

# Williamsport Area Transportation Study Metropolitan Planning Organization

ANNUAL REPORT, STATE FISCAL  
YEAR 2019-2020

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## Introduction – About WATS

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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.

## Committee Structure

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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 of Williamsport
- Williamsport City Council Member
- River Valley Transit General Manager
- SEDA-COG Joint Rail Authority Executive Director
- Williamsport Regional Airport Executive Director
- Lycoming County Association of Township Officials Representative
- Lycoming-Sullivan Boroughs Association Representative
- 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 seven voting members as follows:

- 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 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 has advisory committees for transit planning and bicycle/pedestrian planning.

### Committee Meeting Dates and Times

WATS committees met 10 times between July 1, 2019 and June 30, 2020. Due to the challenges posed by the COVID-19 pandemic, all meetings starting with the April 6, 2020 WATS Technical Committee meeting were held as virtual meetings.

Committee	Date	Time	Action Items
Technical Committee	Monday, August 5, 2019	10:00 AM	<ul style="list-style-type: none"> <li>• FFY 2019 – 2022 TIP Administrative Actions.</li> <li>• RVT FFY 2019 – 2022 TIP Administrative Action.</li> </ul>
Coordinating Committee	Monday, August 26, 2019	1:00 PM	<ul style="list-style-type: none"> <li>• FFY 2019 – 2022 TIP Administrative Actions.</li> <li>• RVT FFY 2019 – 2020 Administrative Actions</li> </ul>
Technical Committee	Monday, November 4, 2019	10:00 AM	<ul style="list-style-type: none"> <li>• FFY 2019 – 2022 TIP Administrative Actions</li> <li>• 2020 Meeting Schedule</li> <li>• Coordinated Transit Plan Adoption</li> <li>• WATS Bylaw Amendment</li> <li>• Unified Planning Work Program Adoption</li> <li>• Public Participation Plan, Advertisement for January Adoption</li> </ul>
Transit Advisory Committee	Thursday, November 7, 2019	1:00 PM	<ul style="list-style-type: none"> <li>• River Valley Transit Service Update</li> <li>• STEP Transportation Service Update</li> </ul>
Coordinating Committee	Monday, November 18, 2019	1:00 PM	<ul style="list-style-type: none"> <li>• FFY 2019 – 2022 TIP Administrative Actions</li> <li>• 2020 Meeting Schedule</li> <li>• Coordinated Transit Plan Adoption</li> <li>• WATS Bylaw Amendment</li> <li>• Unified Planning Work Program Adoption</li> <li>• Public Participation Plan, Advertisement for January Adoption</li> </ul>
Technical Committee	Monday, January 6, 2020	10:00 AM	<ul style="list-style-type: none"> <li>• FFY 2019 – 2022 TIP Administrative Actions</li> <li>• PM 1 (Safety) Target Adoption</li> <li>• Public Participation Plan Adoption</li> </ul>
Coordinating Committee	Monday, January 27, 2020	1:00 PM	<ul style="list-style-type: none"> <li>• FFY 2019 – 2022 TIP Administrative Actions</li> <li>• TIP Amendment - Montour Street Airport Connector</li> <li>• PM 1 (Safety) Target Adoption</li> <li>• Public Participation Plan Adoption</li> </ul>

Committee	Date	Time	Action Items
Technical Committee	Monday, April 6, 2020	10:00 AM	<ul style="list-style-type: none"> <li>Draft FFY 2021 – 2024 WATS TIP, Recommendation to Coordinating Committee to authorize advertising public comment period</li> <li>Reaffirm e-Ballot vote from 1/22/2020 regarding TIP Amendment to program Montour Street extension</li> </ul>
Coordinating Committee	Monday, April 20, 2020	1:00 PM	<ul style="list-style-type: none"> <li>Draft FFY 2021 – 2024 WATS TIP, Authorization to advertise public comment period</li> </ul>
Technical Committee	Monday, June 1, 2020	10:00 AM	<ul style="list-style-type: none"> <li>WATS Self-Certification Resolution, Recommendation to Coordinating Committee to Adopt</li> <li>WATS TIP modification procedures for FFY 2021-2024 TIP, Recommendation to Coordinating Committee to Adopt</li> <li>Draft FFY 2021 – 2024 WATS TIP, Recommendation to Coordinating Committee to Adopt</li> </ul>
Coordinating Committee	Monday, June 15, 2020	1:00 PM	<ul style="list-style-type: none"> <li>WATS Self-Certification Resolution, Approval</li> <li>WATS TIP modification procedures for FFY 2021-2024 TIP Approval</li> <li>FFY 2021 – 2024 WATS TIP Adoption</li> </ul>

