOs and RPOs of Pennsylvania, equity analysis should perform the following “core elements”:

1. Identify environmental justice populations
2. Assess conditions and identify needs
3. Develop the draft Program
4. Evaluate burdens and benefits
5. Identify and address disproportionate and adverse impacts and inform future planning efforts

Identification of traditionally underserved and underrepresented populations

Executive Order 12898 specifies that **minority** and **low-income** populations must be considered in Environmental Justice analysis and these populations were identified using data from the 2020 Decennial Census and 2019 data releases from the American Community Survey, (ACS). The following definitions are used for the purposes of this analysis:

Minority: Any individual or group that self-identifies as a member(s) of the racial categories of Black/African American, Asian American, American Indian/Alaskan Native, Native Hawaiian/other Pacific Islander and the ethnic category Hispanic/Latino.

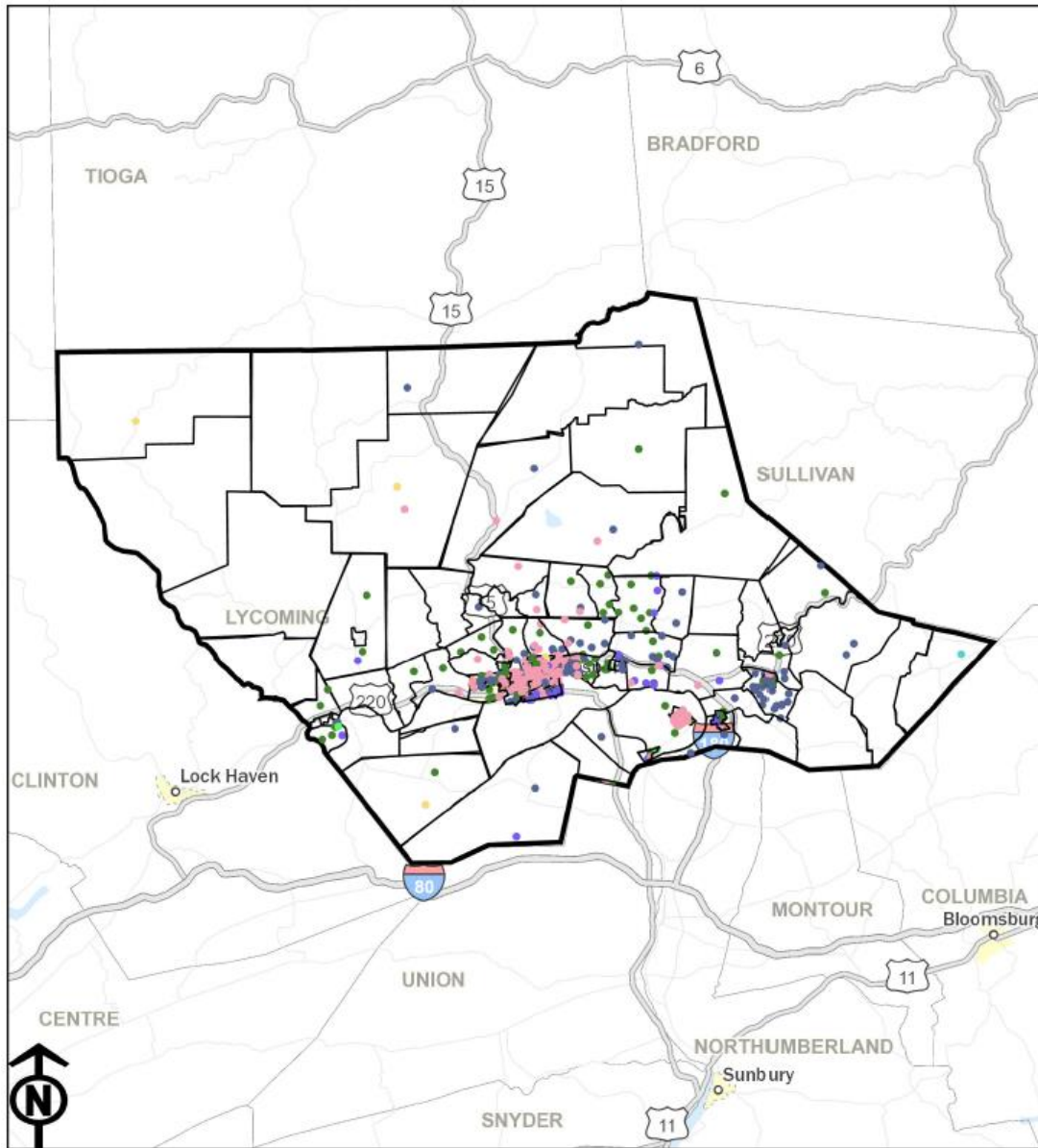
Low-income: Households at or below the federal poverty level.

In the same spirit, WATS' environmental justice equity analysis also identifies people with disabilities and people with limited English proficiency (identified as individuals speaking English "not very well" or speaking English "not at all").

Minority Population Disparate Effects Analysis

The purpose of this analysis is to discover if any historic patterns of disinvestment have occurred in Lycoming County with respect to traffic safety, bridge condition, pavement condition, and transit availability relating to minority populations. There is no apparent link between bridge condition, pavement condition and minority population. There is a slight correlation between transit availability and minority populations reflecting a positive emphasis towards more transit availability in areas with larger minority populations.

Minority Population of Lycoming County



Lycoming County Minority Populations by Block Group

Statistics:

County Total Population: 114,274

County Minority Population: 12,355

County Overall Minority Population Percentage: 10.8%

Legend

Pennsylvania Counties

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

1 Dot = 20 People

- Black or African-American, Not Hispanic or Latino
- American Indian or Alaskan Native, Not Hispanic or Latino
- Asian, Not Hispanic or Latino
- Native Hawaiian or Pacific Islander, Not Hispanic or Latino
- Other Race, Not Hispanic or Latino
- Two or more Races, Not Hispanic or Latino
- Hispanic or Latino

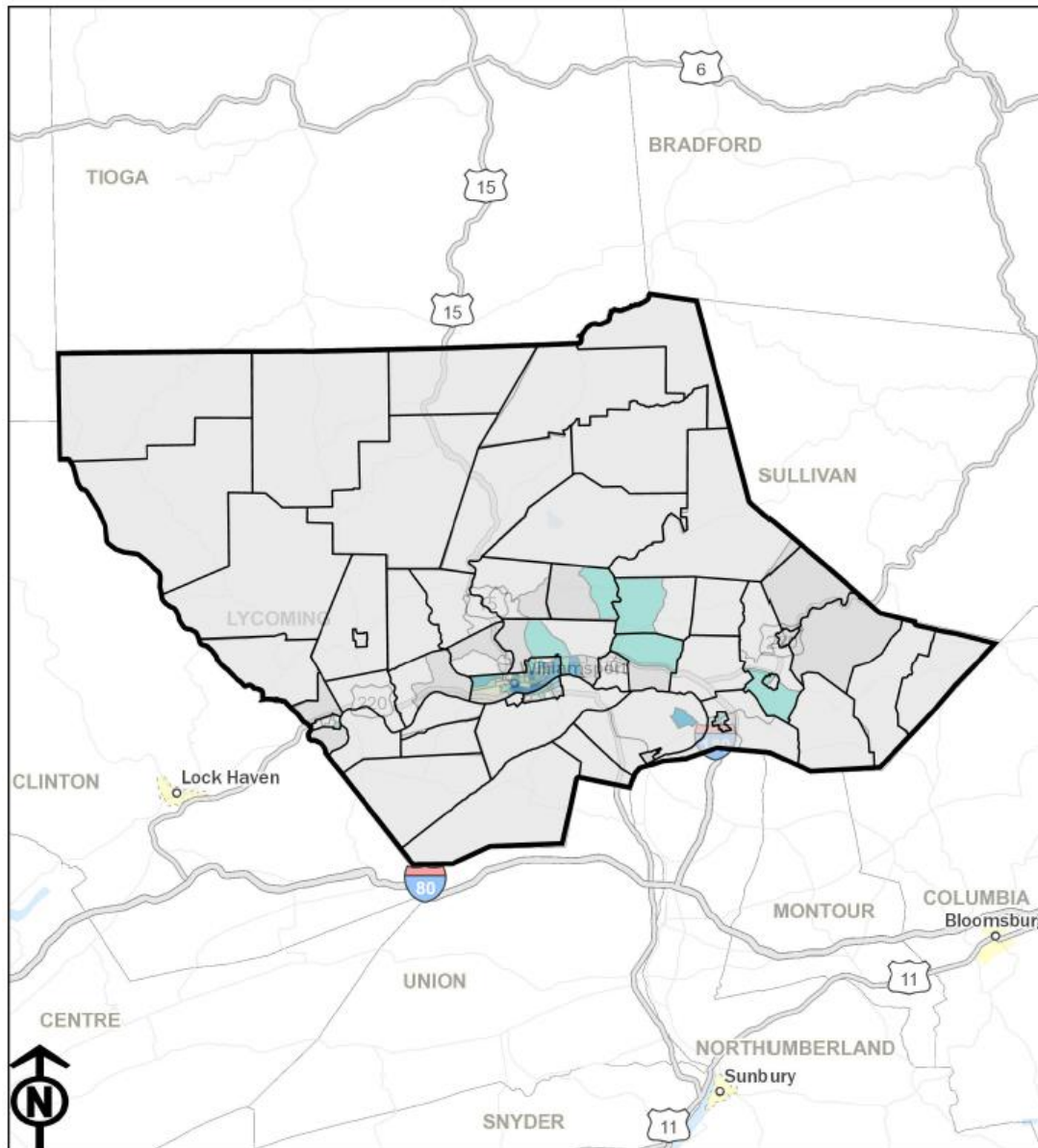


0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

Concentrations of Minority Population of Lycoming County



Lycoming County Concentrations of Minority Population by Block Group

Statistics:

County Total Population: 114,274

County Minority Population: 12,355

County Overall Minority Population Percentage: 10.8%

Legend

Pennsylvania Counties

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

County Minority Population Interval for Block Group

- Less than or equal to half the County Minority Population Percentage
- Greater than half and less than or equal to the County Minority Population Percentage
- Greater than the County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage
- Greater than four times the County Minority Population Percentage



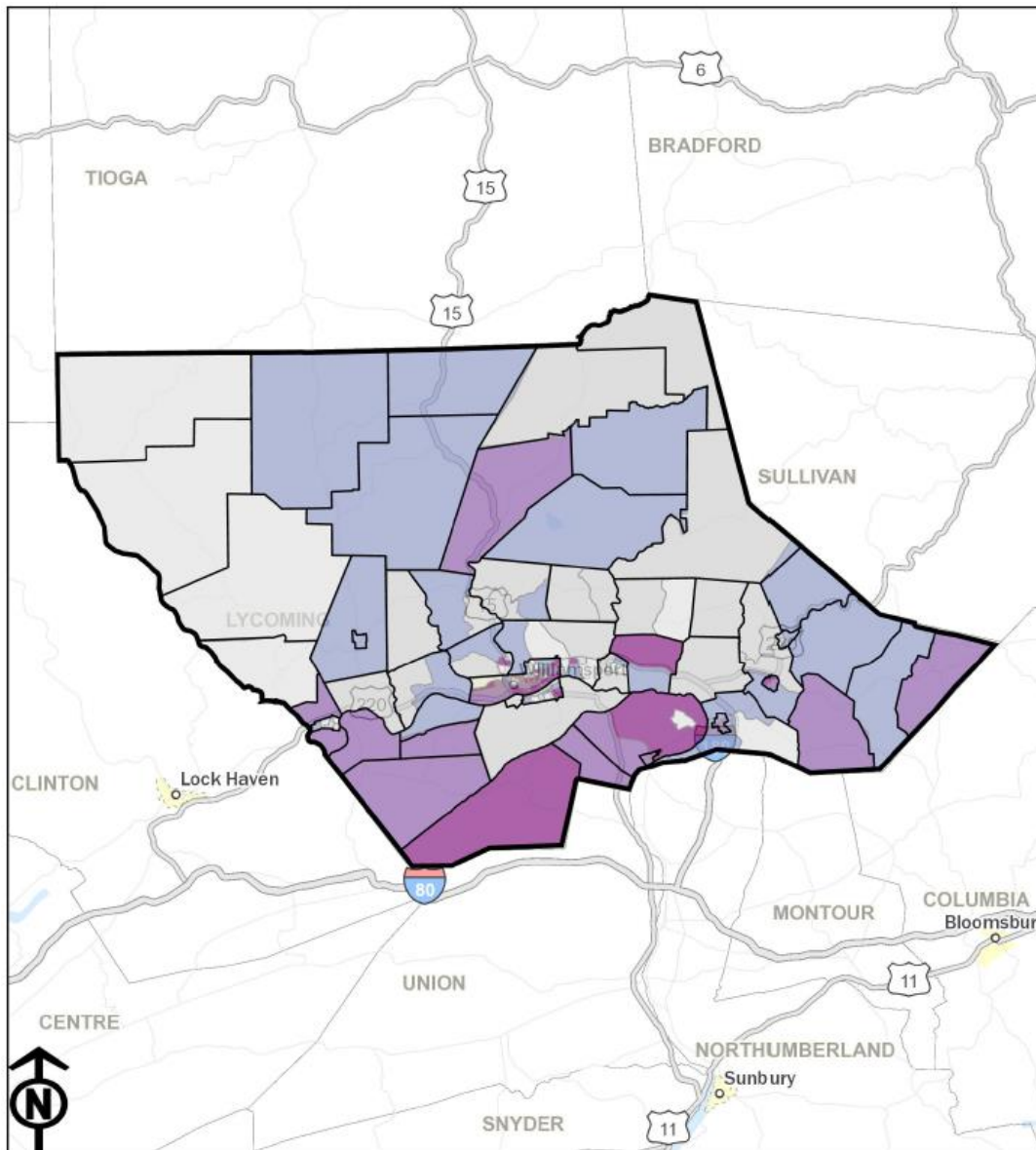
0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

It should be noted that the minority population in Lycoming County are not evenly distributed. As the Lycoming County Concentrations Minority Population map shows the largest distribution of minority populations is in the City of Williamsport, Loyalsock Township, Old Lycoming Township, and Montoursville Borough.

Low income population of Lycoming County



Lycoming County Low Income Population Count by Block Group

Statistics:

County Total Population: 114,274

County Low Income Population: 13,259

County Overall Low Income Population Percentage: 11.6%

Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Low Income Population
 - 0 - 27
 - 28 - 67
 - 68 - 122
 - 123 - 230
 - 231 - 2380

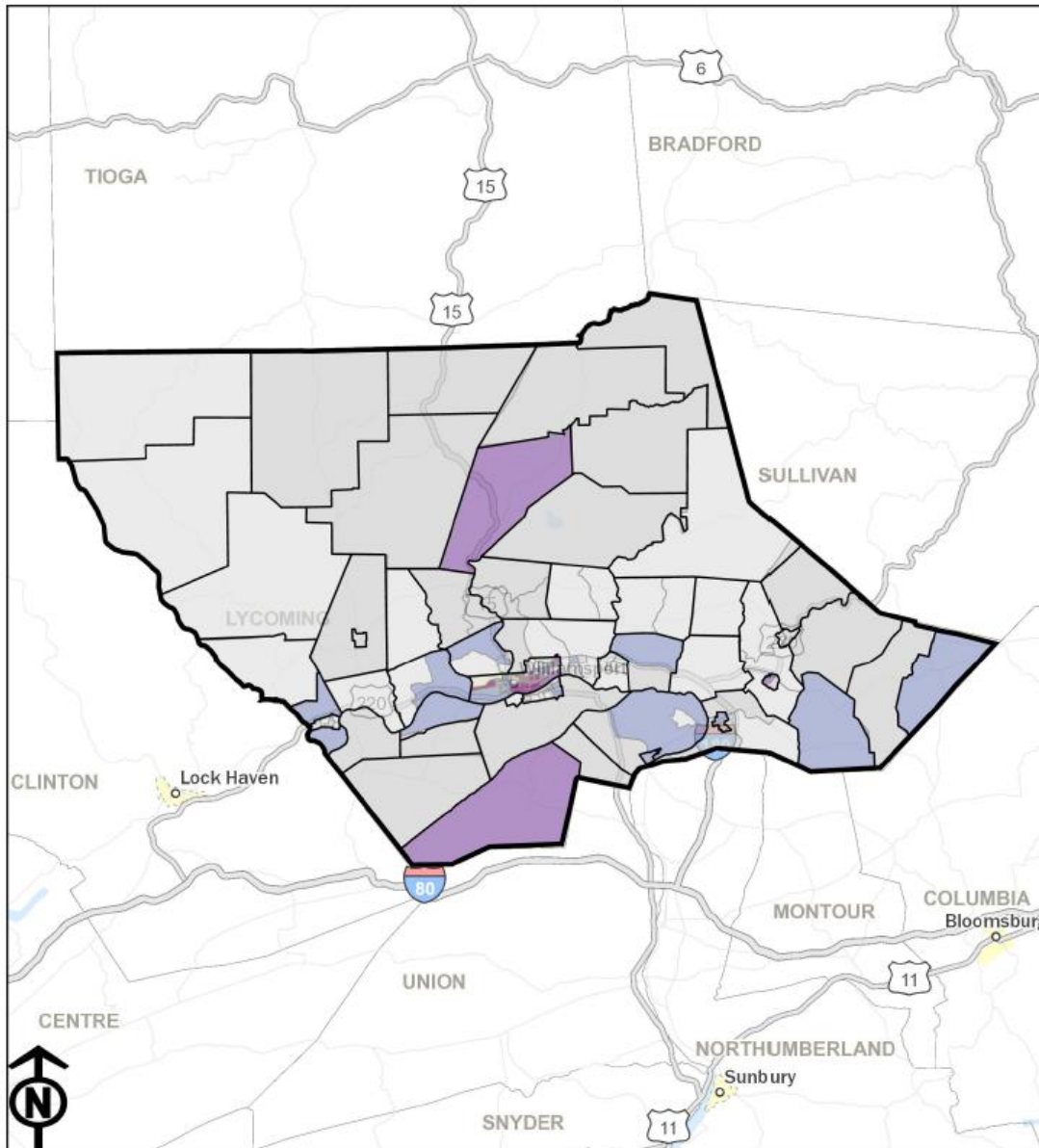


0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

Concentrations of Low-Income Population of Lycoming County



Lycoming County Concentrations of Low Income Population by Block Group

Statistics:

County Total Population: 114,274

County Low Income Population: 13,259

County Overall Low Income Population Percentage: 11.6%

Legend

Pennsylvania Counties

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

Ratio of Low Income Block Group Percentage to County Low Income Percentage

Less than or equal to half the County Low Income Population Percentage

Greater than half and less than or equal to the County Low Income Population Percentage

Greater than the County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage

Greater than twice and less than or equal to four times the County Low Income Population Percentage

Greater than four times the County Low Income Population Percentage

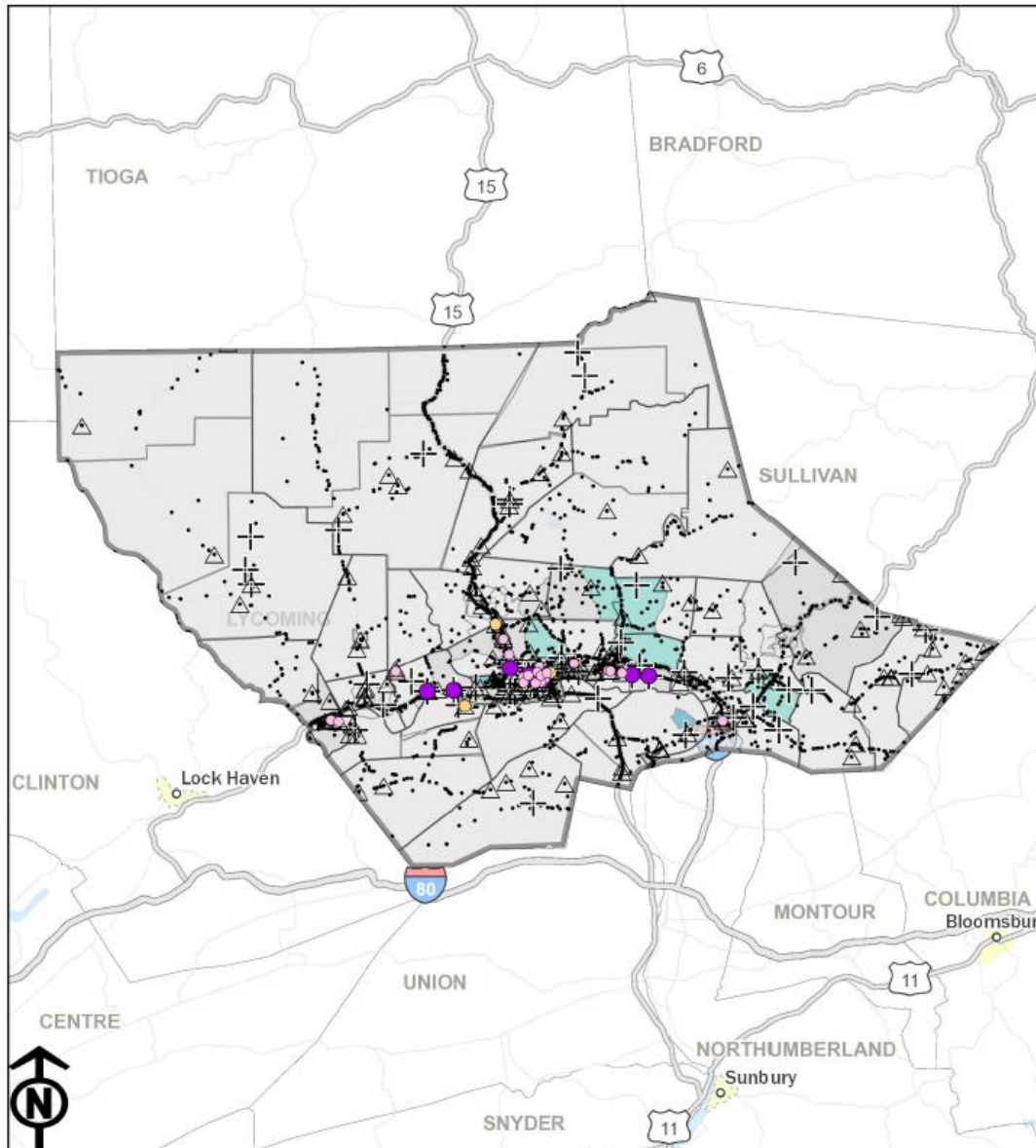


0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

Lycoming County Minority Population and Crashes



Lycoming County Concentrations of Minority Population by Block Group and Crashes

Legend

- Pedestrian Suspected Serious Injuries, 2017-2021
- Pedestrian Fatalities, 2017-2021
- Bicycle Suspected Serious Injuries, 2017-2021
- Bicycle Fatalities, 2017-2021
- △ All Suspected Serious Injuries, 2017-2021
- + All Fatalities, 2017-2021
- All Reportable Crashes, 2017-2021