## WATS Committee Membership Meeting Participation

### WATS Coordinating Committee Meeting Participation July 1, 2019-June 30, 2020

Meeting Date		8/26/2019	11/18/2019	1/27/2020	4/20/2020	6/15/2020
Attendance						
Voting Membership	PennDOT District 3 Executive [Chair]	Present	Present	Present	Present	Present
	PennDOT Deputy Secretary for Planning	Present	Present	Present	Present	Present
	Lycoming County Commissioner	Present	Present	Present	Present	Present
	Lycoming County Commissioner	Absent	Absent	Absent	Present	Present
	City of Williamsport, Mayor	Present	Present	Present	Present	Present
	City of Williamsport, Council	Absent	Absent	Absent	Absent	Absent
	River Valley Transit	Present	Present	Present	Present	Present
	SEDA-COG Joint Rail Authority	Present	Present	Present	Present	Present
	Williamsport Regional Airport	Absent	Present	Absent	Absent	Absent
	Lycoming-Sullivan Boroughs Association	Present	Absent	Absent	Absent	Absent
	Lycoming County Association of Township Officials	Absent	Present	Present	Absent	Absent
Non-voting Membership	Federal Highways Administration (USDOT FHWA)	Present	Absent	Absent	Absent	Absent
	Federal Transit Administration (USDOT FTA)	Absent	Absent	Absent	Absent	Absent
Number of Other Attendees		8	7	6	7	7

*WATS Technical Committee Meeting Participation, July 1, 2019-June 30, 2020*

Meeting Date		8/5/2019	11/4/2019	1/6/2020	4/6/2020	6/1/2020
Attendance						
Voting Membership	PennDOT Program Center[Chair]	Present	Present	Present	Present	Present
	PennDOT Engineering District 3-0	Present	Present	Present	Present	Present
	Lycoming County Planning and Community Development, Director	Present	Present	Present	Present	Present
	Lycoming County Planning Commission	Present	Present	Present	Present	Present
	River Valley Transit	Present	Present	Absent	Absent	Present
	City of Williamsport, Engineer	Absent	Absent	Absent	Absent	Absent
	Williamsport Regional Airport	Present	Present	Present	Absent	Absent
Non-voting Membership	Federal Highways Administration (USDOT FHWA)	Absent	Absent	Absent	Absent	Present
	Federal Transit Administration (USDOT FTA)	Absent	Absent	Absent	Absent	Absent
	PA Department of Community and Economic Development (DCED)	Absent	Absent	Absent	Absent	Absent
	Fullington Trailways	Absent	Absent	Absent	Absent	Absent
Number of Other Attendees		6	6	5	4	6

## Staffing

Administrative duties of the WATS MPO are conducted by staff of 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:

1. 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.
2. 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.
3. 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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- Shannon Rossman, AICP, Director
  - Telephone: (570) 320-2132
  - Email: [srossman@lyco.org](mailto:srossman@lyco.org)
- John Lavelle, AICP, Deputy Director
  - Telephone: (570) 320-2139
  - Email: [jlavelle@lyco.org](mailto:jlavelle@lyco.org)
- Scott R. Williams, Transportation Supervisor & WATS MPO Secretary
  - Telephone: (570) 320-2138
  - Email: [swilliams@lyco.org](mailto:swilliams@lyco.org)
- Austin Daily, Transportation Planner
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- Mark Murawski, Assistant Transportation Planner
  - Telephone: (570) 320-8117
  - Email: [mmurawski@lyco.org](mailto:mmurawski@lyco.org)
- Salvatore Vitko, Transportation Planner
  - Telephone: (570) 320-2140
  - Email: [svitko@lyco.org](mailto:svitko@lyco.org)
- WATS information is accessible on the Lycoming County website: <http://www.lyco.org/wats-mpo>
- The mailing address for the Lycoming County Department of Planning & Community Development: **48 West 3rd St. Williamsport, PA 17701**

## Public Participation and Outreach

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### Public Participation Plan

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The WATS MPO Public Participation Plan, adopted by Williamsport MPO on December 19, 2013 and amended on January 27, 2020, is designed to establish a process that provides timely information to the public, timely public notice of meetings, advisory committee appointments, and workshops, public access to key decisions, and early and continuing involvement of the public in developing transportation plans and transportation improvement programs. Engaging communities within Lycoming County is critical for all MPO efforts. WATS MPO has taken initiatives to improve and provide more opportunities for public participation and feedback, rather than only holding public meetings for projects. The following describes the WATS MPO's goals, public outreach, and engagement for the 2019-2020 Fiscal Year.

### Goal

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The purpose of this section is to describe the public participation process for the WATS MPO. The Public Participation Plan consists of methods that facilitate and encourage citizen participation in the WATS MPO transportation planning process. Public involvement is a right of all residents of Lycoming County. Public participation 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 participation programs is to make certain that everyone with an interest in transportation decisions has an opportunity to provide input in the development of policies, programs and projects that are proposed in Lycoming County.



## Who is “the Public”?

The public is comprised of all the diverse communities living in and around the WATS MPO area. The public includes those individuals who choose not to participate, people who are interested and want their views to be heard but for multiple reasons cannot participate, and individuals who are not comfortable with either of those roles but are still affected by transportation decisions.

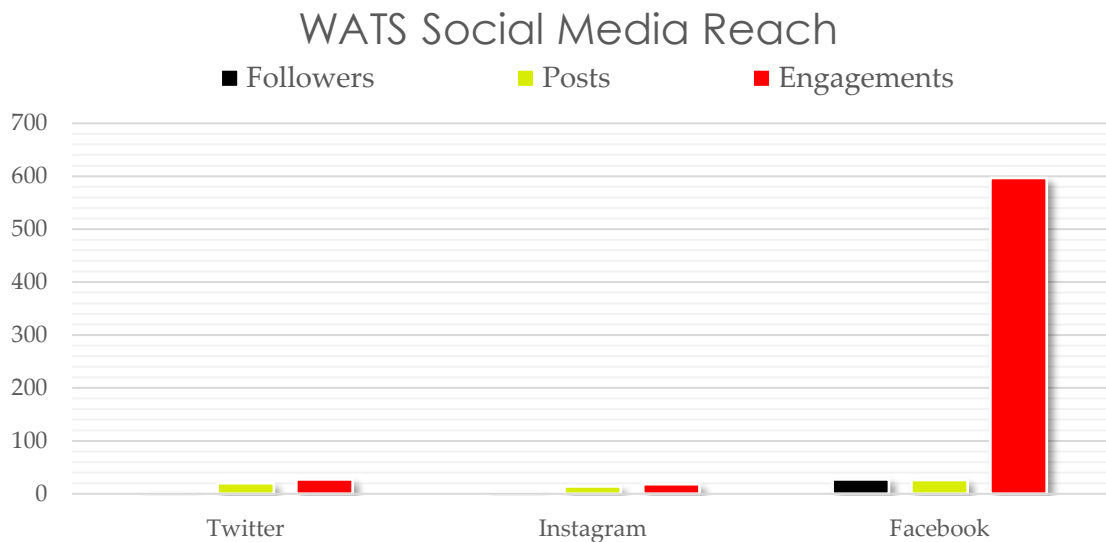
## Public Meetings:

As previously discussed, WATS committees held 10 public meetings in FY 2019-2020. In addition, the WATS MPO held a public meeting to review the WATS FFY 2021-2024 draft TIP, receive public input, and address questions or concerns about the proposed projects. The public meeting was held on May 6, 2020 at 6:00 p.m.

## Social Media:

As part of updating the WATS MPO Public Participation Plan and improving public outreach and participation efforts, WATS MPO has created several social media platforms including Facebook, Twitter, Instagram, YouTube, and LinkedIn. The implementation of active social media accounts is crucial for improving and expanding the ability to communicate and receive feedback from the public, as well as for the public to participate in all transportation related activities.