Pennsylvania Counties

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

County Minority Population Interval for Block Group

- Less than or equal to half the County Minority Population Percentage
- Greater than half and less than or equal to the County Minority Population Percentage
- Greater than the County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage
- Greater than four times the County Minority Population Percentage

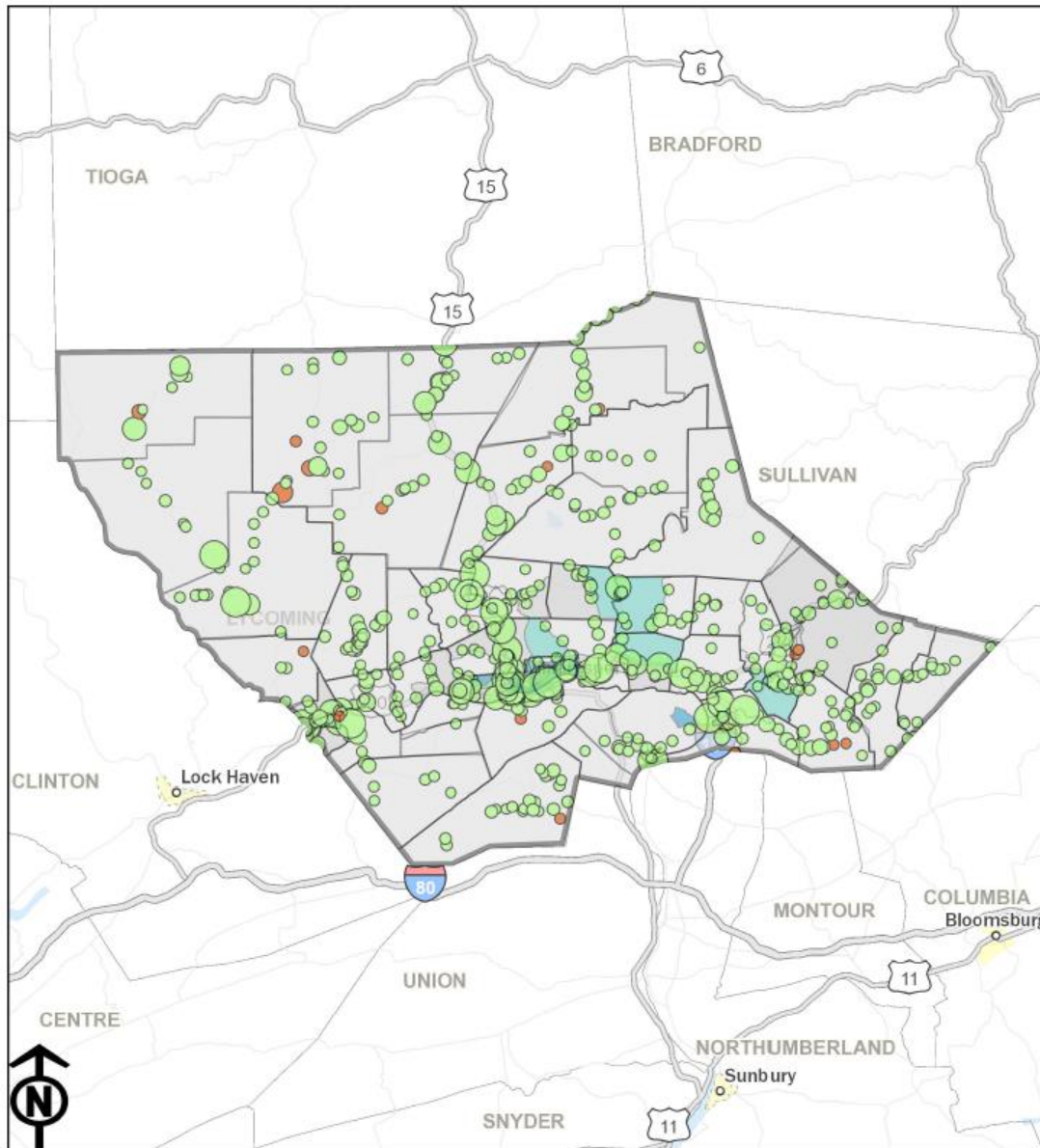


0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

Lycoming County Minority Population and Bridges



Lycoming County Concentrations of Minority Population by Block Group and Bridges

Legend

Pennsylvania Counties

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

County Minority Population Interval for Block Group

- Less than or equal to half the County Minority Population Percentage
- Greater than half and less than or equal to the County Minority Population Percentage
- Greater than the County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage
- Greater than four times the County Minority Population Percentage

State and Local Bridges

Bridge Condition

- Poor Condition or Worse
- Fair Condition or Better

Deck Area (Square Feet)

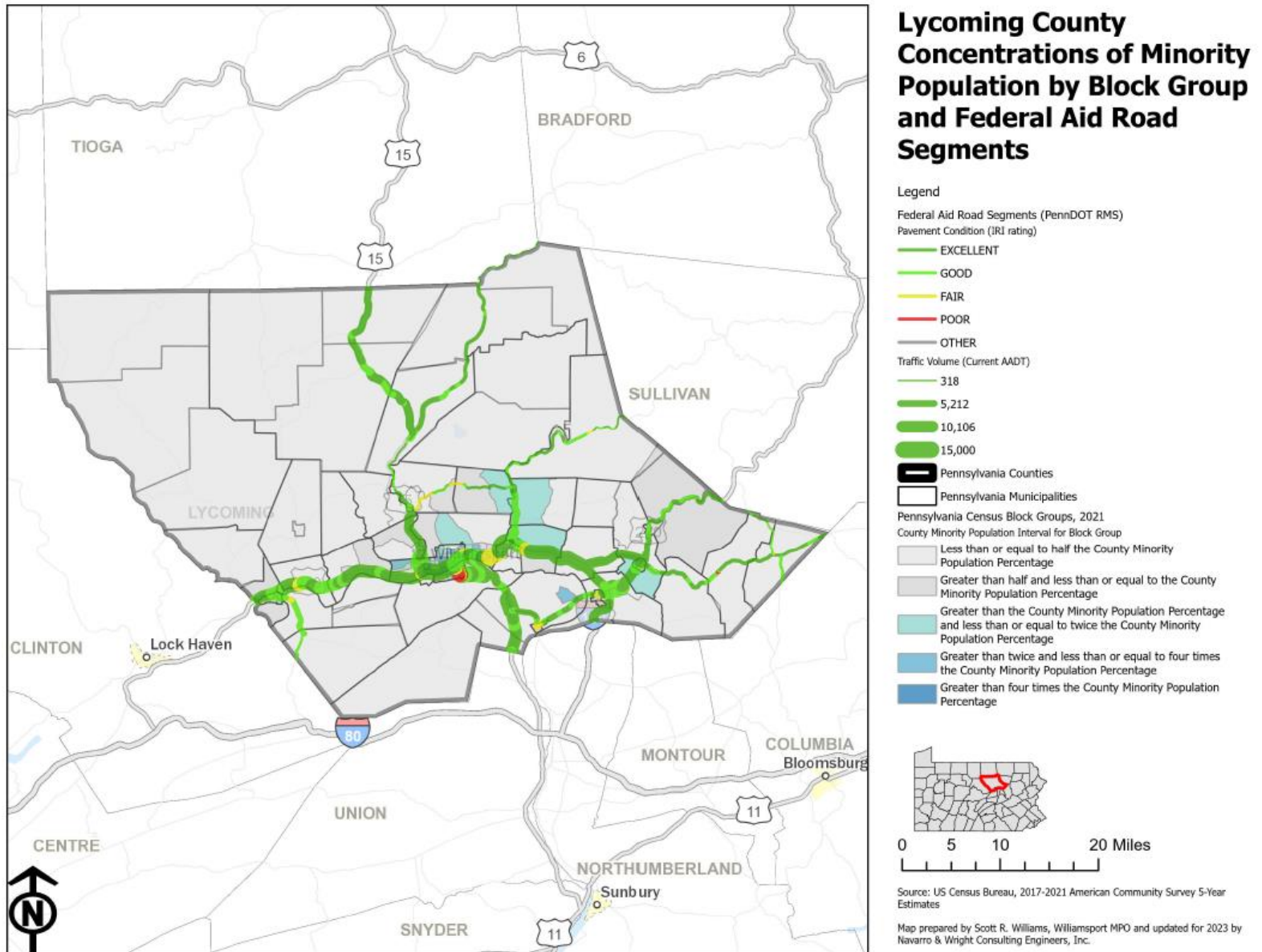
- 0
- 5,333.33
- 10,666.7
- 16,000



0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

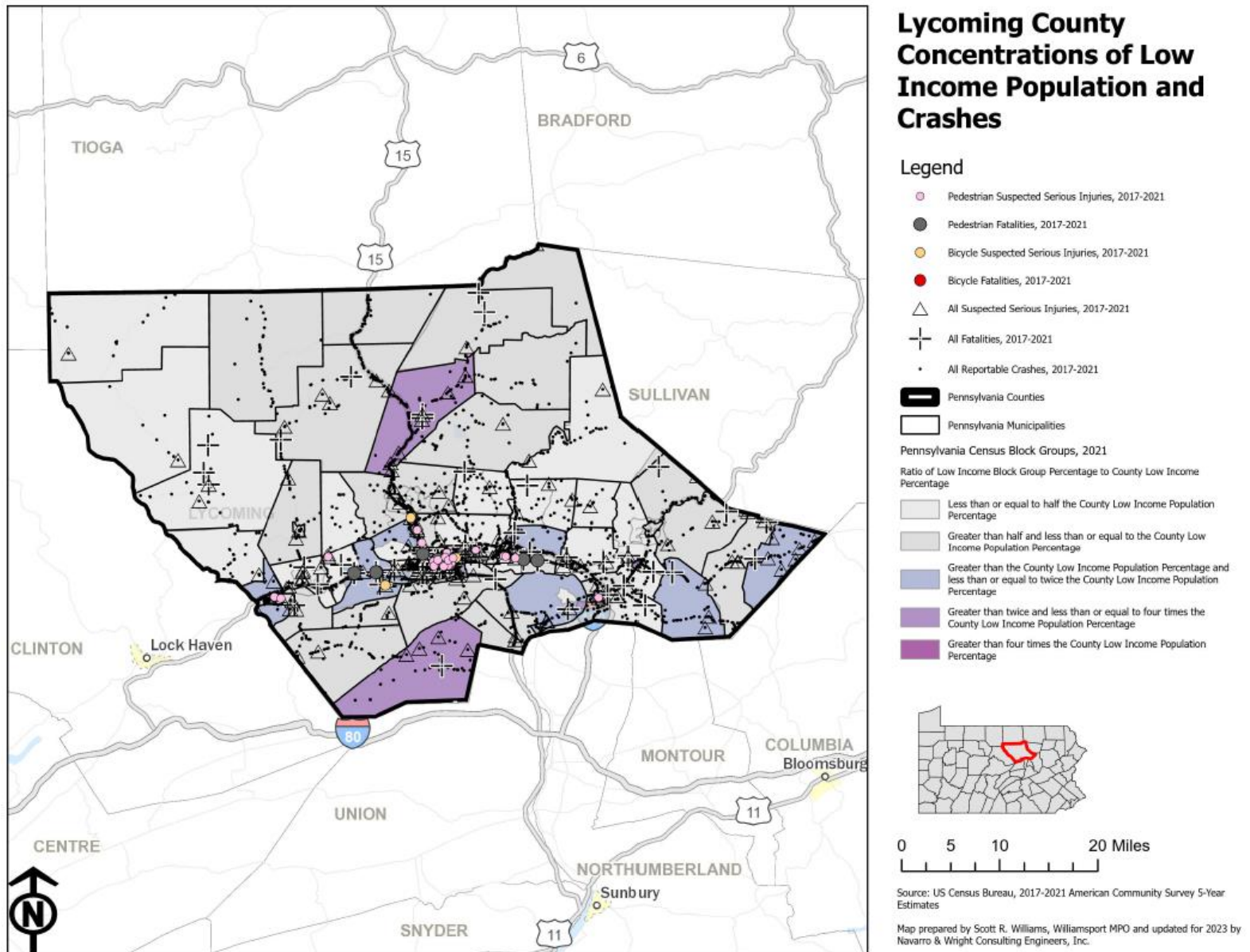
Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

Lycoming County Minority Population and Federal Aid Road Segments

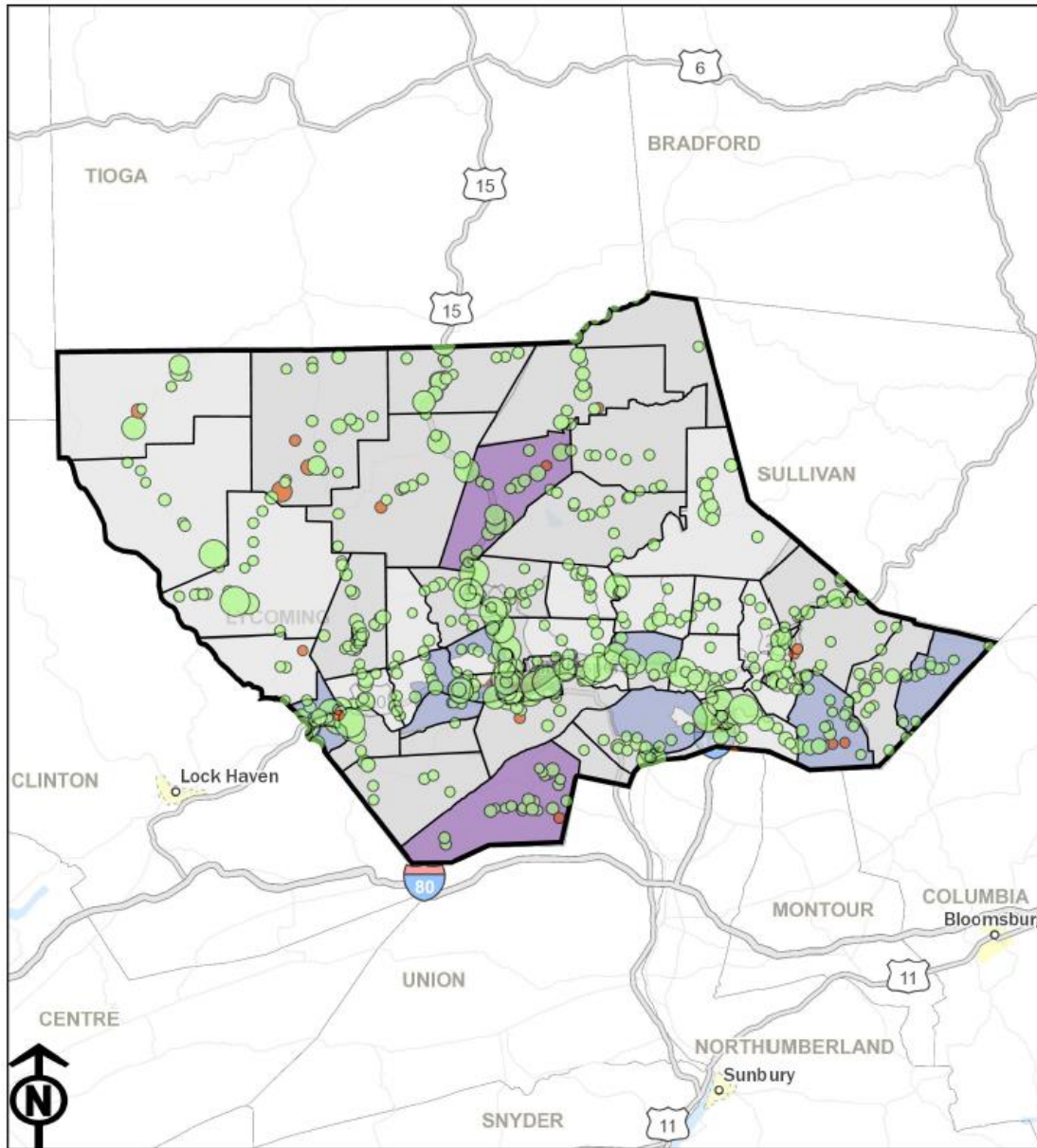
Low Income Population Disparate Effects Analysis

The purpose of this analysis is to discover if any historic patterns of disinvestment have occurred in Lycoming County with respect to traffic safety, bridge condition, pavement condition, and transit availability relating to low income populations. There is no apparent link between bridge condition and pavement condition and low income population. There is a slight correlation between transit availability and low income populations reflecting a positive emphasis towards more transit availability in areas with larger low income populations.

Lycoming County Low Income Population and Crashes



Lycoming County Low Income Population and Bridges



Lycoming County Concentrations of Low Income Population and Bridges

Legend

Pennsylvania Counties

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

Ratio of Low Income Block Group Percentage to County Low Income Percentage

- Less than or equal to half the County Low Income Population Percentage
- Greater than half and less than or equal to the County Low Income Population Percentage
- Greater than the County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
- Greater than twice and less than or equal to four times the County Low Income Population Percentage
- Greater than four times the County Low Income Population Percentage

State and Local Bridges

Bridge Condition

- Poor Condition or Worse
- Fair Condition or Better

Deck Area (Square Feet)

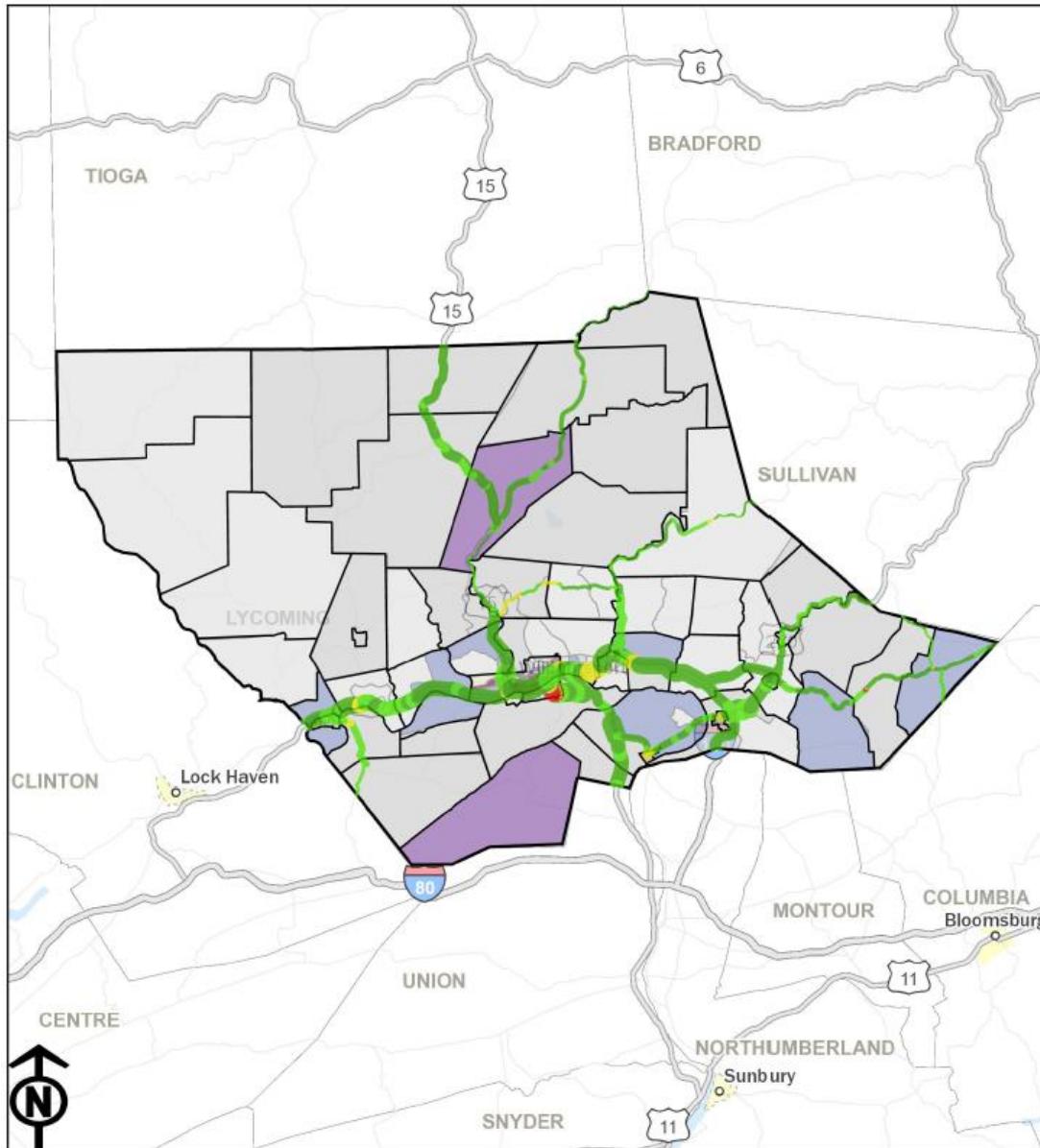
- 0
- 5,333.33
- 10,666.7
- 16,000



0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

Lycoming County Low Income Population and Federal Aid Road Segments

Lycoming County Concentrations of Low Income Population and Federal Aid Road Segments

Legend

Federal Aid Road Segments (PennDOT RMS)
Pavement Condition (IRI rating)

- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER

Traffic Volume (Current AADT)

- 318
- 5,212
- 10,106
- 15,000

Pennsylvania Counties

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

Ratio of Low Income Block Group Percentage to County Low Income Percentage

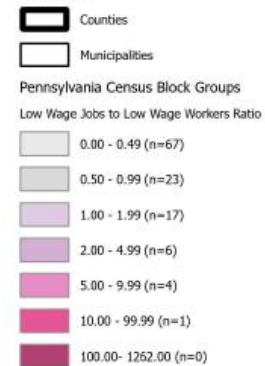
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- Greater than the County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
- Greater than twice and less than or equal to four times the County Low Income Population Percentage
- Greater than four times the County Low Income Population Percentage



0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

*Lycoming County Low Wage Jobs to Low Wage Workers Ratio***Lycoming County Block Group Low Wage Jobs to Low Wage Workers Ratios****Legend**

0 5 10 20 Miles



Source: United States Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), LEHD Origin-Destination Employment Statistics (LODES) 8
Map prepared for 2023 by Navarro & Wright Consulting Engineers, Inc.