Platform	Link
Facebook	<a href="https://www.facebook.com/WATS-MPO-100877818070672/">https://www.facebook.com/WATS-MPO-100877818070672/</a>
Twitter	<a href="https://twitter.com/watsmpo">https://twitter.com/watsmpo</a>
Instagram	<a href="https://www.instagram.com/wats_mpo/">https://www.instagram.com/wats_mpo/</a>
LinkedIn	<a href="https://www.linkedin.com/company/wats-mpo/">https://www.linkedin.com/company/wats-mpo/</a>
Website	<a href="http://www.lyco.org/wats-mpo">http://www.lyco.org/wats-mpo</a>



## Work Program

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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 (RVT) (with the aid of planning consultants, as necessary) perform within Lycoming County.

### Summary of Work Tasks

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Following are descriptions of the work tasks that WATS developed as part of the FY 2018-2020 Unified Planning Work program. FY 2019-2020 represented the completion of this 2-year work program.

### Economic Development

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#### ***I-A. Transportation Partnerships for Economic Stimulus***

Continue to foster transportation partnership arrangements, including public and private sectors, to accelerate funding of transportation projects that command high local priority for economic development purposes.

#### ***I-B. Transit Privatization (Private Enterprising Planning)***

Coordinate activities between the public and private transportation providers to reduce overall operating expenses, meet RVT's established maintenance goal for private sector utilization, and promote public/private partnerships with developers.

#### ***I-C. Highway Designations***

Review and update highway designations. Initiated a comprehensive update of WATS functional classification mapping and WATS submitted data and mapping to establish Critical Urban and Rural Freight Corridors, which is under review by PennDOT Central Office.

#### ***I-D. Coordination***

Coordinate regional transportation issues and needs with SEDA-COG MPO, Northern Tier RPO, Williamsport-Lycoming Chamber of Commerce, local municipalities, and other key partners and stakeholders in the transportation planning process.

#### ***I-E. Marketing and Economic Development***

- Develop a marketing plan for the fixed route system, the ADA complementary paratransit service and the Williamsport Historic Trolleys to encourage additional ridership, improve the public awareness of the mass transportation, and enhance travel and tourism in Lycoming County.
- Promote the Peter Herdic Transportation Museum to preserve and promote the social and technological history of surface transportation in Lycoming County.
- Expand the use of social media outlets in all marketing activities as an avenue for outreach and public participation.

#### ***I-F. Financial Capacity Planning***

Utilize RVT's accounting/financial management system and non-financial (operating) management information system to monitor RVT's financial capacity and develop an ongoing financial plan.

### *Management Systems Planning*

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#### **II-A. Congestion Management System Planning**

Continue monitoring the WATS Congestion Management System network and conducting detailed corridor / subarea CMS studies, as required.

#### **II-B. Intermodal Management System Planning**

Continue Intermodal Management System planning as per the PennDOT Management System Business Plan and IMS Workbook.

### *System Maintenance and Preservation*

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#### **III-A. Transit Programming**

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

#### **III-B. Highway Programming**

Assist PennDOT in the implementation of the FFY 2019 WATS Transportation Improvement Program, (TIP) as needed in accordance with the PennDOT General Procedural and Financial Guidance documents.

#### **III-C. Air Quality Monitoring**

Lycoming County is currently designated as an Air Quality Attainment Area. 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 MPO transportation planning program priorities to be adjusted.

#### **III-D. Public Transit Data (Short-Range Planning)**

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

#### **III-E1. HPMS & III-E-2 Traffic Counts**

The purpose of these tasks will be to verify and update Highway Performance Monitoring System (HPMS) data.

### *Long Range Planning*

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#### **IV-A. Long Range Plan Update**

Update and implement the WATS Long Range Transportation Plan

#### **IV-B. ADA Planning**

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.

#### **IV-C. Transportation Development Plan Update (Long-Range Planning)**

Monitor and update River Valley Transit's (RVT's) 2019 and 2020 Performance Report and Plan Updates in terms of the overall system performance, capital improvements, service regionalization plan and the maintenance program.

### *Major Transportation Projects*

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#### **V-A. Project Needs Studies**

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

### *Program Management*

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#### **VI-A. Administration**

The purpose of this task will be to ensure timely and effective administration of the WATS transportation-planning program. PCD and RVT Staff prepared the FT 2016-2018 WATS Unified Planning Work Program (UPWP). PCD prepared and submitted 8 quarterly progress reports and invoices to PennDOT detailing progress on transportation planning activities. Additionally, PCD ensured compliance with the MPO adopted public involvement procedures and environmental justice requirements.