Performance Based Planning and Programming (PBPP)

PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in [Appendix N Pennsylvania's 2025 Transportation Program General Guidance](#). In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near-term revenues that support the STIP and is provided in [Appendix N Pennsylvania's 2025 Transportation Program General Guidance](#).

Transportation Performance Management, PennDOT Policy

The Bipartisan Infrastructure Law (BIL) continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan Planning Organizations (MPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPOs) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 USC 150\(b\)](#) outlines the national performance goal areas for the Federal-aid program. This statute requires the Federal Highway Administration (FHWA) to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in [23 CFR 490](#).

National Goal Areas	
Safety	<ul style="list-style-type: none"> To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	<ul style="list-style-type: none"> To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	<ul style="list-style-type: none"> To achieve a significant reduction in congestion on the National Highway System
System Reliability	<ul style="list-style-type: none"> To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	<ul style="list-style-type: none"> To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	<ul style="list-style-type: none"> To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Performance Based Planning and Programming

Pennsylvania continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long-Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans

- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

The above documents in combination with data resources including PennDOT's bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to (1) create data driven procedures that are based on principles of asset management, safety improvement, congestion reduction, and improved air quality, (2) make investment decisions based on these processes, and (3) work to set targets that are predicted to be achieved from the programmed projects. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in [Appendix N Pennsylvania's 2025 Transportation Program General Guidance](#). In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided in [Appendix N Pennsylvania's 2025 Transportation Program General Guidance](#).

Evaluating 2025-2028 STIP Performance

The Federal Fiscal Year (FFY) 2025-2028 State Transportation Improvement Program (STIP) supports the goal areas established in PennDOT's current long-range transportation plan (Pennsylvania 2045). These include safety, mobility, equity, resilience, performance and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.

HOLD FOR Updated PennDOT PM Guidance

The following sections provide an overview of the federal performance measures. Since asset management, reliability and CMAQ targets have not yet been set for the 2025-2028 performance period, the current project selection process for the FY2023-2026 TIP is highlighted and related to meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through these performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.



Safety Performance Measures (PM1)

Background

The FHWA rules for the *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) were published in the Federal Register ([81 FR 13881](#) and [81 FR 13722](#)) on March 15, 2016, and became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at [23 CFR 490 Subpart B](#) and [23 CFR 924](#). Targets for the safety measures are established on an annual basis.

Data Source

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

2023 Safety Measures and Targets (Statewide)

Measure	Baseline (2017-2021)	Target (2019-2023)
Number of fatalities	1,149.0	1,160.9
Rate of fatalities per 100 million VMT	1.162	1.170
Number of serious injuries	4,590.6	4,893.2
Rate of serious injuries per 100 million VMT	4.642	4.931
Number of non-motorized fatalities & serious injuries	783.4	811.3

Methods for Developing Targets

An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on a 2% annual reduction for fatalities and maintaining levels for suspected serious injuries, which was derived from the actions listed in the [Strategic Highway Safety Plan \(SHSP\)](#), crash data analysis and the desire to support the national initiative Toward Zero Deaths.

Progress Towards Target Achievement and Reporting

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and Long-Range Transportation Plans (LRTPs) are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Delaware Valley Regional Planning Commission (DVRPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.

PennDOT's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

2022 SHSP Safety Focus Areas			
Lane Departure Crashes	Speed & Aggressive Driving	Seat Belt Usage	Impaired Driving
Intersection Safety	Mature Driver Safety	Local Road Safety	Motorcycle Safety
Pedestrian Safety	Bicycle Safety	Commercial Vehicle Safety	Young & Inexperienced Drivers
Distracted Driving	Traffic Records Data	Work Zone Safety	Transportation Systems Management & Operations
Emergency Medical Services	Vehicle-Train Crashes		

Pursuant to [23 CFR 490.211\(c\)\(2\)](#), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under [23 CFR 490.209\(a\)](#) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target. For Pennsylvania's 2020 targets, the FHWA determined in March 2022 that Pennsylvania did not meet the statewide targets and is subject to the provisions of 23 U.S.C. § 148 (i). This requires 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. In addition, the Department is required to obligate in **Federal Fiscal Year (FFY) 2023 an amount equal to the FFY 2019 HSIP apportionment.**

As part of the Highway Safety Improvement Program Implementation Plan, the Department identified gaps and best practices to support further reducing serious injuries and fatalities. The following opportunities were identified as ways to assist with meeting future targets: (1) appropriate project selection, (2) expanding local road safety in HSIP, (3) assessing programs that support non-motorized safety, (4) expanding use of systemic safety projects, (5) improved project tracking for evaluation purposes and (6) project prioritization for greater effectiveness.

PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps regional MPOs/RPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

Evaluation of STIP for Target-Achievement

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

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2025-2028 STIP includes \$534 million of HSIP funding. The Department distributes nearly 70% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a

portion of the HSIP funding is reserved for various safety initiatives statewide. A complete listing of the HSIP projects is included in [Appendix D WATS 2025-2028 Highway and Bridge Projects](#).

- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the TIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all-inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.¹
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts new strategies are incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

Pavement/Bridge Performance Measures (PM2)

Background

¹ For more information on SPFs: <https://www.penndot.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/activeProjects/Safety-Performance-Functions.aspx>

The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program was published in the Federal Register ([82 FR 5886](#)) on January 18, 2017 and became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at [23 CFR 490 Subpart C and Subpart D](#). Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact the second four-year performance period of 2022 to 2025.

Data Source

Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).

2022-2025 Pavement Performance Measure Targets (Statewide) – Due October 1st 2022

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	TBD	TBD	TBD
% of Interstate pavements in Poor condition	TBD	TBD	TBD
% of non-Interstate NHS pavements in Good condition	TBD	TBD	TBD
% of non-Interstate NHS pavements in Poor condition	TBD	TBD	TBD

Bridge Performance Measure Targets (Statewide)

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area in Good condition	TBD	TBD	TBD
% of NHS bridges by deck area in Poor condition	TBD	TBD	TBD

Methods for Developing Targets

Pennsylvania's pavement and bridge targets will be established by October 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets will be consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.² Targets are expected to be calculated based general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP along with planned state funded maintenance projects.

Progress Towards Target Achievement and Reporting

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the TAMP.³ PennDOT is transitioning to the new TAMP that was finalized in the summer of 2022. The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:

- TAMP Objectives {
- Sustain a desired state of good repair over the life cycle of assets
 - Achieve the lowest practical life-cycle cost for assets
 - Achieve national and state goals

² For more information on LLCC: <https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf>

³ PennDOT TAMP: <https://www.penndot.pa.gov/ProjectAndPrograms/Asset-Management/Pages/default.aspx>

PennDOT's analyses pertaining to life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objectives and goals established in the TAMP.

PennDOT and the MPOs/RPOs continue to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide pavement/bridge objectives and targets that will be established for the 2022-2025 performance period. Pennsylvania's pavement and bridge projects provided in the FY2023-2026 TIP were selected through extensive coordination with PennDOT's Asset Management Section in accordance with the TAMP. The projects are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.

After the 2022-2025 performance targets are set, PennDOT will provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

Evaluation of STIP for Target-Achievement

The following has helped to ensure that planned projects in the STIP will help to maintain a desired state of good repair in bridge and pavement conditions for the interstate and NHS roadways:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2023 Twelve Year Program (TYP) and 2023-2026 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- The TAMP provides a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP and LRTP development. The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to reevaluate data associated with its future investment decisions.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.⁴ The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.

⁴ The 2023 Financial Guidance can be found at: <https://talkpatransportation.com/how-it-works/tip>

- In the short term, candidate projects are defined, and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) outputs to verify that the program is developed to the lowest practical life cycle cost. The percentages of good and poor can also be projected for evaluation of how the program may impact the national performance measures. When PAMS and BAMS are further implemented and improved, then planners can use the systems to optimize the selection of projects to achieve optimal performance within the funding constraints. Draft programs can then be analyzed in relation to the PM2 measures.

System Performance Measures (PM3)

Background			
The FHWA final rule for the <i>National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program</i> was published in the Federal Register (82 FR 5970) on January 18, 2017 and became effective on May 20, 2017. This rule established six measures related to various aspects of the transportation system (commonly known as PM3). The current regulations are found at 23 CFR 490 Subparts E, F, G & H . Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.			
Data Source			
The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively.			
Travel Time and Annual Peak Hour Excessive Delay Targets - Due October 1 st 2022			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Interstate Reliability (Statewide)	TBD	TBD	TBD
Non-Interstate Reliability (Statewide)	TBD	TBD	TBD
Truck Reliability Index (Statewide)	TBD	TBD	TBD
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia - TBD	TBD	TBD
	Pittsburgh – TBD	TBD	TBD
	Reading	TBD	TBD
	Allentown	TBD	TBD
	Harrisburg	TBD	TBD
	York	TBD	TBD
	Lancaster	TBD	TBD
Non-SOV Travel Measure Targets			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia - TBD	TBD	TBD
	Pittsburgh – TBD	TBD	TBD
CMAQ Emission Targets			
Measure	2-year Target 2023		4-year Target 2025
VOC Emissions (Statewide)	TBD		TBD
NOx Emissions (Statewide)	TBD		TBD
PM2.5 Emissions (Statewide)	TBD		TBD

PM10 Emissions (Statewide)	<i>TBD</i>	<i>TBD</i>
CO Emissions (Statewide)	<i>TBD</i>	<i>TBD</i>
Methods for Developing Targets		
The System Performance measure targets will be established by October 2022 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.		

Progress Towards Target Achievement and Reporting

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and L RTPs are developed and managed to support the improvement of the reliability and CMAQ performance measures. This future progress will be measured against the targets established for the 2022-2025 performance period. PennDOT continues to monitor the impacts of completed investments on performance measures to better evaluate investment strategies. These efforts include evaluating the causes of historic reliability and delay issues, identifying freight bottlenecks, and assessing completed projects that provided the most benefits to reliability.

PennDOT remains committed to expand and improve system mobility and integrate modal connections despite the large percentage of funding dedicated to infrastructure repair and maintenance. PennDOT's L RTP provides objectives to address mobility across the transportation system that will guide investment decisions. The federal systems performance measures will be used to assess future progress in meeting these objectives and the associated targets.

PennDOT L RTP Mobility Goal and Objectives

MOBILITY

Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.

- Continue to improve system efficiency and reliability.
- Continue to improve public transportation awareness, access, and services throughout Pennsylvania.
- Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.
- Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.
- Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.
- Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)

Evaluation of STIP for Target-Achievement

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate and NHS road system:

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2025-2028 STIP includes over \$289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will

provide significant improvements to mobility that support meeting the interstate and freight reliability targets.

- The statewide CMAQ program provides over \$440 million of funding on the STIP for projects that benefit regional air quality. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ project selection procedures to maximize the air quality benefits from these projects.
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM-3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

Transit Asset Management Performance Measures

Background				
In July 2016, FTA issued a final rule (TAM Rule) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: Transit Asset Management FTA (dot.gov)				
Data Source				
The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at PennDOT Group Plan . The group plan is updated annually with new targets as well as the current performance of the group.				
Transit Asset Management Targets (for all agencies in PennDOT Group Plan)				
Performance Measure	Asset Class	FY2020-21 Target	Current Performance	FY 2021-22 Target
Rolling Stock (Revenue Vehicles)				
Age % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	16%	18%	18%
	BR-Over-the-road Bus	12%	18%	18%
	BU – Bus	29%	28%	28%
	CU-Cutaway	42%	52%	52%
	VN-Van	64%	63%	63%
	SV-Sports Utility Vehicle	17%	33%	33%
Equipment (Non-Revenue Vehicles)				
Age	Automobiles	46%	57%	57%

% of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Trucks / Rubber Tire Vehicles	50%	27%	27%
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	30%	14%	14%
	Passenger / Parking Facilities	83%	84%	84%
Methods for Developing Targets				
PennDOT annually updates performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.				

Progress Towards Target Achievement and Reporting

The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.
- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local Transportation Improvement Plan (TIP) and other planning initiatives of the local planning partner.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Consistent with available resources and in coordination with the PennDOT BPT, transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This ensures that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

Evaluation of STIP for Target-Achievement

The STIP includes an investment prioritization process using established decision support tools. The investment prioritization process occurs annually as part of the capital budgeting process. To prioritize investments at an agency level and at a statewide level, the following basic actions take place:

- Update inventory in the CPT to include age, mileage, condition, and operational status

- Identify assets that are not in a state-of-good-repair, using the following priority process:
 - Vehicles that surpass age and mileage ESL
 - Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard
 - Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity
- Determine available funding based on federal and state funding sources
- Develop projects within the CPT Planner based upon funds availability
- Import CPT Planner into DotGrants for the execution of capital grants

Throughout the process, PennDOT reviews projects and works with agencies to approve and move projects forward through the grant process.

Public Transit Safety Performance Measures

In addition to the Transit Asset Management Performance, FTA issued a final rule on Public Transportation Agency Safety Plans (PTASP), effective July 19, 2019. The PTASP final rule (49 C.F.R. Part 673) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of FTA funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients of only Section 5311 (Formula Grants for Rural Areas) or Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement.

As part of the plan development process, performance targets must be established for the following areas:

1. Fatalities,
2. Injuries,
3. Safety Events, and System Reliability

All public transit agencies in the Commonwealth have written safety plans compliant with Part 673 as of July 20, 2021. These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices.

WATS Approach to Performance Based Planning and Programming

WATS MPO continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long-Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Program (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans

- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Regional Operations Plans (ROPs)

The above documents in combination with data resources including PennDOT's bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to set performance measures targets that guide state and regional investment decisions. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.

This system-level, data-driven method for strategically identifying potential projects to best meet the quantifiable needs present in the multimodal transportation system, provides trends and analysis of various metrics, informs long range planning and identifies goals and objectives. Connecting performance measures to goals and objectives through the setting of targets based on measurable indices provides a basis for better understanding and sharing information with stakeholders and the public.

In 2021, a new transportation reauthorization bill was signed into law entitled the Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law). Along with renewed investment in road and bridge infrastructure, promoting accelerated project delivery, environmental sustainability, more efficient freight movement, increased safety, congestion reduction and system reliability this legislation continues metropolitan and statewide transportation planning processes and incorporates performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.

Continuing the policies of MAP-21, the IIJA requires, the statewide and metropolitan long-range transportation plans must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. It is important to note that the US Department of Transportation Secretary is required to establish criteria for the evaluation of the new performance-based planning processes. This process is to consider whether States developed appropriate performance targets and made progress toward achieving the targets. The legislation requires the Secretary to provide reports to Congress evaluating the overall effectiveness of performance-based planning and the effectiveness of the process in each State and for each MPO.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 CFR 490 outlines the national performance goal areas for the Federal-aid program. The regulations require the Federal Highway Administration (FHWA) to establish specific performance measures for the system that addresses these national goal areas.

National Goal Areas	
Safety	<ul style="list-style-type: none"> ▪ To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	<ul style="list-style-type: none"> ▪ To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	<ul style="list-style-type: none"> ▪ To achieve a significant reduction in congestion on the National Highway System
System Reliability	<ul style="list-style-type: none"> • To improve the efficiency of the surface transportation system

Freight Movement and Economic Vitality	<ul style="list-style-type: none"> To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	<ul style="list-style-type: none"> To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	<ul style="list-style-type: none"> To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

MAP-21 established seven national performance goals:

1. To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. To maintain the highway infrastructure asset system in a state of good repair
3. To achieve a significant reduction in congestion on the National Highway System
4. To improve the efficiency of the surface transportation system
5. To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. To enhance the performance of the transportation system while protecting and enhancing the natural environment
7. To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

On November 15, 2021, President Biden signed the current transportation reauthorization bill the Infrastructure Investment and Jobs Act (IIJA). This bill continued the outcome-based performance measures of MAP-21 and clarified the nature of how the goals would be assessed. As a Metropolitan Planning Organization, the Williamsport Area Transportation Study has the option either to accept and support the statewide targets established by PennDOT or to set our own performance targets. The Williamsport Area Transportation Study Metropolitan Planning Organization will opt to accept and support the statewide performance targets developed by PennDOT.

There are three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the National Highway System
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Program

Measures of Safety Performance (PM1)

There are five performance measures established to track highway safety:

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

The most recently available baseline values and proposed targets for these performance measures statewide and for WATS are given below:

PM-1 Performance Measures	Statewide Target, 2019-2023	WATS Target, 2019-2023	Statewide Baseline, 2017-2021	WATS Baseline, 2017-2021
Number of Fatalities	1,160.9	16.8	1,149.0	12.4
Fatality Rate (per 100 Million Miles Traveled)	1.170	1.697	1.162	1.240
Number of Serious Injuries	4,893.2	40.0	4,590.6	37.2
Serious Injury Rate (per 100 Million Miles Traveled)	4.931	4.041	4.642	3.719
Number of Non-motorized Fatalities and Serious Injuries	811.3	6.8	783.4	6.8

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and Long-Range Transportation Plans (LRTPs) are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Delaware Valley Regional Planning Commission (DVRPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.

PennDOT's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets priority 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

2022 SHSP Safety Focus Areas in Priority Order			
1. Lane Departure Crashes	2. Speeding-Aggressive Driving	3. Seat Belt Usage	4. Impaired Driving
5. Intersection Safety	6. Mature Driver Safety	7. Local Road Safety	8. Vulnerable User (Motorcycle Safety)
9. Vulnerable User (Pedestrian Safety)	10. Vulnerable User (Bicyclist Safety)	11. Commercial Vehicle Safety	12. Young & Inexperienced Drivers
13. Distracted Drivers	14. Traffic Records Data	15. Work Zone Safety	16. Transportation Systems Management & Operations (TSMO)
17. Emergency Medical Services (EMS)	18. Vehicle-Train Safety		

PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps regional MPOs/RPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

Evaluation of STIP for Target Achievement:

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

- Each year, PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). This STIP includes \$534 million of HSIP funding. The Department distributes nearly 70% of this funding to its regions based on fatalities, serious injuries and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide. A complete listing of the HSIP projects is included in [Appendix G](#).

- PennDOT continues to improve the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.⁵
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts will lead new strategies that will be incorporated into future updates of the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. Some HSIP projects on the STIP are in an early planning stage and do not have HSM predictive analyses completed. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

WATS Highway Safety Trends, 2012-2021

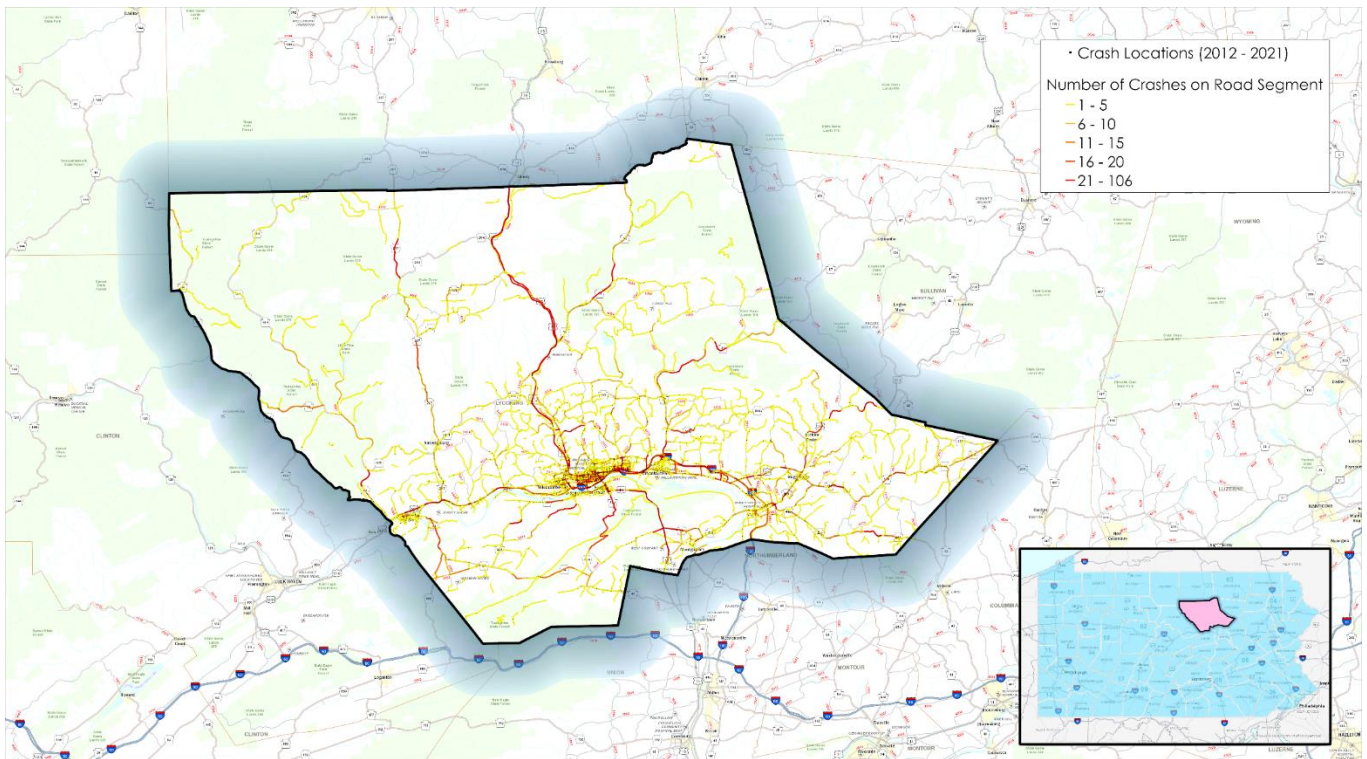
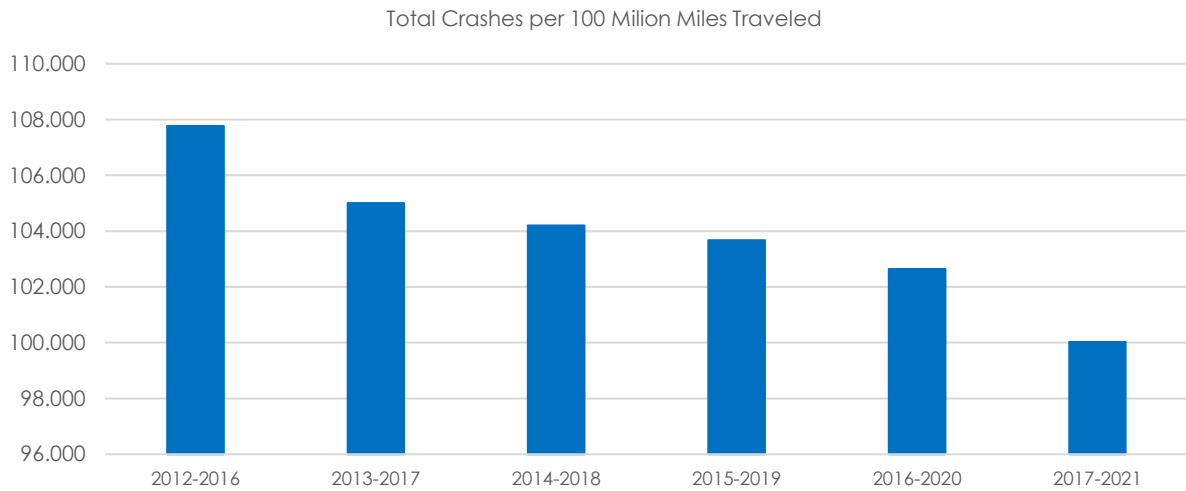
A key component of effective performance-based planning is tracking the measures through time and analyzing available data to identify patterns or trends. This tells us how the decisions we make are affecting the transportation system of Lycoming County and provides a more informed approach when making decisions and prioritizing projects.

It is also important to note that all information below is derived from data on “reportable” crashes only. Reportable crashes are defined as those that result in “injury to or death of any person and/or result in damage to any vehicle to the extent that it cannot be driven under its own power in its customary manner without further damage or hazard to the vehicle, other traffic elements, or the roadway, and therefore requires towing.”

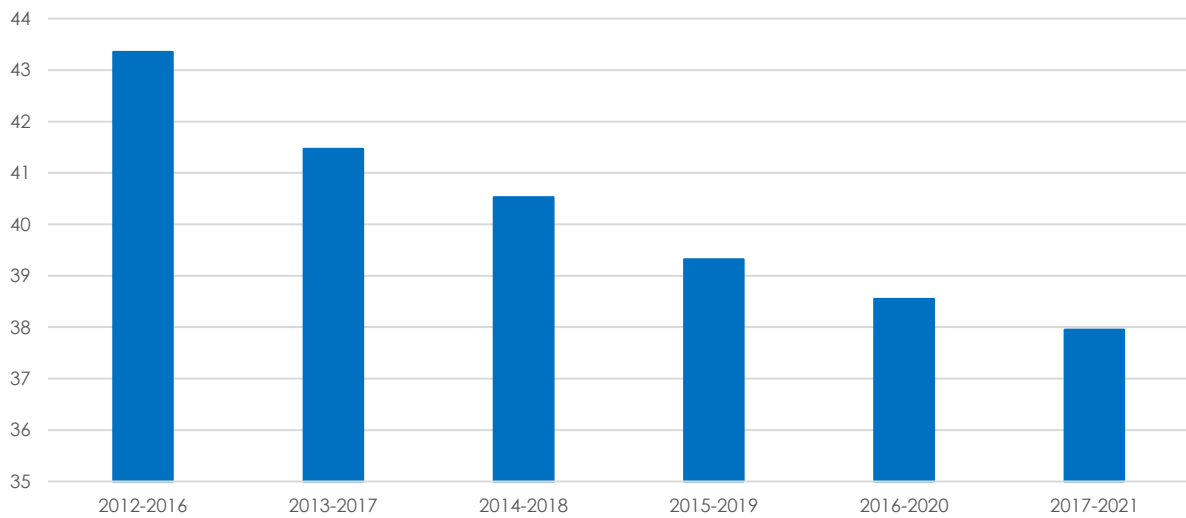
⁵ For more information on SPFs: <https://www.penndot.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/activeProjects/Safety-Performance-Functions.aspx>

Reportable Crash Locations, 2012-2021

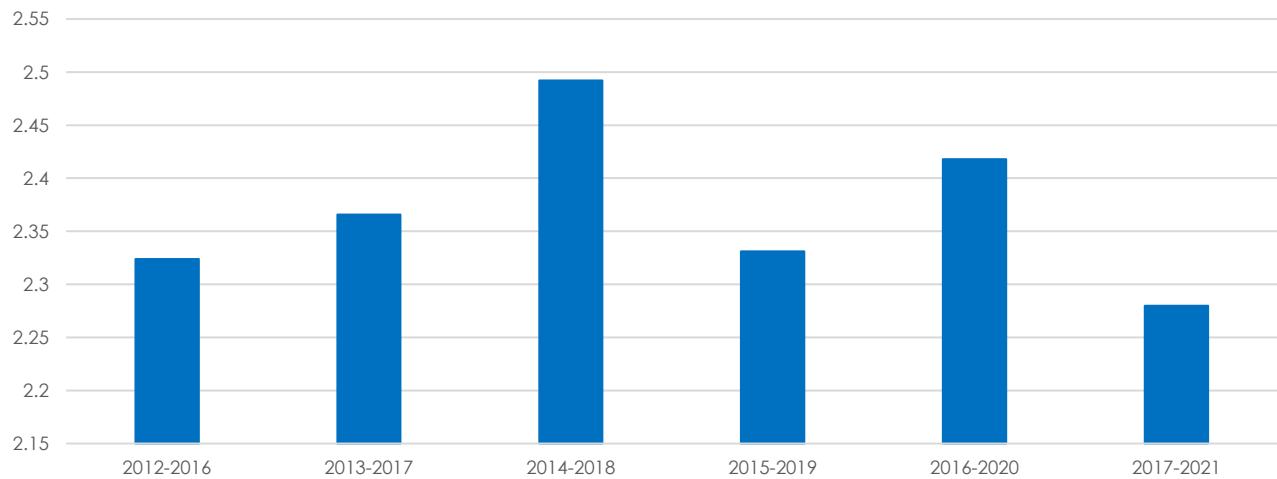
Reportable Crashes, 2012-2021



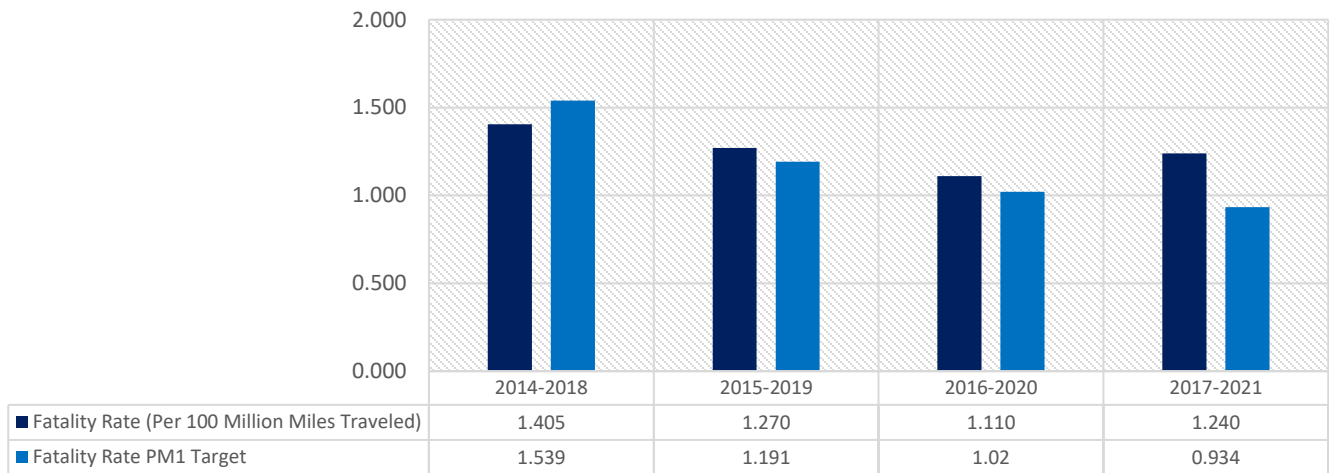
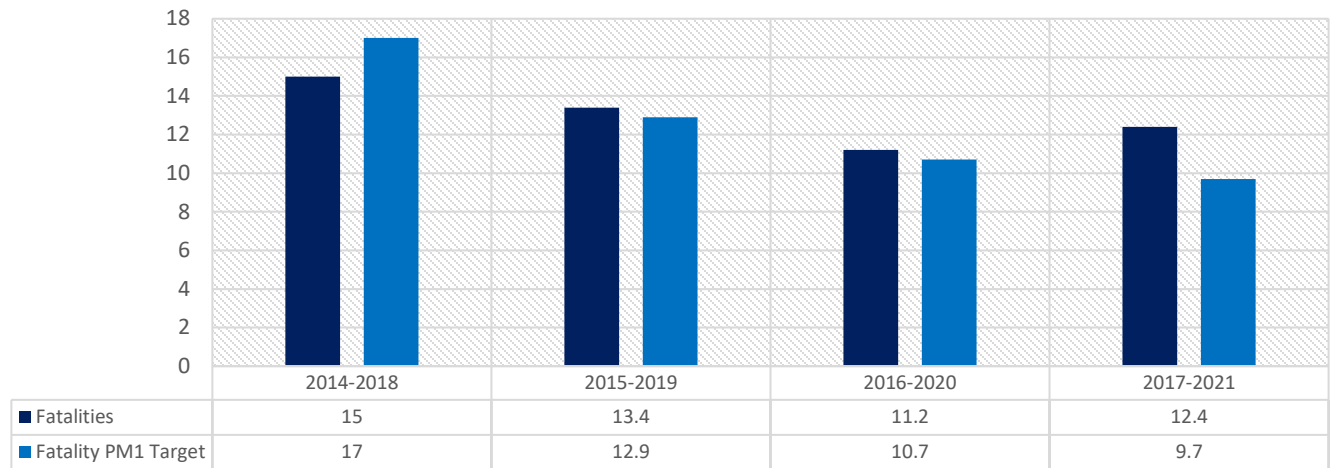
Lane Departure Crashes per 100 Million Miles Traveled

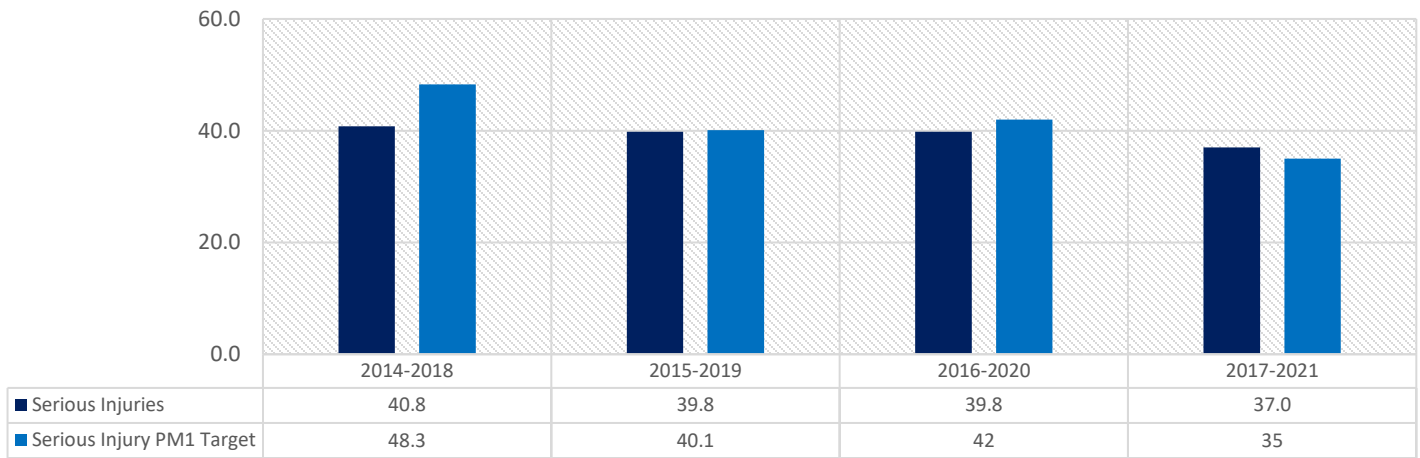


Pedestrians Involved in Crashes per 100 Million Miles Traveled

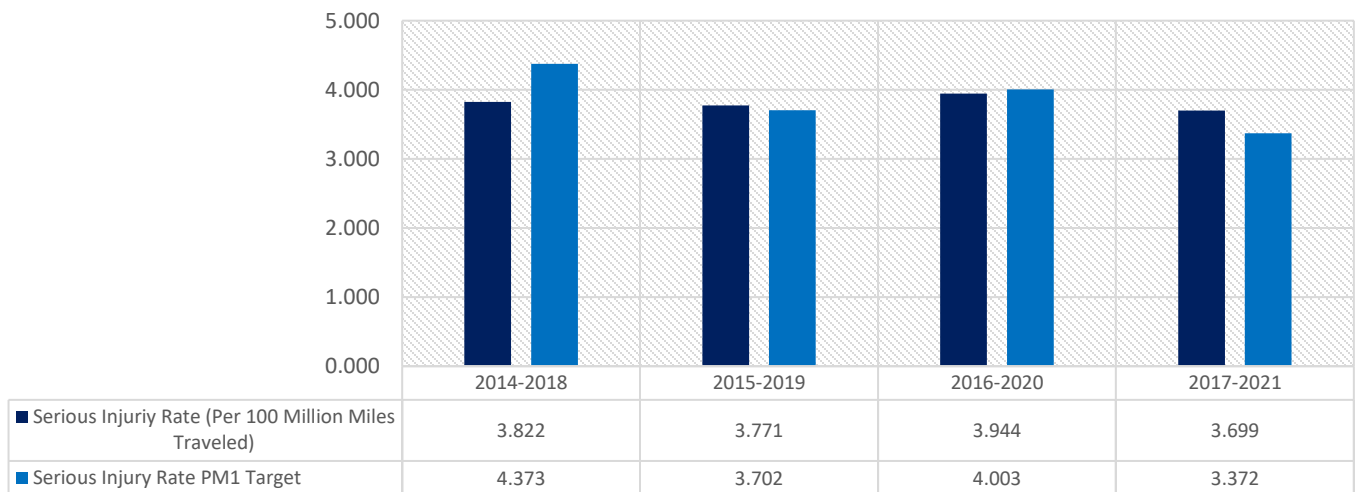


Crash Fatality Trends, 2014-2021

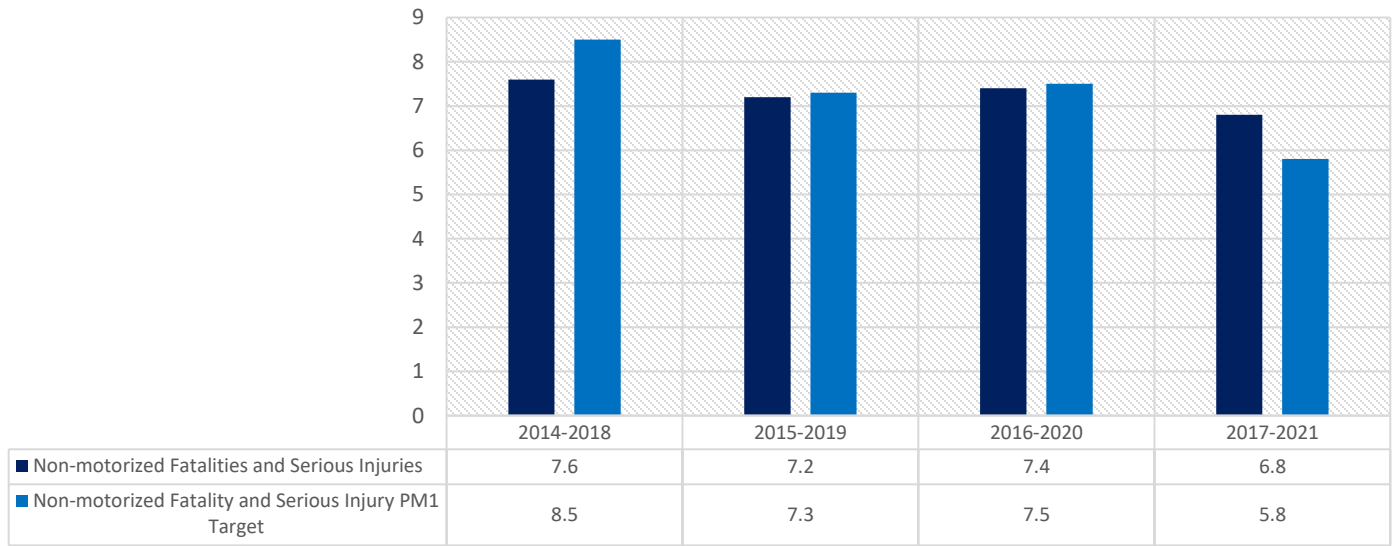




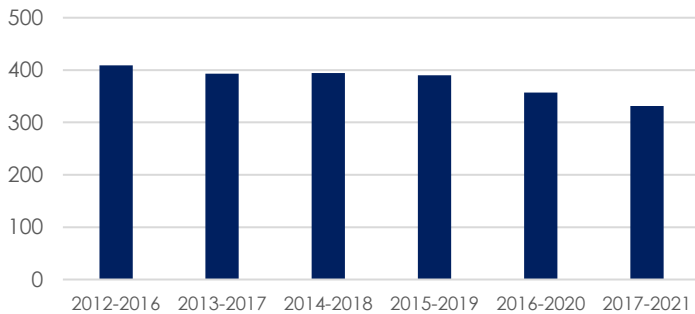
Crash Serious Injury Trends, 2014-2021



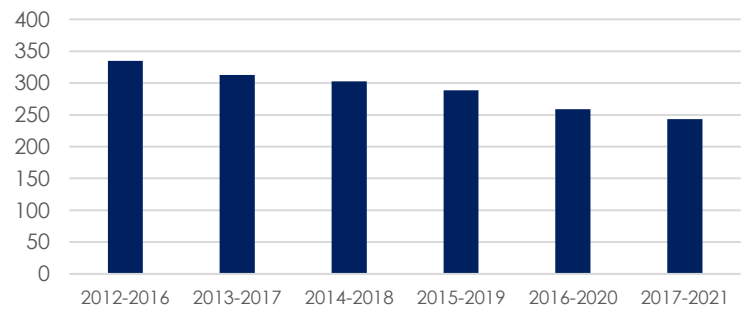
Non-motorized Fatality and Serious Injuries Trends, 2014-2021



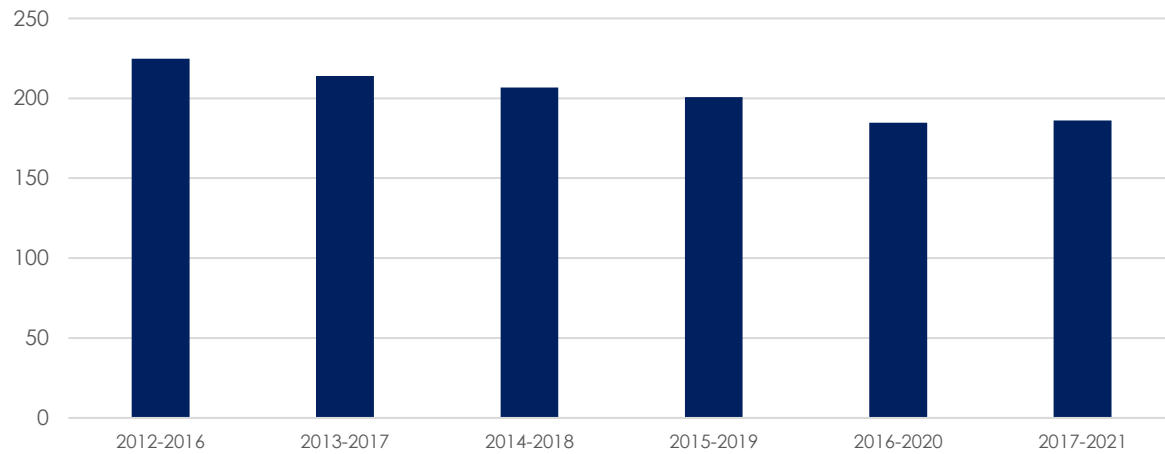
Intersection Crashes per 100 Million Miles Traveled



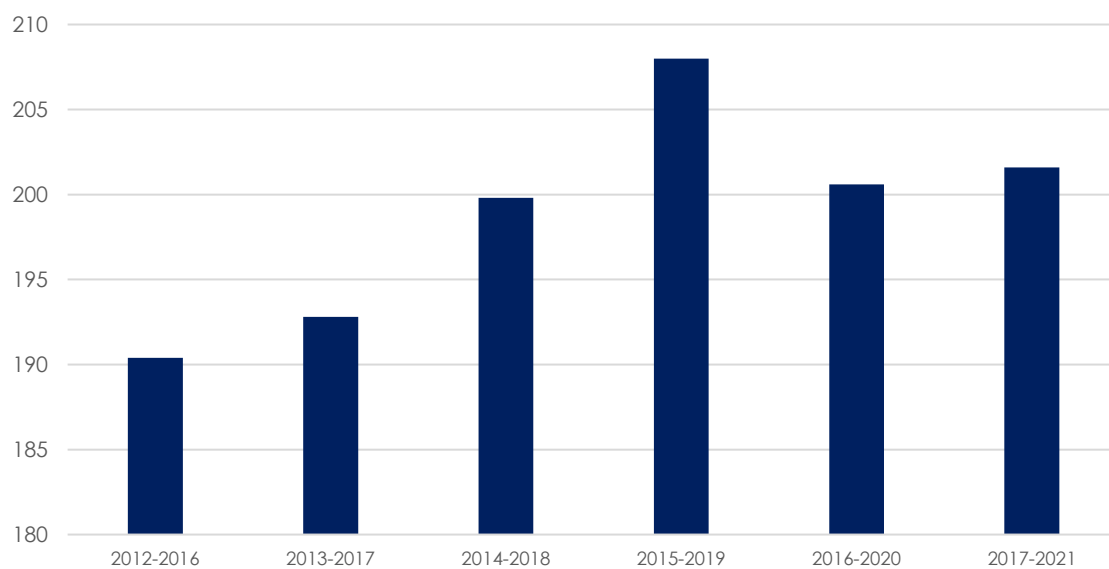
Speeding Related Crashes per 100 Million Miles Traveled



Young Driver Crashes per 100 Million Miles Traveled



Mature Driver Crashes per 100 Million Miles Traveled



Measures of Asset Condition (PM2)

There are six PM-2 performance measures to track asset conditions.