#### **VI-B. Safety and Drug Control Planning**

Maintain compliance with the Omnibus Employee Testing Act of 1991; provide on-going safety training for all employees especially in light of RVT's compressed natural gas equipment and facility. Also, continue to manage transportation safety and security issues on a daily basis and on all RVT construction projects.

### *Supplemental Tasks*

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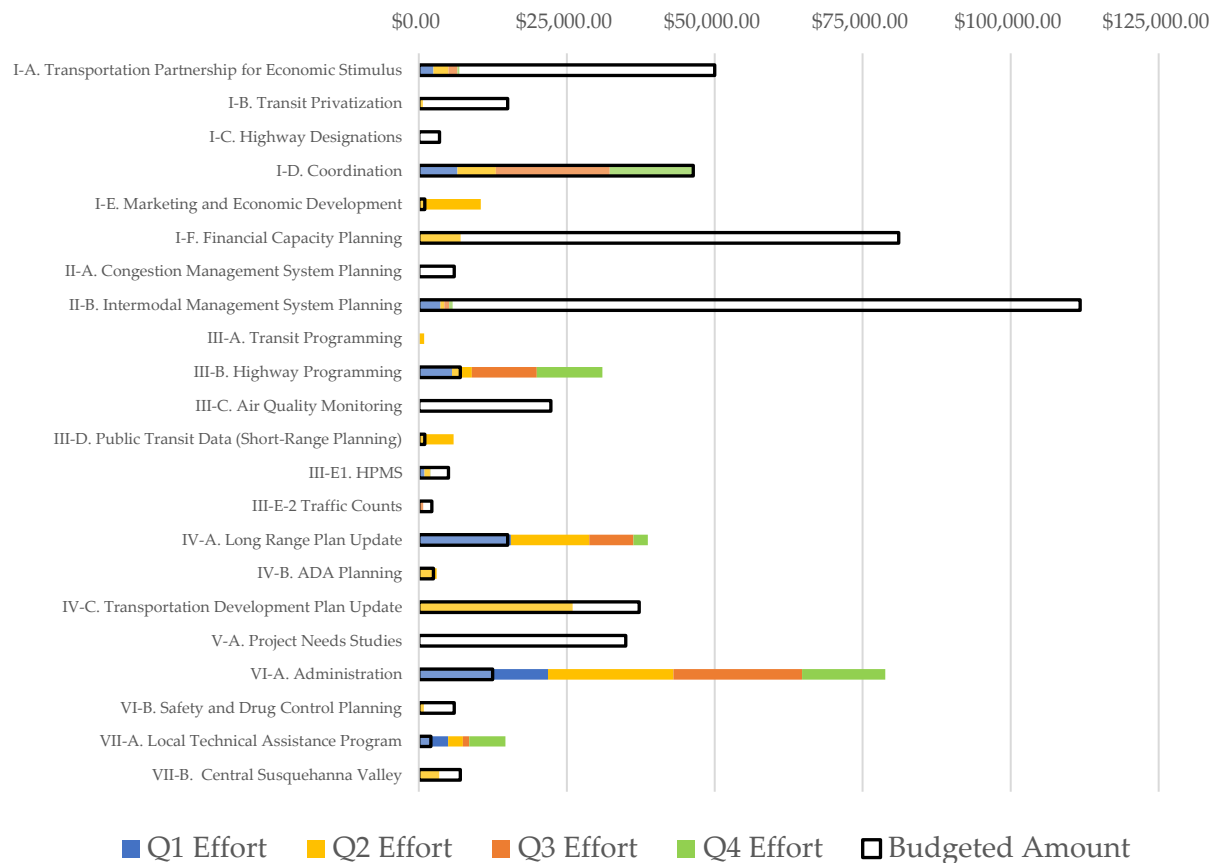
#### **Task VII-A. Local Technical Assistance Program (LTAP) Assistance**

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 one county region, WATS proposes to assist PennDOT with facilitating LTAP training during FY 2018-2020

#### **Task VII-B. Central Susquehanna Valley Transportation (CSVT) Land Use – Transportation Impact Special Study**

To evaluate the overall land use and transportation system impacts resulting from the completion of the Central Susquehanna Valley Transportation Project on the growth areas of Lycoming County, PA with emphasis on the Interstate 180 corridor from the Lycoming/Northumberland County line to its connection with US 15 as well as the US 15 corridor between the Lycoming / Union County line and its connection with Interstate 180 and to develop an action plan that will ensure orderly land development patterns, smart growth and a safe and efficient multi-modal transportation system that is responsive to increased traffic demand.