1. Percentage of pavements on the Interstate System in Good condition
2. Percentage of pavements on the Interstate System in Poor condition
3. Percentage of pavements on the National Highway System (excluding Interstate) in Good condition
4. Percentage of pavements on the National Highway System (excluding Interstate) in Poor condition
5. Percentage of National Highway System bridge deck area classified as in Good condition
6. Percentage of National Highway System bridge deck area classified as in Poor condition

Definitions of good and poor condition

Pavement condition is determined from four distress components:

1. International Roughness index (IRI), a measure of how rough pavement surface is reported as inches of rough pavement per mile. An IRI less than 95 is considered Good condition and an IRI greater than 170 is considered Poor condition
2. Cracking, reported as a percentage of pavement surface that is cracked. Less than 5% cracking is considered Good condition. Poor condition cracking depends on pavement material and ranges from greater than 10% to greater than 20%.
3. Rutting, reported as a measurement of the depth of ruts in bituminous pavements in inches. Rutting less than 0.2 inches is considered Good condition while rutting greater than 0.4 inches is considered Poor condition.
4. Faulting, a measurement of difference in elevation between concrete pavement joints in inches. Faults of less than 0.1 inches are considered Good condition and faults greater than 0.15 inches are considered Poor condition.

A pavement section is considered to be overall Good condition if all applicable distress components are rated Good. Overall poor condition for a pavement section results from at least two distress components rated as Poor.

Bridge condition is derived from the component condition scores (0-10) from National Bridge Inventory Standards (NBIS). Culvert structures receive one unitary rating score while all other bridge structures receive a composite rating score based on inspections of the deck, superstructure, and substructure. A bridge or culvert is considered in Good condition if *all* component scores are at least 7. A bridge or culvert is considered in Poor condition if *any* component score is 4 or lower. In other words, the overall bridge condition rating is determined by the lowest scoring component.

Baselines and targets

The most recently available baseline values and proposed targets for these performance measures statewide are given below:

	2021 baseline	2023 two-year target	2025 four-year target
Percentage Interstate pavement in Good condition	68.8%	69.0%	65.0%
Percentage Interstate pavement in Poor condition	0.4%	2.0%	2.0%

Percentage NHS non-Interstate pavement in Good condition	37.2%	31.0%	29.0%
Percentage NHS non-Interstate pavement in Poor condition	1.5%	6.0%	6.5%
Percentage NHS bridge deck area in Good condition	27.5%	28.0	28.0%
Percentage NHS bridge deck area in Poor condition	4.4%	7.5%	7.5%



Asset conditions within WATS are as follows:

Performance Measure	2019	2020
Percentage Interstate pavement Good condition IRI	94.0%	93.9%
Percentage Interstate pavement Good condition OPI	98.7%	96.1%
Percentage Interstate pavement Poor condition IRI	0.0%	0.0%
Percentage Interstate pavement Poor condition OPI	0.0%	0.0%

Percentage NHS non-Interstate pavement Good condition IRI	93.94%	92.72%
Percentage NHS non-Interstate pavement Good condition OPI	94.2%	94.19%
Percentage NHS non-Interstate pavement Poor condition IRI	1.28%	2.18%
Percentage NHS non-Interstate pavement Poor condition OPI	1.25%	1.51%
Percentage NHS bridge deck area in Good condition	47.06%	47.06%
Percentage NHS bridge deck area in Poor condition	0.0%	0.0%

OPI is a measurement developed by PennDOT to quantify overall pavement condition. It consists of a system of deductions for the presence of various distress and extent conditions such as cracking, rutting, and faulting. Based on a 0-100-point scale where 100 represents an undamaged pavement with no distress and 0 represents the complete failure of the pavement.

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the TAMP.⁶ The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:

TAMP Objectives

- Sustain a desired state of good repair over the life cycle of assets
- Achieve the lowest practical life-cycle cost for assets
- Achieve national and state goals

PennDOT's analyses pertaining to life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objective and targets established in the TAMP.

PennDOT and the MPOs/RPOs continue to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide pavement/bridge objective and targets. At this time, MPO/RPOs have not established separate regional pavement or bridge targets. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2020 in a report due to FHWA by October 1, 2021. In addition, PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in bridge and pavement conditions for the state interstate NHS roads:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge restoration and reconstruction projects. Many of these projects are focuses on our state's interstate and NHS roads.
- Pennsylvania's investment strategy, reflected in the statewide 2021 Twelve Year Program (TYP) and the 2023-2026 STIP, is the result of numerous strategic decisions on which projects to advance at what time. These decisions are made by many different entities and must be made consistently across the state.
- The TAMP is a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP and LRTP development.

⁶ PennDOT TAMP: <https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf>

- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General Procedural Guidance and Transportation Program Financial Guidance documents.⁷ The guidance, which is consistent with the TAMP, formalizes the process for MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach a consensus on their portion of the program – while meeting asset management targets within the available budget.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues – such as lowest life-cycle cost programming – and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT’s asset management tools and methods evolve and enhance its ability to program to lowest life-cycle cost.
- In the short term, candidate projects are defined and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) outputs to verify that the program is developed to the lowest practical life cycle cost. The percentages of good, fair, and poor can also be projected and compared to PM-2 targets based on the proposed improvements and built-in deterioration models. When PAMS and BAMS are further implemented and in the hands of planners, then the system outputs can be used to select projects. Draft programs can be analyzed in relation to the PM-2 measures.

Measures of System Performance (PM3)

There are six PM-3 performance measures, although only three currently apply to WATS:

- Percent of person-miles traveled on the Interstate System that are reliable
- Percent of Person-miles Traveled on the Non-Interstate National Highway System that are reliable
- Interstate system truck travel time reliability index (the ratio of travel times at peak traffic volumes to travel times at the overall average traffic volume)

Baselines and targets

Measure	2017 statewide baseline	2019 two-year target	2021 four-year target	2019 WATS baseline
Interstate reliability	89.80%	89.9%	89.50%	100%
NHS Reliability	87.40%	N/A	87.40%	97.4%
Truck reliability index	1.34	1.40	1.40	1.19

⁷ The 2023 Financial Guidance can be found at: <https://talkpatransportation.com/how-it-works/stip>

Progress Towards Target Achievement and Reporting

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and L RTPs are developed and managed to support progress toward the achievement of the statewide system performance targets. At this time, MPO/RPOs have noted established separate regional reliability targets. Regional targets are required for the Congestion Mitigation and Air Quality (CMAQ) delay and emissions measures per the applicability requirements of the federal performance measure rule. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2021 in a report due to FHWA by October 1, 2022. PennDOT is planning to revise the system performance targets based on new data processing methodologies and will coordinate any updates to the performance measures with the MPOs/RPOs.

PennDOT remains committed to expand and improve system mobility and integrate modal connections despite the large percentage of funding dedicated to infrastructure repair and maintenance. PennDOT's L RTP provides system performance objectives that guide investment decisions. These objectives are measured using multiple performance metrics including the federal systems performance measures.

Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate and NHS road system:

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2023-2026 STIP includes over \$289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program provides over \$440 million of funding on the STIP for projects that benefit regional air quality. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ project selection procedures to maximize the air quality benefits from these projects.
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of

Long Range Plan Objectives:

- Provide multimodal infrastructure and technology advancements to eliminate bottlenecks and improve system efficiency and trip predictability
- Increase access to jobs, labor, and transportation choices in urban, suburban and rural communities
- Support communities through appropriate and equitable transportation modal options and investments
- Improve first and last mile intermodal access and connections

travel (VMT) and increase the percentage of non-single occupant vehicles.

- At this time, the potential impact of the STIP investments on PM-3 performance measures are still being evaluated. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts and in revising future targets and goals.

Air Quality

Lycoming County is an air quality attainment area and therefore no further documentation is required (See [Appendix L](#)).

Twelve Year Program

From the Pennsylvania [State Transportation commission website](#): “The Twelve-Year Transportation Program (TYP) is Pennsylvania’s official mid-range planning tool used to identify and prioritize transportation projects. It is the outcome of a collaborative effort between the Pennsylvania Department of Transportation (PennDOT), State Transportation Commission, its Planning Partners and the public. The TYP represents all modes and means of transportation including highways, bridges, public transit, aviation, and rail, as well as non-motorized transportation such as bicycling and walking. Pennsylvania’s TYP is required by Act 120 of 1970 and must be submitted to the State Transportation Commission every two years. The TYP is a dynamic schedule of agreed-upon projects that PennDOT, with its various partners, will work to accomplish over a 12-year period. The Twelve-Year Transportation Program is separated into three four-year periods. The first four years corresponds with the federally required Statewide Transportation Improvement Program (STIP) and regional Transportation Improvement Programs (TIPs).”

As part of the TYP development process, a major survey of Pennsylvanians is undertaken every two years prior to the development of new TIPs. The results of this surveying are then made available to MPOs like WATS to help guide and inform the programming of projects. WATS 2021 TYP survey results are attached as [Appendix I](#).

Transit Performance Measures

River Valley Transit Authority

Below are the current transit performance measures and targets for fixed route transit provider River Valley Transit Authority (RVTA).

	2023 Target	2023 Performance	2023 Difference	2024 Target
Percent of revenue vehicles that have met or exceeded their useful life benchmark				
BU - Bus	31.0%	18.42	-12.57	28.0%
MV - Minivan	53.0%	50	-3	59%
TB - Trolleybus	0.00%	100.0%	0.0	100.0%
Percent of service vehicles that have met or exceeded their useful life benchmark				
Automobiles	45.0%	54.54	9.54	46%
Trucks and other Rubber Tire Vehicles	21.0%	0.0	-21.0	24%
Percent of facilities rated 3 or below on the condition scale				
Maintenance	14.0%	0.0	-14.0	11%

<i>Passenger</i>	66.0%	0.0	-66	31.0%
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STEP, Inc.

Below are the current transit performance measures and targets for shared ride provider STEP, Inc.

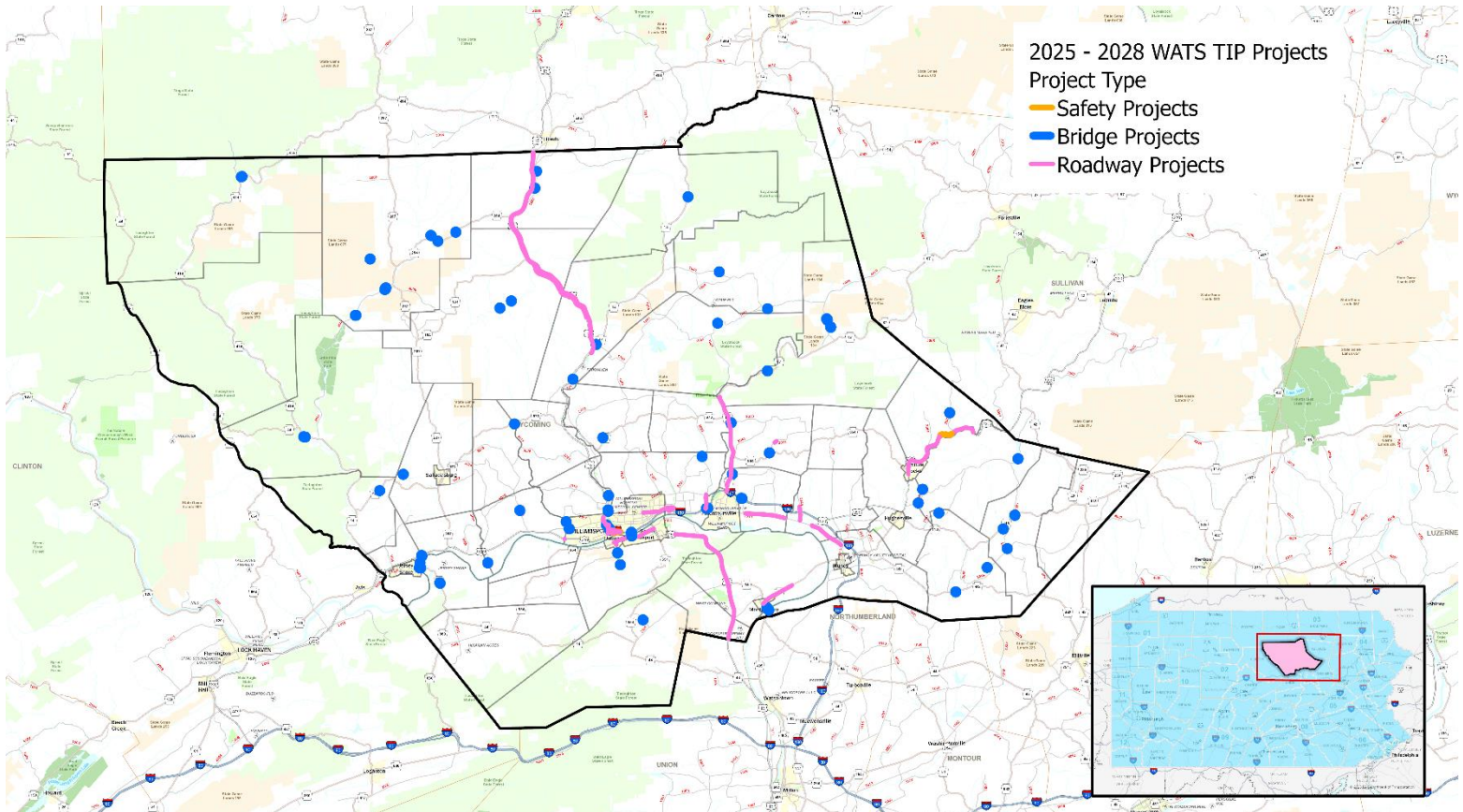
	2023 Target	2023 Performance	2023 Difference	2024 Target
<i>Percent of revenue vehicles that have met or exceeded their useful life benchmark</i>				
<i>CU - Cutaway</i>	53%	45%	-8%	59%
<i>MV - Minivan</i>	53%	100%	47%	78%
<i>VN - Van</i>	62%	52.94%	-9.05%	62%

River Valley Transit Authority financial capacity analysis

River Valley Transit Authority Financial Capacity Analysis is included in [Appendix C.](#)

Project listing and narratives

2025 – 2028 WATS TIP Project Locations



Project Narratives

WATS highway and bridge project listing and narratives are included as [Appendix D](#).

Interstate and Statewide Projects

Interstate Program Project Locations within WATS Boundary

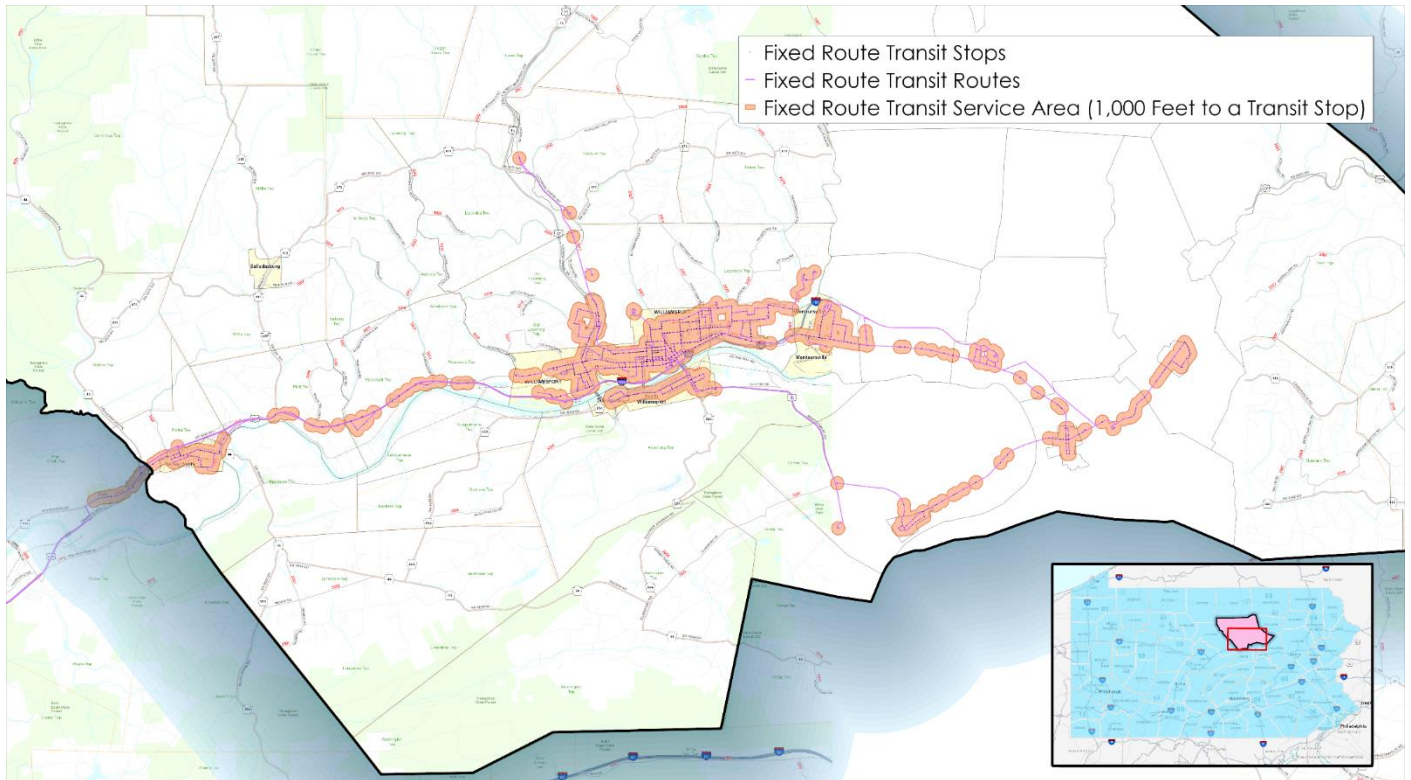
Hold for final Interstate Program TIP projects in WATS MPO

Interstate and Statewide Program Project Narratives

Interstate project listing and narratives are included as [Appendix F](#).
Statewide project listing and narratives are included as [Appendix G](#).

Transit projects

Transit Facilities Locations



River Valley Transit Authority 2025-2028 TIP Capital Projects

The capital program of River Valley Transit Authority (RVTA) has concentrated on the systematic replacement of revenue vehicles, consistent with the federal policy, and spare components to ensure a high level of quality service. RVT's established fleet replacement program calls for the replacement of a transit vehicle when it exceeds its useful life of twelve (12) years and 500,000 miles which is based on the Federal Transit Administration (FTA) regulations, PennDOT regulations, RVT's fleet size, maintenance program, and service plan. This fleet replacement program is a vital component of RVT's commitment to improve the quality and delivery of public transportation. RVT is continuing to convert our fleet from diesel powered transit vehicles to transit vehicles powered by compressed natural gas (CNG). RVT has programmed a total of \$8,140,000 for the purchase of eleven (10) replacement CNG vehicles over the course of the next four years. By the end of 2024 RVT's transit fleet will be 100% CNG fueled, continuing RVT's commitment to "greener" transportation.

In Fiscal years 2023 through 2026, RVT has programmed \$335,000.00 for the replacement of support vehicles and \$446,000.00 for other transit fleet vehicles. Support vehicles will be used by supervisors, maintenance personnel, and bus operators for shuttle transportation, distributing schedules, pickup of maintenance supplies, road supervision, road service, and other departmental needs. The replacement of these vehicles will be consistent with PennDOT's estimated useful life. The acquisition of other transit fleet vehicles will allow RVT to operate service on low-density routes at reduced costs, as these vehicles are smaller and less costly to operate than the traditional fixed route fleet vehicle. These smaller vehicles

also give RVT resources to support the Endless Mountains Transportation Authority and promote transit regionalization as RVT and the Endless Mountains system continue a long-term management relationship.

RVT has programmed \$2,000,000 for Garage & Office Improvements over the course of the next four years. This is related to building modifications of RVT's existing administrative and maintenance facility including a new bus wash system, updating RVT's fueling service island and capital repairs necessary to extend the facilities useful life.

It is critical for RVT to continue purchasing spare components through its capital budget to ensure reliability of service and to minimize the burden on operating funds. RVT has programmed \$100,000 and \$75,000 in alternating fiscal years for the purchase of associated capital maintenance items (i.e., spare components).

RVT has programmed a total of \$1,685,000 for Transit Improvement projects at RVT's Trade and Transit Complex as well as the Church Street Transportation Center. Over the next 4 years, RVT is programming \$1,000,000.00 for facility and technology improvements to the Trade and Transit Center that will allow the facility to serve as a regional transit hub. This supports the rural transportation to the Endless Mountains Transportation Authority and any other future transportation regionalization with other counties.

RVT has programmed \$100,000 every fiscal year for the purchase of support equipment to include shop and office equipment and MIS/computer upgrades. RVT intends to acquire a comprehensive facility and asset management program that will replace 4 different programs currently utilized for inventory, maintenance, fueling and procurement. RVT will also replace obsolete equipment that will provide for more efficient fleet maintenance. Support equipment will also include office and IT equipment as well as technical support for RVT's MIS.

Project Narratives

WATS transit project listing and narratives are included as [Appendix E](#).

TIP Analysis

Fiscal constraint analysis

Fund Type	FFY 2023		FFY 2024		FFY 2025		FFY 2026	
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
NHPP	\$5,467,000	\$5,467,000	\$5,162,000	\$5,162,000	\$4,887,000	\$4,887,000	\$4,616,000	\$4,616,000
STP	\$3,370,000	\$3,370,000	\$3,443,000	\$3,443,000	\$3,544,000	\$3,544,000	\$3,647,000	\$3,647,000
581	\$3,734,000	\$3,734,000	\$4,047,000	\$4,047,000	\$4,122,000	\$4,122,000	\$4,534,000	\$4,534,000
185/183	\$4,001,000	\$4,001,000	\$3,926,000	\$3,926,000	\$3,925,000	\$3,925,000	\$3,909,000	\$3,909,000
BOF	\$3,152,000	\$3,122,000	\$3,152,000	\$3,152,000	\$3,152,000	\$3,152,000	\$3,152,000	\$3,152,000
HSIP	\$1,084,000	\$1,084,000	\$1,105,000	\$1,105,000	\$1,126,000	\$1,126,000	\$1,148,000	\$1,148,000
CMAQ	\$0		\$0		\$0		\$0	
TAP	\$0		\$0		\$0		\$0	
STU	\$0		\$0		\$0		\$0	
BRIP	\$3,749,000	\$3,749,000	\$3,749,000	\$3,749,000	\$3,749,000	\$3,749,000	\$3,749,000	\$3,749,000
Total	\$24,557,000	\$24,577,000	\$24,584,000	\$24,584,000	\$24,505,000	\$24,505,000	\$24,755,000	\$24,755,000

The 2025-2028 WATS TIP is fiscally constrained by year and by allocations. All projects have been screened against funding program eligibility requirements. Projects with phases beyond the 2025-2028 TIP have estimated costs shown in the TYP and WATS LRTP.

In addition to the baseline STIP/TIP funding identified in PennDOT's Financial Guidance, there are multiple funding sources that are distributed statewide to counties, municipalities and through PennDOT maintenance. This funding includes:

- County/Municipal Liquid Fuels Tax Fund Allocations
- PennDOT County Maintenance A-582/A-409
- Statewide Distribution of Funds:
 - Green Light Go
 - Highway Transfer/Turnback Program
 - Highway Systems Technology
 - Debt Service
 - Pennsylvania Infrastructure Bank (PIB)
 - Act 44 Bridge
 - \$5 County Fee for Local Use Fund
 - Marcellus Shale
 - A-409 Discretionary

As defined by [23 USC 450.218\(m\)](#), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. The term "asset management" means a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

Beyond the baseline federal and state funding, Pennsylvania invests more than \$2.4 Billion annually to operate and maintain the Commonwealth's transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth of Pennsylvania and contributes

significantly to providing a state of good repair. It should be noted that, in Pennsylvania, the existing and future transportation needs are much greater than what existing financial resources can provide. These needs go beyond traditional highway and bridge infrastructure. They also include multi-modal assets like public transit, aviation, rail, marine, ports, bicycle, pedestrian, etc.

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	SFY 22-23	SFY 23-24	SFY 24-25	SFY 25-26	SFY 26-27
Adams	19,114,035	19,255,658	19,375,200	19,496,118	19,619,337
Altoona	19,364,477	19,501,176	19,612,400	19,726,052	19,838,012
Centre	25,223,766	25,407,481	25,569,614	25,733,222	25,894,213
DVRPC	305,173,495	307,784,830	309,783,168	311,800,650	313,826,783
Erie	40,801,091	41,104,004	41,355,348	41,604,624	41,859,603
Franklin	24,102,060	24,280,719	24,426,824	24,577,454	24,726,500
Harrisburg	79,347,584	79,942,312	80,437,719	80,937,937	81,431,577
Johnstown	27,824,990	28,026,026	28,196,862	28,369,227	28,543,979
Lancaster	53,323,144	53,740,398	54,064,694	54,391,568	54,719,689
Lebanon	17,250,654	17,368,767	17,460,420	17,554,518	17,645,967
Lehigh Valley	63,973,494	64,460,911	64,821,877	65,192,796	65,564,221
NEPA	86,103,206	86,798,675	87,423,042	88,056,892	88,688,880
North Central	91,065,020	91,773,979	92,421,172	93,075,639	93,733,088
Northern Tier	108,078,041	108,982,859	109,863,810	110,738,082	111,626,417
Northwest	91,686,350	92,382,032	93,025,595	93,667,554	94,317,604
Reading	44,367,025	44,722,797	44,997,451	45,281,419	45,564,394
S. Alleghenies	85,817,486	89,800,734	90,464,689	91,133,384	91,802,319
Scranton-WB	89,051,682	100,063,489	100,714,505	101,367,123	102,011,979
SEDA-COG	99,344,245	86,477,905	87,099,730	87,721,635	88,344,399
SPC	416,574,593	420,046,564	423,074,710	426,097,771	429,143,430
SVTS	28,255,281	28,462,092	28,641,993	28,825,408	29,006,219
Wayne County	24,789,734	25,019,272	25,246,971	25,476,927	25,702,090
Williamsport	29,690,052	29,915,679	30,116,217	30,322,258	30,525,681
York	52,248,480	52,639,627	52,947,973	53,260,726	53,571,604
Statewide	578,364,000	577,210,000	594,772,000	607,039,000	639,189,000
TOTAL	2,500,933,985	2,515,167,984	2,545,913,984	2,571,447,985	2,616,896,985

LRTP consistency analysis

All projects have been screened against [WATS 2023-2045 LRTP project selection criteria](#). A matrix of how projects and criteria intersect is included as [Appendix H](#).

The 70 projects programmed on the WATS TIP met an average of 13 of 35 (37%) project selection criteria. For a project to be programmed, the WATS planning process specifies that it must meet at least one of the criteria. No project on this TIP meets fewer than 9 of the 35 project selection criteria. This indicates that the projects programmed on this TIP will substantially contribute towards meeting the identified transportation needs of Lycoming County.

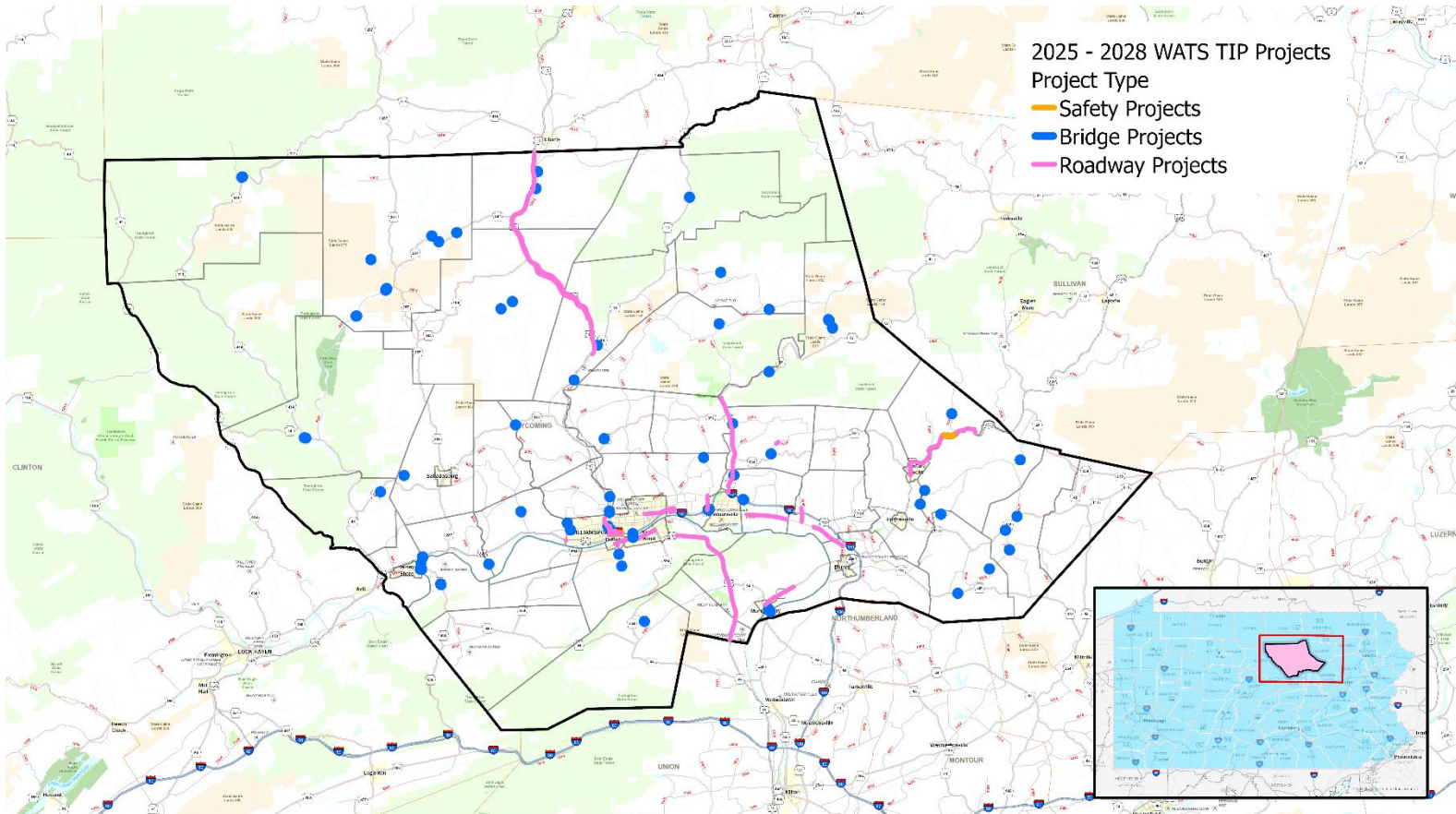
Performance based planning and programming analysis

The 70 projects programmed on the WATS TIP are anticipated to substantially contribute towards meeting [performance measure targets established for WATS](#).

PM1 – Measures of Safety Performance

As previously described, [WATS established target and baseline values for safety performance measures](#). This TIP dedicates \$1,354,860 towards three safety projects.

The major safety project programmed on the WATS TIP is Project ID 102641, a Safety and Mobility Initiative (SAMI) in Shrewsbury Township. Over the past 9 years of available crash data, 44.7% of all reportable crashes in Lycoming County involved a single vehicle departing the roadway and 9.3% of crashes involved a vehicle striking a guiderail or guiderail end. Investment in safety and mobility enhancements will substantially improve safety on Lycoming County roadways. Other safety projects include Project ID 118500 installing sequential lighted chevrons on the US 15/I-180 ramp.

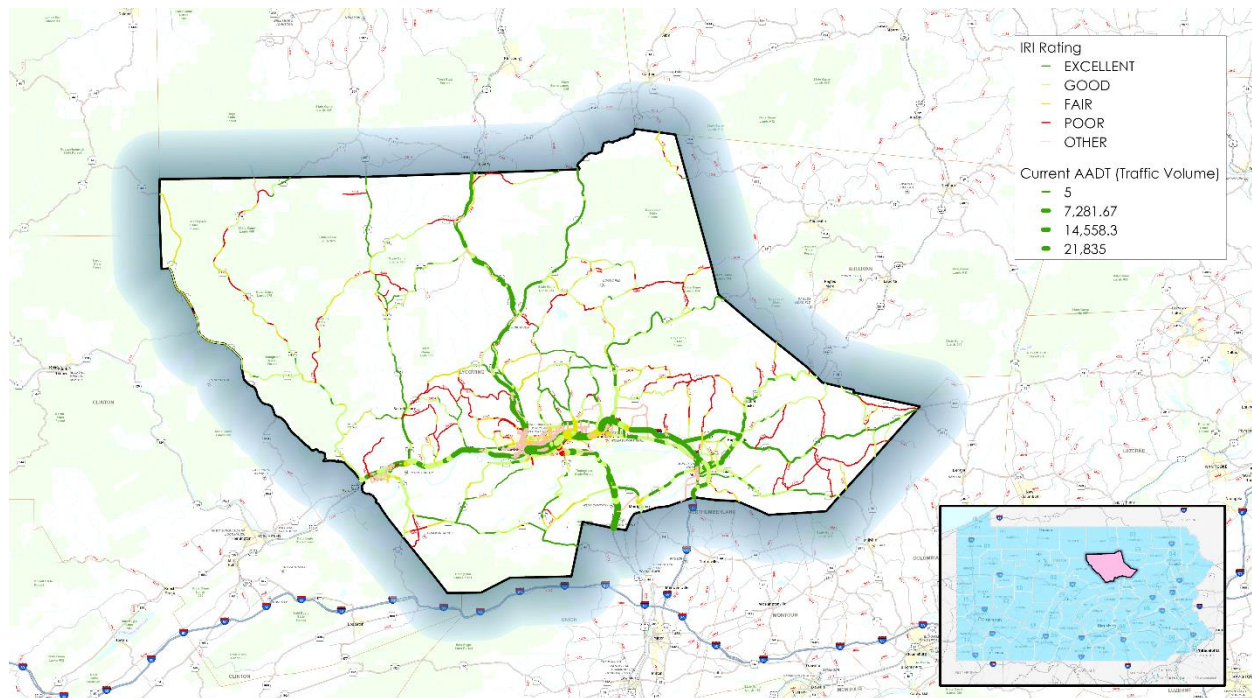


Year	Total Reportable Crashes	Single Vehicle Run Off Road Crashes	Percentage of Crashes	Guide Rail or Guide Rail End Hit	Percentage of crashes
2014	1,091	525	48.1%	98	9.0%
2015	1,162	524	45.1%	105	9.0%
2016	1,101	460	41.8%	89	8.1%
2017	1,088	481	44.2%	92	8.5%
2018	1,115	501	44.9%	103	9.2%
2019	1,001	446	44.5%	106	10.5%
2020	870	337	38.7%	73	8.4%
2021	924	416	45.02%	99	10.70%
2022	896	450	50.2%	82	9.1%
Total	9,248	4,140	44.7%	861	9.3%
Average	1,061	468	44.1%	95.6	9.01%

PM2 – Measures of Pavement and Bridge Condition

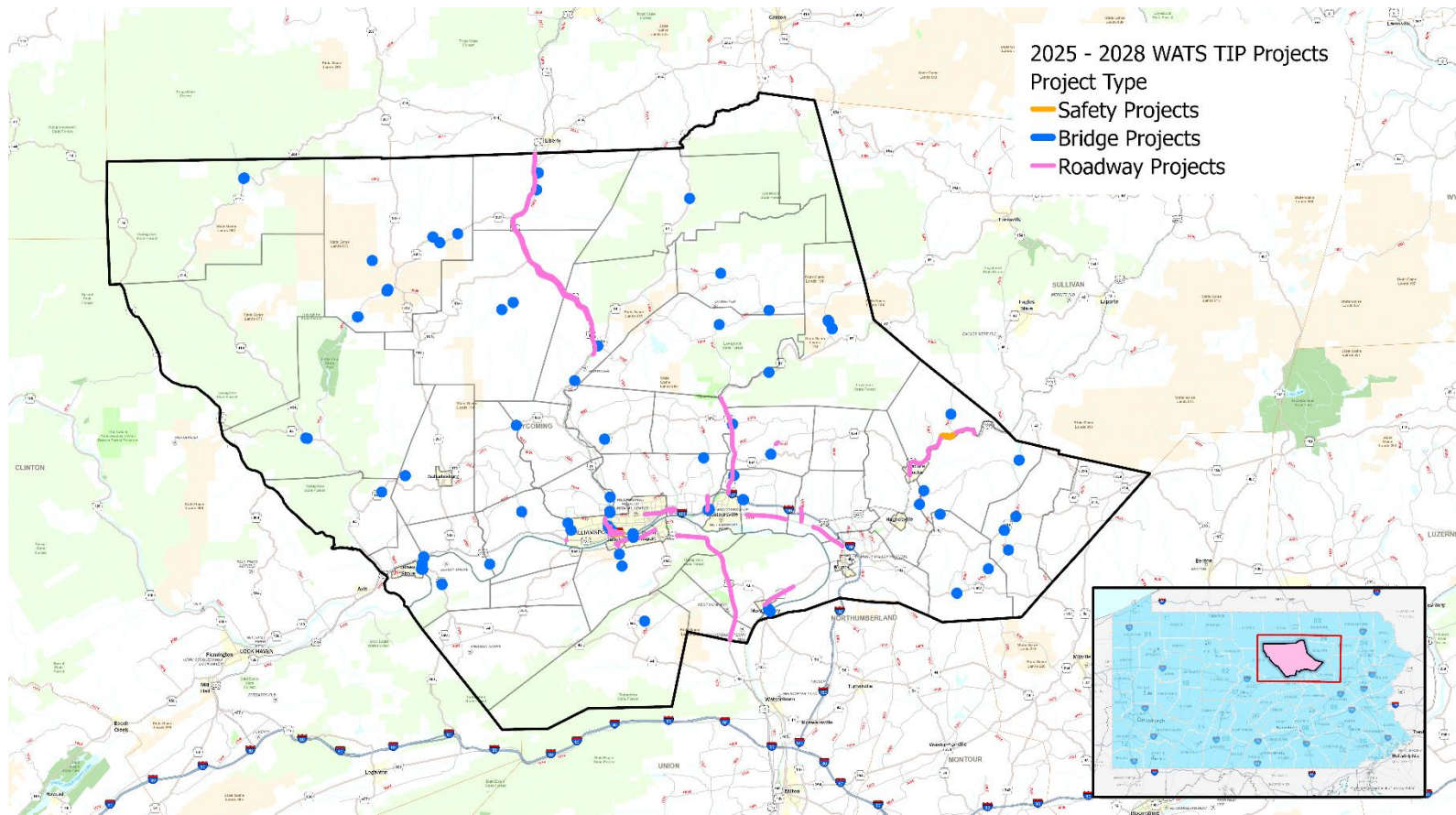
The WATS TIP programs \$49,514,842 towards 40 bridge improvements and \$42,857,102 towards 22 highway projects.

WATS currently have no bridges on the NHS in poor condition. Therefore, bridge projects are targeted towards local bridges in poor condition or other bridges in Fair condition that are most likely to progress to poor condition.



The highest traffic volume state roadways in Lycoming County all possess good condition pavements. Many roadway projects are targeted towards areas experiencing active landslides that threaten the roadway, or roadway maintenance/restoration.

PM3 – Measures of System Performance



Typically, projects intended to improve system performance are capacity-adding projects. However, WATs is seeing falling population and traffic volumes and currently sees 100% interstate system reliability, and NHS and truck reliability measures far higher than the statewide values. Therefore, no programmed projects on this TIP are specifically included to improve system performance through adding capacity. However, the major safety project programmed on US-220 is anticipated to decrease crash influence time and thereby increase NHS reliability.

Transit Performance Measures

To meet transit performance measures, River Valley Transit Authority has programmed \$7,450,000 to modernize the bus fleet and \$285,000 for the replacement of support vehicles.

Environmental Justice Benefits and Burdens

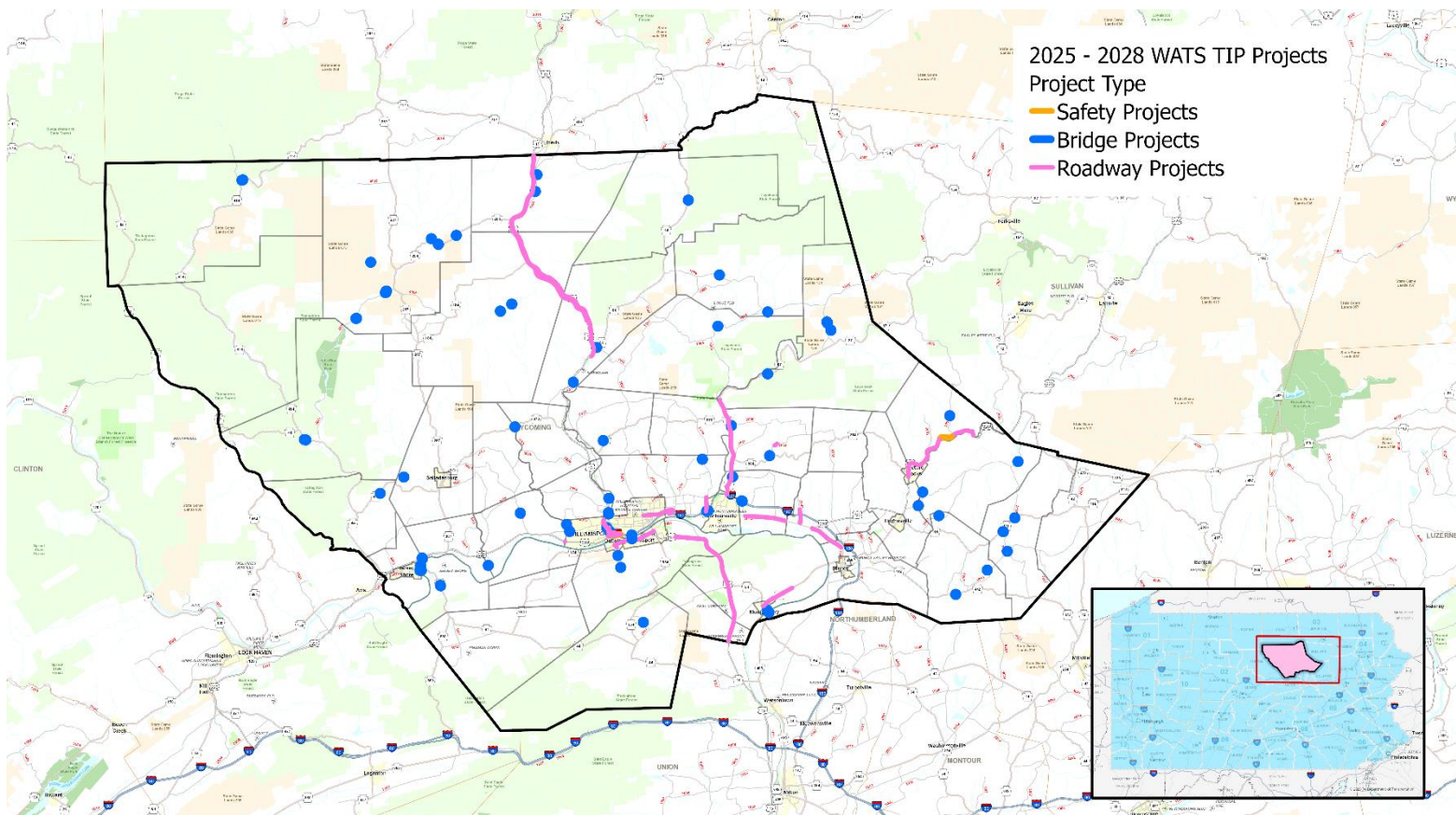
The tables and maps below summarize how 2025-2028 WATs TIP funding is distributed among Lycoming County census block groups based on the minority and low-income intervals identified in the [“Identification of traditionally underserved and underrepresented populations”](#) section above. All analyses are based on census block groups within a 500-foot buffer distance from MPMS project locations.