## Summary of Work Performed During Fiscal Year 2019-2020



## Summary of WATS MPO Work Activity – Q1 (July 1, 2019 – September 30, 2019)

### Economic Development

#### I-A. Transportation Partnerships

LCPC Staff worked with County Bond Counsel, PennDOT, and PA DCED to finalize the \$7 million PIB loan agreement revisions for the Lycoming County Local Bridge Bundling Program and issued revisions to Central Office for approval. LCPC Staff also finalized and issues a Memorandum of Understanding, (MOU) to all 17 local municipal bridge owners enrolling in the bridge bundling program that will contractually provide their 5% local match based on the estimated cost of their bridge improvement alone with identifying their Steering Committee designee. The county will administer the entire program including hiring engineers and contractors to design and construct the bundled bridges on behalf of each participating local municipal bridge owner.

#### I-D. Coordination

LCPC Staff participated in an ongoing Williamsport/Lycoming Chamber of Commerce workgroup on addressing demographic changed of Lycoming County. LCPC Staff also attended a Williamsport-Lycoming Chamber of Commerce Transportation Committee meeting.

LCPC Staff chaired a SEDA-COG Fixed Route Steering Committee meeting held on July 25, 2019 at the Williamsport Trade and Transit Center II facility and provided RVT bus tour for participants.

The main purpose of the meeting was to discuss a proposed scope of the fixed-route demonstration grant feasibility study for a five-county area consisting of Montour, Columbia, Northumberland, Snyder, and Union Counties.

LCPC Staff Chaired a Central PA Transportation Coalition meeting held at the Union County Government Center.

LCPC Staff attended the State Transportation Advisory Committee quarterly public meeting held in Harrisburg.

LCPC Staff met with PennDOT, SEDA-COG MPO and Northern Tier RPO staff at the DCNR District Office in Sullivan County to discuss the potential pilot for addressing small local bridge needs in District 3-0, which included a review of operationally redundant local bridges that could be good candidates for bridge closure and removal.

### *Management Systems Planning*

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#### **II-B. IMS Planning**

LCPC Staff continued to coordinate with the SEDA-COG Joint Rail Authority and North Shore Railroad company on the Loyalsock Creek railroad bridge dedication event and attended a final preparations meeting at the North Shore headquarters in Northumberland, PA.

LCPC Staff participated in PA Wilds Planning Team calls, and project discussions at various points during the 1<sup>st</sup> quarter. LCPC Staff also attended a PA Wilds Planning Team meeting in Howard, PA on 08/22/19.

LCPC Staff worked with eligible transit providers and social service agencies to distribute Section 5310 program guidelines and application materials issues by the PennDOT Bureau of Public Transportation.

### *System Maintenance and Preservation*

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#### **III-B. Highway Programming**

LCPC Staff attended a FFY 2021 TIP work session with PennDOT Central Office and District 3-0 at the District Office to review the first draft of the new TIP. LCPC Staff has begun environmental justice activities for proposer TIP projects along with coordinating the PennDOT Connects municipal outreach efforts for new projects.

#### **III-E.1 HPMS – Samples**

LCPC Staff coordinated with PennDOT Bureau of Planning and Research to schedule HPMS quality reviews with PennDOT staff. LCPC Staff performed HPMS data collection for the new HPMS samples.

### *Long Range Planning*

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#### **IV-A. Long Range Plan Update**

LCPC Staff developed strategies for implementation of the 2018-2038 Long Range Transportation Plan.

LCPC Staff conducted data management and analysis related to crash trends, bridge conditions, and traffic volumes in support of performance measures.

LCPC Staff collected and analyzed US Census demographics data to support implementation of Long-Range Transportation Plan goals.

LCPC Staff developed mapping of high landslide risk areas to be compared to road network.