Minority Population

Ratio of Minority Population Percentage in Census Block Group to Lycoming County Overall Minority Population Percentage		Less than or equal to half of Lycoming County Minority Population Percentage	Greater than half Lycoming County Minority Population Percentage and less than or equal to Lycoming County Minority Population Percentage	Greater than Lycoming County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage	Greater than twice Lycoming County Minority Population Percentage and less than or equal to four times the County Minority Population Percentage	Greater than four times the Lycoming County Minority Population Percentage
Number of Block Groups		53	23	20	12	5
Transportation System by Interval	Federal Aid Road Segment Miles	177.70	64.20	29.60	7.60	7.30
	Share of Federal Aid Road Segment Miles	62.05%	22.42%	10.34%	2.65%	2.55%
	Federal Aid Road Segment Miles with Poor IRI	0.91	0.69	0.58	0.00	0.00
	Percent of Federal Aid Road Segments with Poor IRI	0.51%	1.08%	1.95%	0.00%	0.00%
	Share of Total Federal Aid Road Segment Miles with Poor IRI	41.68%	31.80%	26.52%	0.00%	0.00%
	Federal Aid Road Segment Miles with Poor OPI	1.4	0.1	0.1	0	0
	Percent of Federal Aid Road Segments with Poor OPI	0.79%	0.16%	0.34%	0.00%	0.00%
	Share of Total Federal Aid Road Segment Miles with Poor OPI	87.50%	6.25%	6.25%	0.00%	0.00%
	Bridges	474	134	68	27	18
	Share of Bridges	65.74%	18.59%	9.43%	3.74%	2.50%
	Poor Condition Bridges	18	5	0	0	0
	Percent Poor Condition Bridges	3.80%	3.73%	0.00%	0.00%	0.00%
	Share of Total Poor Condition Bridges	78.26%	21.74%	0.00%	0.00%	0.00%
	Reportable Crashes (2017-2021)	2,623	1,015	1,040	873	416
	Share of Total Reportable Crashes (2017 - 2021)	43.96%	17.01%	17.43%	14.63%	6.97%
	Persons Involved in Reportable Crashes (2017 - 2021)	4,941	2,163	2,305	2,053	924
	Share of Total Persons Involved in Reportable Crashes (2017 - 2021)	39.89%	17.46%	18.61%	16.58%	7.46%
	Crash Fatalities (2017 - 2021)	34	13	17	10	0
	Share of Total Crash Fatalities (2017 - 2021)	45.95%	17.57%	22.97%	13.51%	0.00%
	Crash Suspected Serious Injuries (2017 - 2021)	116	31	34	24	11
	Share of Crash Suspected Serious Injuries (2017 - 2021)	53.70%	14.35%	15.74%	11.11%	5.09%
	Bicycle or Pedestrian Crashes (2017 - 2021)	61	38	51	64	31
	Share of Total Bicycle or Pedestrian Crashes (2017 - 2021)	24.90%	15.51%	20.82%	26.12%	12.65%
Population Shares by Interval	Population	53,839	20,703	23,522	13,166	3,044
	Share of Total Lycoming County Population	47.11%	18.12%	20.58%	11.52%	2.66%
	Minority Population	1,413	1,538	3,576	4,304	1,524
	Share of Total Lycoming County Minority Population	11.44%	12.45%	28.94%	34.84%	12.34%
Roadway Projects	Percent Minority	2.0%	6.7%	13.6%	27.3%	46.9%
	Amount of Funding	\$52,098,484.00	\$41,333,610.00	\$42,629,678.00	\$3,025,000.00	\$5,723,342.00
	Per Capita Funding	\$967.67	\$1,996.50	\$1,812.33	\$229.76	\$1,880.20
Bridge Projects	Number of Projects	20	15	14	3	3
	Amount of Funding	\$45,872,500.00	\$11,471,000.00	\$1,925,000.00	\$150,000.00	\$550,000.00
	Per Capita Funding	\$852.03	\$554.07	\$81.84	\$11.39	\$180.68
Safety Projects	Number of Projects	57	19	9	2	0
	Amount of Funding	\$0.00	\$1,328,000.00	\$0.00	\$0.00	\$0.00
	Per Capita Funding	\$0.00	\$64.15	\$0.00	\$0.00	\$0.00
All Projects	Number of Projects	0	1	0	0	0
	Amount of Funding	\$97,970,984.00	\$54,132,610.00	\$44,554,678.00	\$3,175,000.00	\$6,273,342.00
	Per Capita Funding	\$1,819.70	\$2,614.72	\$1,894.17	\$241.15	\$2,060.89
Number of Projects		77	35	23	5	3

Projects most likely to impact minority populations based on proximity to census block groups with highest minority population:

PennDOT Project ID	Project Description
99003	Resurfacing project on US 220 from Water Street to Steele Lane in Picture Rocks Borough, Penn Twp. and Shrewsbury Twp.
105532	Mill and resurfacing highway restoration project on I-180 WB from Market St. to Warrensville Rd. in City of Williamsport and Loyalsock Twp.
119519	Mill and resurfacing highway restoration project from Market Street to SR 2014 in the City of Williamsport and Loyalsock Twp.



As shown by the above analysis, the WATS 2025-2028 TIP projects are well distributed throughout the County. Since PennDOT District 3 and the WATS MPO prioritize asset management and safety improvements there are very little occurrences of right-of-way acquisition and practically no capacity expansion projects programmed. The projects that are located in areas with greatest minority population concentration, which may contribute to some short-term impacts during construction, will generally benefit those residents by improving traveling conditions and safety for all users.

The 2025-2028 WATS TIP Environmental Justice (EJ) Benefits and Burdens analysis shows that there are twenty-three (23) poor condition bridge, and a total of 3.7 Federal Aid road segment miles with poor International Roughness Index (IRI) or poor Overall Pavement Index (OPI) in areas with the greatest minority population.

The 2025-2028 EJ analysis shows that from 2017-2021 there were 64 reportable bicycle or pedestrian crashes in the areas with the greatest minority population, averaging 26% of all bicycle or pedestrian crashes within WATS MPO for 2017-2021. Based on this analysis, the WATS MPO may want to consider bicycle or pedestrian safety improvement projects in the areas with greatest minority population on future MPO TIPs.

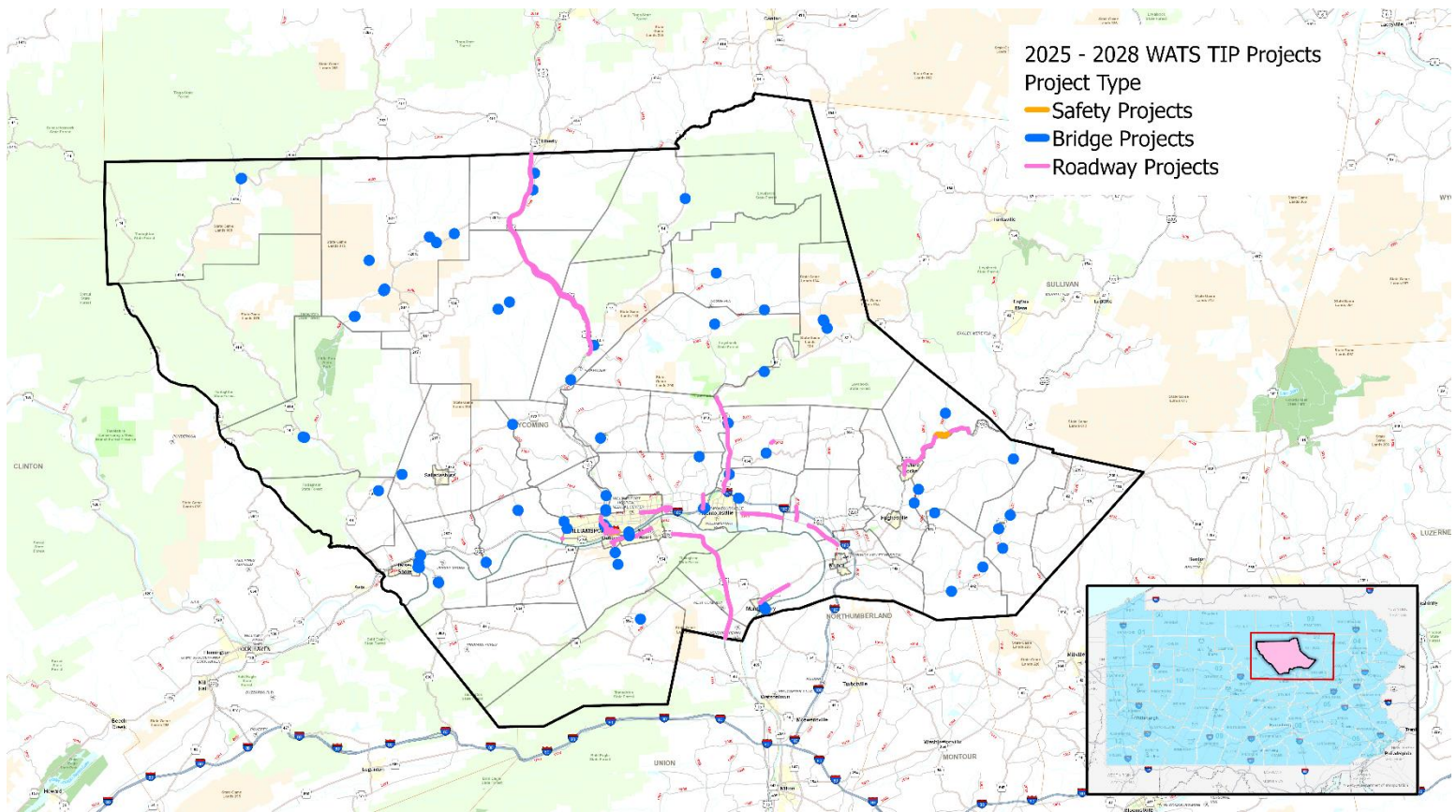
Highway reconstruction projects affecting these areas that were delayed from the 2023-2026 TIP are being reviewed to be re-programmed on the 2025-2028 WATS TIP where feasible.

Low Income Population

		Less than or equal to half of Lycoming County Low Income Population Percentage	Greater than half Lycoming County Low Income Population Percentage and less than or equal to Lycoming County Low Income Population Percentage	Greater than Lycoming County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage	Greater than twice Lycoming County Low Income Population Percentage and less than or equal to four times the County Low Income Population Percentage	Greater than four times the Lycoming County Low Income Population Percentage
Ratio of Low Income Population Percentage in Census Block Group to Lycoming County Overall Low Income Population Percentage						
Number of Block Groups		38	40	22	10	3
Transportation System by Interval	Federal Aid Road Segment Miles	74.50	116.70	70.10	28.90	7.30
	Share of Federal Aid Road Segment Miles	25.04%	39.23%	23.56%	9.71%	2.45%
	Federal Aid Road Segment Miles with Poor IRI	0.00	0.00	0.36	0.00	0.00
	Percent of Federal Aid Road Segments with Poor IRI	0.00%	0.00%	0.52%	0.00%	0.00%
	Share of Total Federal Aid Road Segment Miles with Poor IRI	0.00%	0.00%	100.00%	0.00%	0.00%
	Federal Aid Road Segment Miles with Poor OPI	0	0	0	0	0
	Percent of Federal Aid Road Segments with Poor OPI	0.00%	0.00%	0.00%	0.00%	0.00%
	Share of Total Federal Aid Road Segment Miles with Poor OPI	0.00%	0.00%	0.00%	0.00%	0.00%
	Bridges	213	282	143	58	19
	Share of Bridges	29.79%	39.44%	20.00%	8.11%	2.66%
	Poor Condition Bridges	4	10	4	5	0
	Percent Poor Condition Bridges	1.88%	3.55%	2.80%	8.62%	0.00%
	Share of Total Poor Condition Bridges	17.39%	43.48%	17.39%	21.74%	0.00%
	Reportable Crashes (2017 - 2021)	1,688	1,997	1,114	900	400
	Share of Total Reportable Crashes (2017 - 2021)	27.68%	32.74%	18.27%	14.76%	6.56%
	Persons Involved in Reportable Crashes (2017 - 2021)	3,623	3,923	2,351	1,878	915
	Share of Total Persons Involved in Reportable Crashes (2017 - 2021)	28.55%	30.91%	18.53%	14.80%	7.21%
	Crash Fatalities (2017 - 2021)	23	23	13	8	4
	Share of Total Crash Fatalities (2017 - 2021)	32.39%	32.39%	18.31%	11.27%	5.63%
	Crash Suspected Serious Injuries (2017 - 2021)	63	72	42	31	12
	Share of Crash Suspected Serious Injuries (2017 - 2021)	28.64%	32.73%	19.09%	14.09%	5.45%
	Bicycle or Pedestrian Crashes (2017 - 2021)	49	70	60	57	33
	Share of Total Bicycle or Pedestrian Crashes (2017 - 2021)	18.22%	26.02%	22.30%	21.19%	12.27%
Population Shares by Interval	Population	38,949	35,113	23,692	10,741	5,779
	Share of Total Lycoming County Population	34.08%	30.73%	20.73%	9.40%	5.06%
	Low Income Population	999	2,902	3,747	3,256	2,355
	Share of Total Lycoming County Low Income Population	7.53%	21.89%	28.26%	24.56%	17.76%
	Percent Low Income	2.56%	8.26%	15.82%	30.31%	40.75%
Roadway Projects	Amount of Funding	\$22,515,726.00	\$82,463,250.00	\$72,354,020.00	\$5,835,000.00	\$28,616,710.00
	Per Capita Funding	\$578.08	\$2,348.51	\$3,053.94	\$543.25	\$4,951.84
	Number of Projects	14	26	16	3	5
Bridge Projects	Amount of Funding	\$11,247,000.00	\$42,283,500.00	\$7,679,000.00	\$1,300,000.00	\$625,000.00
	Per Capita Funding	\$288.76	\$1,204.21	\$324.12	\$121.03	\$108.15
	Number of Projects	31	39	9	3	4
Safety Projects	Amount of Funding	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Per Capita Funding	0	0	0	0	0
	Number of Projects	0	1	0	0	0
All Projects	Amount of Funding	\$33,762,726.00	\$126,074,552.00	\$80,033,020.00	\$7,135,000.00	\$29,241,710.00
	Per Capita Funding	\$866.84	\$3,590.54	\$3,378.06	\$664.28	\$5,059.99
	Number of Projects	45	66	25	6	9

Projects most likely to impact low-income populations based on proximity to census block groups with highest low-income population:

PennDOT Project ID	Project Description
99003	Resurfacing project on US 220 from Water Street to Steele Lane in Picture Rocks Borough, Penn Twp. and Shrewsbury Twp.
99373	Soil slide repair on SR 3013 on Spring Valley Rd in Woodward Twp.
105532	Mill and resurfacing highway restoration project on I-180 WB from Market St. to Warrensville Rd. in City of Williamsport and Loyalsock Twp.



As shown by the above analysis, the WATS 2025-2028 TIP projects are well distributed throughout the County. Since PennDOT District 3 and the WATS MPO prioritize, asset management and safety improvements there are very little occurrences of right-of-way acquisition and practically no capacity expansion projects programmed. The projects that are located in areas with greatest low-income population concentration, which may contribute to some short-term impacts during construction, will generally benefit those residents by improving traveling conditions and safety for all users.

The 2025-2028 WATS TIP Environmental Justice (EJ) Benefits and Burdens analysis shows that there are twenty-three (23) poor condition bridges, and there are no Federal Aid road segment miles with poor International Roughness Index (IRI) or poor Overall Pavement Index (OPI) in areas with the greatest low-income population.

The 2025-2028 EJ analysis shows that from 2017-2021 there were 60 reportable bicycle or pedestrian crashes in the areas with the greatest low-income population, averaging 22% of all bicycle or pedestrian crashes within WATS MPO for 2017-2021. Based on this analysis, the WATS MPO may want to consider bicycle or pedestrian safety improvement projects in the areas with greatest low-income population on future MPO TIPs.

Highway reconstruction projects affecting these areas that were delayed from the 2023-2026 TIP are being reviewed to be re-programmed on the 2025-2028 WATS TIP where feasible.

Based on the distribution of current TIP funding and the above [analysis of prior investment based on asset conditions](#), there do not appear to be any disparities in investment linked to concentrations of

minority or low-income populations in Lycoming County. Any information to the contrary should be brought to the attention of WATS using the [contact information provided above](#).

Appendices

[Appendix A – Acronyms and Abbreviations](#)

[Appendix B – WATS Public Participation Plan](#)

[Appendix C – Public Transportation Financial Capacity Analysis](#)

[Appendix D – WATS Highway and Bridge Projects](#)

[Appendix E – WATS Transit Projects](#)

[Appendix F – Interstate Projects](#)

[Appendix G – Statewide Projects](#)

[Appendix H – WATS 2025-2028 TIP Project Selection Matrix](#)

[Appendix I – WATS 2023 TYP Survey Results](#)

[Appendix J – Public Comment Period Advertisement](#)

[Appendix K – Summary of Public Comments](#)

[Appendix L –Self-Certification Resolution](#)

[Appendix M – WATS TIP Modification Procedures](#)

[Appendix N – Pennsylvania’s 2025 Transportation Program General and Procedural Guidance](#)

Appendix A – Acronyms and Abbreviations

Funding Codes

Funding Code	Funding Category Description
144	302-87-3 Transportation Assistance
160	Community Transport - Equip Grant
163	Community Transport - Equip Grant
164	PTAF
179	Local Bridge Construction (Act 26 Counties)
183	Local Bridge Construction
184	Restoration - Highway Transfer
185	State Bridge Construction
244	Automated Red-Light Enforcement (ARLE) Transportation Enhancements Grant Program
278	Safety Administration
338	PT - 1513 Mass Transit Operating
339	PT - 1514 Asset Improvement / Capital Budget
340	PT - 1517 Capital Improvement
341	PT - 1516 Programs of Statewide Significance
342	Transit Administration and Oversight
409	Expanded Maintenance
5208	ITS
5303	FTA Metropolitan Planning Program
5307	FTA Urban Area Formula Grants
5308	FTA Clean Fuels Formula Grants
5309	FTA New Starts Capital Program
5310	FTA Elderly & Handicapped Program
5311	FTA Rural Area Formula Grants
5313	FTA State Planning and Research
5316	Job Access & Reverse Commute
5317	New Freedom Program
5320	Alternative Transportation in Parks & Park Land
5337	State of Good Repair Grant Program
5339	FTA Alternatives Analysis
5340	Growing States
571	Airport Development
575	Reinvestment - Facilities
577	Security Wall
580	Safety Administration and Licensing funding
581	Highway Construction, State Infrastructure, etc.
582	Highway Maintenance
584	Information Technology Policy Office
916	Expanded Maintenance of Highway & Bridge
ACT13	Local at-risk bridges - Marcellus Legacy Fund
ACT3	Act 3 Public Transportation Grant
ACT4A	Act 4A Supplemental Operating Grant
ACT83	Transit Bond

Funding Code	Funding Category Description
AIP	FAA Airport Improvement Program
APD	Appalachia Development
APL	Appalachia Local Access
BDP	Bridge Discretionary Program
BGENT	FAA Block Grant Entitlement
BND	Bridge Bonding
BOF	Bridge Off System
BOO	Bridge On/Off
BRIP	Bridge Investment Program
BUILD	Better Utilizing Investments to Leverage Development Transportation Discretionary Grant
CAQ	Congestion Mitigation/Air Quality
CB	Capital Budget Non-highway
D4R	Discretionary Interstate Maintenance
CRP	Carbon Reduction Program
DBE	Disadvantaged Business Enterprise
ECONR	Economic Recovery
FAABG	FAA Block Grant
FAAD	FAA Discretionary
FAI	Interstate Construction
FB	Ferry Boat/Ferry Terminal Facilities
FFL	Federal Flood
FHA	Public Lands Highways
FLH	Forest Highways
FRA	Federal Railroad Administration
FRB	Ferry Boat
FTAD	FTA Discretionary Funds
GEN	PA General Fund
H4L	Highway for Life - 10% Limiting Amount
HCB	Historic Covered Bridge
HPR	Highway Planning/Research
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
ITS	Intelligent Transportation System
IVB	Innovative Bridge
LOC	Local Government Funds
LRFA	Local Rail Freight Assistance
MSFF	Marcellus Shale Fee Fund
NHPP	National Highway Performance Program
NHS	National Highway System
OTH	Other Pa Government Agencies
OTH-F	Other Federal Govt. Agencies
PIB	State Infrastructure Bank - 100% state
PL	Planning
PRIV	Private Party
PTAF	Act 26 PA Transportation Assist Fund

Funding Code	Funding Category Description
REC	Recreational Trails
RES	Funds Restoration
RFAP	Rail Freight Assistance Program
RRX	Federal Rail Safety
SBY	Scenic Byways
SECT9	FTA Federal Formula - Section 9
SIB	State Infrastructure Bank
SPOPR	Supplemental Operating Assistance
SPR	State Planning/Research
SR2S	State Safe Route to School
SRTSF	Federal Safe Routes to Schools
SSE	Supportive Services Enterprise
STE	Surface Transportation Enhancement
STN	STP – Non-urbanized
STP	Surface Transportation Program - Flexible
STR	Surface Transportation Rural
STU	Surface Transportation Urban
SXF	Special Federal Funds (Demo)
TAP	Transportation Alternatives (TAP) Flexible
TCS	Transportation & Community System Preservation
TIGER	Transportation Investment Generating Economic Recovery
TIGGER	Transit Investment for Greenhouse Gas and Energy Reduction
TPK	Turnpike
TTE	Transit Transportation Enhancements

Project Phases

Project Phase	Project Phase Description
+	Toll credited phase
P, PE	Preliminary Engineering
U, UTL	Utilities
R, ROW	Right of Way
F, FD	Final Design
C, CON	Construction

Other Acronyms and Abbreviations

Acronym or Abbreviation	Meaning
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACM	Agency Coordination Meeting
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic

Acronym or Abbreviation	Meaning
ACS	American Community Survey
APA	American Planning Association
AQ	Air Quality
ARLE	Automated Red-Light Enforcement
BAMS	Bridge Asset Management System
BIL	Bipartisan Infrastructure Law
BMP	Best Management Practice
BMS	Bridge Management System
BRDG	Bridge
CBD	Central Business District
CCAP	County Commissioners Association of Pennsylvania
CFMP	Comprehensive Freight Management Plan
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CSVT	Central Susquehanna Valley Transportation Project
DCED	Department of Community and Economic Development
DCNR	Department of Conservation and Natural Resources
DEP	Department of Environmental Protection
DOI	Decade of Investment
DVMT	Daily Vehicle Miles Traveled
ECMS	Engineering and Construction Management System
EJ	Environmental Justice
ENS	Emergency Notification System
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act
FD	Final Design
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	Geographic Information Systems
GLG	Green Light Go Municipal Signal Partnership Program

Acronym or Abbreviation	Meaning
GWA	Greater Williamsport Alliance Planning Area
HCON	Highway Construction
HOP	Highway Occupancy Permit
HPMS	Highway Performance Monitoring System
HRST	Highway Restoration
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
ISTEA	Intermodal Surface Transportation Efficiency Act
IRI	International Roughness Index
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
JRA	Joint Rail Authority (SEDA-COG)
LCPC	Lycoming County Planning Commission
LEP	Limited English Proficiency
LOLD	Letter of Local Determination
LOS	Level of Service
LPN	Linking Planning & NEPA
L RTP	Long Range Transportation Plan
LTAP	Local Technical Assistance Program
LUTED	Land Use, Transportation, and Economic Development
LVRR	Lycoming Valley Railroad
MAP-21	Moving Ahead for Progress in the 21st Century Act
MATP	Medical Assistance Transportation Program
MLF	Municipal Liquid Fuels Program
MOU	Memorandum of Understanding
MPC	Municipalities Planning Code
MPMS	Multimodal Project Management System
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTF	Multimodal Transportation Fund
NACTO	National Association of City Transportation Officials
NAICS	North American Industry Classification System
NBIS	National Bridge Inspection Program
NEPA	National Environmental Policy Act
NEVI	National Electric Vehicle Infrastructure
NHPP	National Highway Performance Program
NHS	National Highway System
NIMS	National Incident Management System

Acronym or Abbreviation	Meaning
NPS	Nonpoint Source
NWI	National Wetlands Inventory
OPI	Overall Pavement Index
P3	Public Private Partnership
PA	Pennsylvania
PAMS	Pavement Asset Management System
PAT	Planning Advisory Team
PBPP	Performance Based Planning and Programming
PCD	Lycoming County Department of Planning and Community Development
PCT	Pennsylvania College of Technology
PE	Preliminary Engineering
PEMA	Pennsylvania Emergency Management Agency
PennDOT	Pennsylvania Department of Transportation
PHMC	Pennsylvania Historical & Museum Commission
PIF	Project Initiation Form
PNDI	Pennsylvania Natural Diversity Inventory
PPP	Public Participation Plan
PSAB	Pennsylvania State Association of Boroughs
PSATS	Pennsylvania State Association of Township Supervisors
PSP	Pennsylvania State Police
PUC	Pennsylvania Public Utility Commission
RLR	Rail Line Relocation and Improvement
RMS	Roadway Management System
ROP	Regional Operations Plan
ROW	Right of Way
RPO	Rural Planning Organization
RRIF	Railroad Rehabilitation & Improvement Financing
RTAP	Rail Transportation Assistance Program
RVTA	River Valley Transit Authority
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy For Users
SAMI	Safety and Mobility Initiative
SD	Structurally Deficient
SEDA-COG	Susquehanna Economic Development Association Council of Governments
SHSP	Strategic Highway Safety Plan
SOV	Single Occupancy Vehicle
STAMPP	Systematic Techniques to Analyze and Manage PA Pavements
STC	State Transportation Commission

Acronym or Abbreviation	Meaning
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TEA-21	Transportation Equity Act for the 21st Century
TENH	Transportation Enhancements
TIA	Transportation Impact Assessment
TIGER	Transportation Investment Generating Economic Recovery Discretionary Grants Program
TIS	Transportation Impact Study
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMDL	Total Maximum Daily Load
TRB	Transportation Research Board
TSMO	Transportation System Management & Operations
TYP	Twelve-Year Program
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
WATS	Williamsport Area Transportation Study

Appendix B – WATS Public Participation Plan

The WATS MPO Public Participation and Title VI Program are accessible from the WATS MPO TIP website (<https://www.lyco.org/WATS-MPO/TIP>) or the WATS MPO Public Involvement website (<https://www.lyco.org/WATS-MPO/Involvement>)

Appendix C – Public Transportation Financial Capacity Analysis

Appendix D – WATS 2025-2028 Highway and Bridge Projects

Appendix E – WATS 2025-2028 Transit Projects

Appendix F – 2025-2028 Interstate Projects

The 2025-2028 Interstate TIP Projects are accessible
from the WATS MPO TIP website
(<https://www.lyco.org/WATS-MPO/TIP>)

Appendix G –2025-2028 Statewide Projects

The 2025-2028 Statewide TIP Projects are accessible
from the WATS MPO TIP website
(<https://www.lyco.org/WATS-MPO/TIP>)

Appendix H – WATS 2025-2028 TIP Project Selection Matrix

Appendix I – WATS 2023 TYP Survey Results

Appendix J – Public Comment Period Advertisement

Appendix K – Summary of Public Comment

Comment No. 1:

Action Taken:

Comment No. 2:

Action Taken:

Comment No. 3:

Action Take:

Comment No. 4:

Action Take:

Comment No. 4:

Action Take:

Comment No. 5:

Action Take:

Appendix L – Self Certification Resolution

WILLIAMSPORT AREA TRANSPORTATION STUDY METROPOLITAN PLANNING 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 transportation disadvantaged, has been followed in developing the Transportation Improvement Program, (TIP) and the Long-Range Transportation Plan (LRTP).

WHEREAS, 23 CFR § 450.336 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 at least every 4 years 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 § 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 metropolitan planning process; and

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR § 450.326 and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR § 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 the discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC § 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 § 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101(b) of the Fixing America's Surface Transportation, (FAST) Act (Public Law 114-94) and 49 CFR § 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 § 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) and Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency) have been met; and

WHEREAS, the provisions of 49 CFR § 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 transportation disadvantaged populations, has been followed in developing the region's transportation plans and programs, including the WATS MPO FFY 2025-2028 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 May 13, 2024 publicly advertised meeting, and that said resolution is now in full force and effect.

Scott R. Williams, WATS MPO Secretary

Eric High, WATS MPO Chairperson

Appendix M – WATS TIP Modification Procedures

Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING

WILLIAMSPORT AREA TRANSPORTATION STUDY, (WATS) METROPOLITAN PLANNING ORGANIZATION (MPO) PROCEDURES FOR 2025-2028 Transportation Improvement Program Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used by the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) for the processing of revisions to the 2025-2028 WATS Transportation Improvement Program (TIP).

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

The STIP is the official transportation improvement program document mandated by federal statute ([23 CFR § 450.218](#)) and recognized by the FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation by federal statute. The STIP includes regional TIPs developed by the Planning Partners (MPOs and RPOs), the PennDOT Developed Interstate Management (IM) Program and Statewide Programs developed by PennDOT. Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, Secretary of Transportation's Discretionary SPIKE, the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, the National Electric Vehicle Infrastructure (NEVI) Formula Program, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate projects. The Commonwealth's 12-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/WATS TIP.

How and When is a STIP/TIP Developed?

For more information on the development of the STIP/TIP, see *Pennsylvania's 2025 Transportation Program General and Procedural Guidance* dated April 19, 2023 ([Appendix N](#)).

WATS TIP Administration

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

The federal statewide and metropolitan planning regulations contained in [23 CFR § 450](#) govern the provisions for revisions of the STIP and WATS TIP. The intent of this federal regulation is to acknowledge the

relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, [23 CFR § 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, WATS, FHWA, FTA, and RVTa. Any alternative procedures must be agreed upon, and documented in the WATS TIP.

STIP/WATS TIP revisions must be consistent with PennDOT's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the WATS LRTP. In addition, STIP/WATS TIP revisions must support Pennsylvania's Transportation Performance Measures and Targets, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP), and Congestion Management Plan (CMP), as well as the PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, WATS MPO, and RVTa at the county and levels. This approach will be applied to continue the implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessments, target settings, and re-evaluations of data associated with the STIP/WATS TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic objectives, and that enhances to overall performance of the Commonwealth's transportation system.

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

MPOs/RPOs in attainment areas are required to update their LRTP every 5 years, and the MPO/RPO LRTP "clock" is reset with the Board/Committee adoption of the MPO/ROP LRTP. If an attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire.

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

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

WATS TIP Revisions

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

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

- **Affects air quality conformity regardless of the cost of the project or the funding source.**

- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
 - \$10 million for the Interstate Management (IM) Program;
 - \$7.5 million for MPOs with most recent US Census Urbanized Areas (UZA) population \geq 1,000,000;
 - \$3 million for MPOs with most recent US Census Urbanized Areas (UZA) population \geq 200,000 but $<$ 1,000,000;
 - \$2 million for the remaining areas;
 - \$1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation.
 - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
 - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.
- During a WATS LRTP lapse, all STIP/WATS TIP revisions will be treated as amendments and the below administrative modifications will not be utilized (or be in effect).

Approval by the WATS MPO is required for **Amendments**. The WATS MPO must then initiate PennDOT Central Office approval using the e-STIP process. An e-STIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the WATS meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the e-STIP process, the Planning Partner/District/CPDM staff should ensure that projects involved in the e-STIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

An e-STIP submission shall include:

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

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In

the case that a project phase is pushed out of the TIP period, the WATS MPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on respective WASTS MPO TIP will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

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

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure.
- Draws down or returns funding from an existing STIP/WATS TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the WATS MPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.

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; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and the WATS MPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

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

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

Transit Statewide Managed Funds

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

Fiscal Constraint

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

All revisions must maintain a year-to-year fiscal constraint per [23 CFR 450.218\(l\)&\(m\)](#) and [23 CFR 450.326\(g\)\(j\)&\(k\)](#), for each of the four years of the STIP/WATS TIP. All revisions shall account for year of expenditure (YOE), and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for the completion of the project, which may extend beyond the four years of the STIP/WATS TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

STIP/TIP Financial Reporting

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

WATS TIP Transportation Performance Management

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

MPO/RPO TIP Revision Procedures

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

more restrictive procedures, but the WATS MPO established provisions cannot be less stringent than the statewide MOU.

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, 2024, and remain in effect until September 30, 2026, 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 May 13, 2024 public meeting.**

Appendix N – Pennsylvania’s 2025 Transportation Program General Guidance

The Pennsylvania’s 2025 Transportation Program General and Procedural Guidance is accessible from the WATS MPO TIP website (<https://www.lyco.org/WATS-MPO/TIP>)



WILLIAMSPORT AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION

BYLAWS

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ARTICLE 1: NAME AND PURPOSE

Section 1: Name

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

Section 2: Purpose

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

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

ARTICLE II: MEMBERSHIP

Section 1: Coordinating Committee

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

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

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

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

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. Prior to this meeting, the WATS Secretary will contact all Lycoming County boroughs and solicit interest in participating in the committee in the upcoming year. 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. 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 years 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 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 shall receive WATS MPO reports and meeting notices and agendas, shall be entitled to participate in WATS MPO discussions, but shall serve without vote.

Section 2: Technical Committee

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

The Technical Committee shall consist of seven (9) 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
- SEDACOG Joint Rail Authority Executive Director
- STEP, Inc. Transportation Manager
- 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 9 voting members, the Technical Committee shall include four (4) non-voting members, as follows:

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

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

Section 3: Formation of Subcommittees

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

Section 4: Transit Advisory Committee

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

Section 5: Bicycle and Pedestrian Advisory Committee

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

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

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

In addition to the 11 voting members, the Bicycle and Pedestrian Advisory Committee shall include five (5) non-voting members, as follows:

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

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

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

ARTICLE III: AUTHORITY

Section 1: Duties and Responsibilities

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

Section 2: Quorum

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

Section 3: E-Ballot and Phone Ballot

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

Section 4: Executive Session

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

ARTICLE IV: PROVISIONS

Section 1: Vacancies

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

Section 2: Removal of Members

Removal of any member, or their representative, 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.

ARTICLE V: ADMINISTRATIVE DUTIES

Section 1: Administrative Staff

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

Section 2: Administrative Duties

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

- Develop and conduct all transportation planning work tasks contained in the WATS MPO approved Unified Planning Work Program contract that is executed between the County of Lycoming and PennDOT. The County of Lycoming may subcontract with the City of Williamsport to perform the Federal Transit Administration funded UPWP transit planning work tasks undertaken by River Valley Transit.
- Schedule, publicly advertise and convene all WATS MPO public meetings, as needed, in accordance with the PA Open Records Law and WATS MPO approved Public Participation Plan. All official business of the WATS MPO will take place at publicly advertised meetings to ensure opportunity for public comment. Prepare and distribute meeting agendas and related materials for review by WATS MPO members no later than 5 calendar days prior to the public meeting. Prepare meeting minutes for distribution to WATS MPO members for review no later than 15 calendar days following the public meeting. WATS MPO will generally convene public meetings on a quarterly basis (once every three months) at the Lycoming County Commissioners Board Room, Lycoming

County Executive Plaza, 330 Pine Street, Williamsport, PA 17701. Exceptions as to meeting dates, times and locations may be considered in order to provide timely response to actions related to WATS MPO duties and responsibilities.

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

Section 3: WATS Website

The WATS MPO website will be maintained at www.lyco.org/WATS-MPO.

Section 4: WATS Mailing Address

All WATS MPO administrative records and files shall be maintained at

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

Section 5: WATS Administrative Costs

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

ARTICLE VI: AMENDMENT PROCEDURE

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

ADOPTION

These foregoing bylaws were adopted by the WATS MPO Coordinating Committee at a public meeting held this 4th day of December, 2023.

BY: _____
Eric High, WATS MPO Chair

ATTEST: _____
Scott R Williams, WATS Secretary

For Williamsport

Overall Change Amount: \$0

Action ID	Commit Date	Action Type	Change Amount
133062	11/15/2023	Administrative Action	\$0

Narrative:

SEDA-COG MPO, District 2-0 funds transfer to WATS MPO, District 3-0. Both districts are in agreement.

From 2-0 SEDA-COG:
68128 CON NHPP Decreased by -96,000 in FFY 2024
68128 CON 581 Decreased by -24,000 in FFY 2024

To 3-0 WATS:
114095 CON NHPP Increased by 96,000 in FFY 2024
114095 CON 581 Increased by 24,000 in FFY 2024

From: SEDA-COG/District 2-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68128	Clinton		000	Reserve Betterment/Safety Line Item	CON	\$-120,000
114095	Lycoming	220	237	Pine Creek to SR 287	CON	\$120,000

Action ID	Commit Date	Action Type	Change Amount
133182	11/28/2023	Administrative Action	\$0

Narrative:

99035 ROW BOF Remove -20,000 in FFY 2024
110180 UTL BOF Remove -20,000 in FFY 2024
68713 CON BOF Increased by 40,000 in FFY 2024

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
99035	Lycoming	2073	001	SR 2073 ov Greggs Run	ROW	\$-20,000
110180	Lycoming	973	041	PA 973 over North Fork Tombs Run	UTL	\$-20,000
68713	Lycoming		000	WATS TIP Reserve	CON	\$40,000

Action ID	Commit Date	Action Type	Change Amount
133189	11/29/2023	Administrative Action	\$0

Narrative:

68713 CON BRIP Decreased by -30,000 in FFY 2024
117534 CON BRIP Increased by 30,000 in FFY 2024

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-30,000

117534	Lycoming	15	252	SR 15 North Bridge Preservation 2	CON	\$30,000

Action ID	Commit Date	Action Type	Change Amount
133222	12/01/2023	Administrative Action	\$0

Narrative:

68713 CON 581 Decreased by -5,000 in FFY 2024
119250 PE 581 Add 5,000 in FFY 2024

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-5,000
119250	Lycoming			Northern RAR 2024	PE	\$5,000

Action ID	Commit Date	Action Type	Change Amount
133283	12/13/2023	Administrative Action	\$0

Narrative:

68713 CON 581 Decreased by -35,000 in FFY 2024
99003 CON 581 Increased by 35,000 in FFY 2024

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-35,000
99003	Lycoming	220	166	Water Street to Steele Lane	CON	\$35,000

Action ID	Commit Date	Action Type	Change Amount
133294	12/13/2023	Administrative Action	\$0

Narrative:

68713 CON STP Decreased by -125,000 in FFY 2024
120574 FD STP Add 50,000 in FFY 2024
120574 PE STP Add 75,000 in FFY 2024

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-125,000
120574	Lycoming	220	256	Embankment Repair	PE	\$75,000
120574	Lycoming	220	256	Embankment Repair	FD	\$50,000

Action ID	Commit Date	Action Type	Change Amount
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13334212/18/2023Administrative Action\$0

Narrative:

68713 CON 581 Decreased by -10,000 in FFY 2024
114099 PE 581 Add 10,000 in FFY 2024

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-10,000
114099	Lycoming	405	101	School House Rd to Brick Church Road INTEL	PE	\$10,000

Action ID	Commit Date	Action Type	Change Amount
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13337912/21/2023Administrative Action\$0

Narrative:

WATS MPO, District 3-0. 100% State.

From:
68713 CON 581 Decreased by -5,000 in FFY 2024

To:
119780 PE 581 Add 5,000 in FFY 2024

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-5,000
119780	Lycoming			Lycoming Co 2024 Crack Seal	PE	\$5,000

Action ID	Commit Date	Action Type	Change Amount
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13339712/21/2023Administrative Action\$0

Narrative:

6031 CON BOF Increased by 326,000 in FFY 2028
6031 CON BOF Increased by 326,000 in FFY 2027
6031 CON BOF Decreased by -326,000 in FFY 2026
6031 CON BOF Decreased by -326,000 in FFY 2025
6031 UTL BOF Increased by 25,000 in FFY 2027
6031 UTL BOF Decreased by -25,000 in FFY 2025
99035 CON BOF Increased by 150,000 in FFY 2027
99035 CON BOF Decreased by -150,000 in FFY 2025
99035 UTL BOF Increased by 20,000 in FFY 2026
99035 UTL BOF Decreased by -20,000 in FFY 2025
99061 CON BOF Decreased by -74,000 in FFY 2025
99061 CON BOF Increased by 352,000 in FFY 2028
99061 CON BOF Increased by 74,000 in FFY 2027
99061 CON BOF Decreased by -352,000 in FFY 2026
99061 CON BRIP Decreased by -148,000 in FFY 2026
99061 CON BRIP Increased by 148,000 in FFY 2028
99061 CON BRIP Increased by 426,000 in FFY 2027
99061 CON BRIP Decreased by -426,000 in FFY 2025

99408 CON BOF Increased by 150,000 in FFY 2028
99408 CON BOF Decreased by -150,000 in FFY 2026
99408 FD BOF Increased by 75,000 in FFY 2027
99408 FD BOF Decreased by -75,000 in FFY 2025
99408 ROW BOF Increased by 30,000 in FFY 2026
99408 ROW BOF Decreased by -30,000 in FFY 2025
110181 PE BOF Increased by 50,000 in FFY 2028
110181 PE BOF Increased by 50,000 in FFY 2027
110181 PE BOF Decreased by -50,000 in FFY 2026
110181 PE BOF Decreased by -50,000 in FFY 2025
68713 CON BOF Increased by 750,000 in FFY 2025
68713 CON BOF Decreased by -878,000 in FFY 2028
68713 CON BOF Decreased by -700,000 in FFY 2027
68713 CON BOF Increased by 828,000 in FFY 2026
68713 CON BRIP Increased by 148,000 in FFY 2026
68713 CON BRIP Decreased by -148,000 in FFY 2028
68713 CON BRIP Decreased by -426,000 in FFY 2027
68713 CON BRIP Increased by 426,000 in FFY 2025

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
6031	Lycoming	4010	011	SR 4010 over Larrys Creek	CON	\$0
6031	Lycoming	4010	011	SR 4010 over Larrys Creek	UTL	\$0
99035	Lycoming	2073	001	SR 2073 ov Greggs Run	CON	\$0
99035	Lycoming	2073	001	SR 2073 ov Greggs Run	UTL	\$0
99061	Lycoming	4010	006	SR 4010 ov Larry's Creek	CON	\$0
99408	Lycoming	2083	001	SR 2083 over Lake Run	FD	\$0
99408	Lycoming	2083	001	SR 2083 over Lake Run	CON	\$0
99408	Lycoming	2083	001	SR 2083 over Lake Run	ROW	\$0
110181	Lycoming	2015	004	SR 2015 over German Run	PE	\$0
68713	Lycoming		000	WATS TIP Reserve	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
133400	12/22/2023	Administrative Action	\$0

Narrative:

WATS MPO, District 3-0.

From:
117923 CON BOF Decreased by -355,715 in FFY 2025

To:
68713 CON BOF Increased by 355,715 in FFY 2025

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
117923	Lycoming	1005	037	SR 1005 over Plunketts Creek	CON	\$-355,715
68713	Lycoming		000	WATS TIP Reserve	CON	\$355,715

Action ID	Commit Date	Action Type	Change Amount
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133402 12/22/2023 Administrative Action \$0

Narrative:

WATS MPO, District 3-0.

From:

68713 CON BOF Decreased by -40,000 in FFY 2024
68713 CON BRIP Decreased by -201,000 in FFY 2024
68713 CON BOF Decreased by -980,000 in FFY 2025

To:

117278 CON BRIP Increased by 201,000 in FFY 2024
117924 CON BOF Increased by 40,000 in FFY 2024
117924 CON BOF Increased by 980,000 in FFY 2025

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-1,221,000
117278	Lycoming	44	094	Pine Creek Valley Epoxy Overlay Group	CON	\$201,000
117924	Lycoming	284	014	Lycoming Off System Epoxy Group 1	CON	\$1,020,000

Action ID	Commit Date	Action Type	Change Amount
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133404 12/22/2023 Administrative Action \$0

Narrative:

68713 CON 581 Decreased by -100,000 in FFY 2024
68713 CON 581 Decreased by -100,000 in FFY 2025
68713 CON 581 Decreased by -200,000 in FFY 2027
74373 CON 581 Increased by 100,000 in FFY 2024
74373 CON 581 Increased by 100,000 in FFY 2025
74373 CON 581 Increased by 200,000 in FFY 2027

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-400,000
74373	Lycoming		W05	Environmental Mitigation Monitoring WATS	CON	\$400,000

Action ID	Commit Date	Action Type	Change Amount
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133426 01/02/2024 Administrative Action \$0

Narrative:

88743 UTL 185 Remove -20,000 in FFY 2025
68713 CON 185 Increased by 20,000 in FFY 2025

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
88743	Lycoming	4001	003	SR 4001 over Lt Pine Crk	UTL	\$-20,000

68713	Lycoming	000	WATS TIP Reserve	CON	\$20,000

Action ID	Commit Date	Action Type	Change Amount
133427	01/02/2024	Administrative Action	\$0

Narrative:

68713 CON 185 Decreased by -13,000 in FFY 2025
99025 ROW 185 Increased by 13,000 in FFY 2025

From: Williamsport/District 3-0

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-13,000
99025	Lycoming	1009	008	SR 1009 over Trib to Blockhouse Cr	ROW	\$13,000