LCPC Staff completed transportation system condition analysis pertinent to Core Elements of Environmental Justice guidance.

LCPC Staff continued review and update of PPP, created new appendices. LCPC Staff presented the current draft of the PPP at the Technical Committee meeting and Coordinating Committee meeting held on 08/05/19 and 08/26/19, respectively.

### *Program Management*

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#### **VI-A. Administration**

08/05/19 - LCPC Staff held a WATS Technical Committee public meeting.  
08/26/19 – LCPC Staff held a WATS Coordinating Committee public meeting.  
LCPC Staff prepared and submitted the FY 2018-2019 WATS UPWP fourth quarter progress report and invoice to Central Office for cost reimbursement under work order 2.  
LCPC Staff finalized the draft FY 2020-2022 WATS UPWP development process by conducting an in-depth review of the current UPWP and reviewing PennDOT and FHWA guidance.  
LCPC Staff attended a PennDOT Planning Partners conference.  
LCPC Staff participated in a PennDOT Planning Partners conference call.  
LCPC Staff participated in a PennDOT Planning Partners conference call.  
LCPC Staff continued to provide documentation to address the PennDOT letter of inquiry regarding ICAP compliance.  
Extensive training of new LCPC transportation planning staff is continuing.  
LCPC Staff created project review/presentations to update the new LCPC Director on all WATS projects/products.  
LCPC Staff continued general administrative activities in support of the overall WATS program.

### *Summary of WATS MPO Work Tasks – Q2 (October 1, 2019 – December 31, 2019)*

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### *Economic Development*

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#### **I-A. Transportation Partnerships**

All 17 municipalities participating in the Lycoming County Local Bridge Bundling Program have executed a Memorandum of Understanding, (MOU). PCD staff has nearly completed a Request for Proposal (RFP) to secure engineering services to design the bundled bridges, which will be finalized advertised by the County in early January 2020. PennDOT District 3-0 provided technical assistance to PCD during RFP development. The county (PCD) will administer the entire program.

#### **I-D. Coordination**

LCPC Staff has been working on amending and closing on a PIB loan with the help Co. Bond Council and PennDOT Central Office Staff. This process has been necessary to ensure that the terms of the loan comply with DCED's guidance regarding the Debt Act. Staff spent time working to resolve this issue multiple times on the week.  
The PCD director and LCPC Staff participated in an ongoing Williamsport/Lycoming Chamber of Commerce workgroup on addressing demographic changes of Lycoming County.  
10/22/19 – LCPC Staff attended a Williamsport-Lycoming Chamber of Commerce Transportation Committee meeting.  
10/29/19 – LCPC Staff participated in a conversation regarding electric car charging stations and other transportation related topics (planned TIP projects) that may be included in the Muncy Resiliency Plan.  
LCPC Staff coordinated with transit agencies, prepared the agenda, notified all relevant user groups, and advertised the meeting on October 29, 2019. LCPC Staff also chaired the meeting on November 7, 2019.



LCPC Staff reviewed a major land development plan for a large gas station along the US 15 South corridor in Clinton Township. Staff commented on the potential traffic impacts of the development.

11/07/19 - LCPC Staff attended the PA Wilds Annual Awards Banquet.

LCPC Staff attended the SEDA COG MPO meeting.

LCPC Staff attended a meeting organized by the Susquehanna Greenway Partnership to discuss the possibility of engaging in a multi-municipal Strategic Greenway Signage Plan.

LCPC Staff was a guest speaker at the PA Highway Information Association (PHIA) sponsored Annual Transportation Conference in Harrisburg, PA on October 15, 2019. As a TAC member chairing the TAC Local Bridge Assessment Study Task Force.

12/05/19 - LCPC Staff attended the State Transportation Advisory Committee (TAC) quarterly business meeting.

11/19/19 - LCPC Staff chaired a Central PA Transit Coalition meeting.

### *Management Systems Planning*

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#### **II-B. IMS Planning**

LCPC Staff fielded a request from Purple Lizard for local trail, roads, and public amenities in relation to a new mapping product. LCPC Staff prepared a list of information and directed the company to certain community contacts for additional information.

11/14/19 - As Secretary, LCPC Staff attended the PA Aviation Advisory Committee meeting.

### *System Maintenance and Preservation*

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#### **III-B. Highway Programming**

LCPC Staff worked with Delta Development to develop a scope of work for a contract with the intended purpose of securing BUILD funds for Jersey Shore Borough.

LCPC Staff prepared and briefed the Lycoming County Township Supervisors Association on the progress of the Bridge Bundling project.

10/08/19 - LCPC Staff participated in a PennDOT Connects Webinar held by Central Office.

LCPC Staff attended a FFY 2021 Transportation Improvement Program (TIP) work session with PennDOT Central Office and District 3-0 at the District Office to review the updated draft of the new TIP.

The PCD Director and LCPC Staff attended a meeting, which was arranged by PennDOT District 3-0 and their consultant, to update all relevant parties on the progress of the I-99 designation feasibility study.

#### **III-E.1 HPMS – Samples**

LCPC Staff members performed HPMS data collection for an additional twelve sections and submitted the information to PennDOT Bureau of Planning and Research for review.

### *Long Range Planning*

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#### **IV-A. Long Range Plan Update**

LCPC Staff developed strategies for implementation of the 2018-2038 Long Range Transportation Plan.

LCPC Staff conducted data management and analysis related to crash trends, bridge conditions, and traffic volumes in support of performance measures.

LCPC Staff collected and analyzed US Census demographics data to support implementation of Long-Range Transportation Plan.



LCPC Staff developed mapping applications and geospatial analyses in support of Long Range Transportation Plan goals.

LCPC Staff completed all analysis pertinent to Core Elements of Environmental Justice guidance for incorporation into WATS 2021-2024 TIP.

LCPC Staff finalized the draft of the PPP. LCPC Staff made the PPP available for public comment.

LCPC Staff presented the final PPP draft at the WATS Technical Committee and Coordinating Committee meetings held through October 5, 2019-November 4, 2019.

### *Program Management*

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#### **VI-A. Administration**

LCPC Staff made all preparations and convened a WATS Technical Committee and Coordinating Committee meeting held on 11/04/19 and 11/18/19 respectively.

LCPC Staff prepared and submitted the FY 2019-2020 WATS UPWP first quarter progress report and invoice to Central Office for cost reimbursement under work order 2.

LCPC Staff finalized FY 2020-2022 WATS UPWP.

LCPC Staff attended a PennDOT Planning Partners conference.

LCPC Staff participated in a PennDOT Planning Partners conference.

LCPC Staff continued to collect and provide documentation to address the PennDOT letter of inquiry regarding ICAP compliance.

LCPC Staff prepared and submitted the 2018 PCD/WATS Annual Report to Central Office.

LCPC Staff continued general administrative activities in support of the overall WATS program.

### *Summary of WATS MPO Work Activity – Q3 (January 1, 2020 – March 30, 2020)*

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### *Economic Development*

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#### **I-A. Transportation Partnerships**

LCPC Staff worked on the RFP for Lycoming County Local Bridge Bundling Program prepared and issued. WATS staff and LCPCD Staff have begun reviewing all nine proposals to select and engineering consultant to design the Bridge Bundling project.

LCPC Staff coordinated with Lycoming County bond counsel on preparation of enabling ordinances for county government close on PIB loan related to Lycoming County Local Bridge Bundling Program.

#### **I-C. Highway Designations**

LCPC Staff completed a review of the NHS system at both the immediate and regional levels as well as the National Highway Freight Network in preparation for the BUILD grant submission.

#### **I-D. Coordination**

LCPC Staff worked on a regional BUILD Grant application on behalf of Jersey Shore Borough.

LCPC Staff participated on Williamsport Area School District Facilities Study Steering Committee meetings on January 6, 2020 and February 3, 2020 to provide input on transportation aspects of the study.

01/14/20 - LCPC Staff attended the Williamsport/Lycoming Chamber of Commerce Transportation Committee quarterly meeting.

01/15/20 - LCPC Staff attended Susquehanna Greenway Partnership meeting to develop a way-finding program to facilitate bike/pedestrian facility use within the region.

LCPC Staff attended PennDOT Connects Steering Committee meeting to review upcoming projects and plan the required PennDOT Connects public outreach.

LCPC Staff attended a Fixed Route Transportation Steering Committee meeting to finalize a transit demonstration program application to the PennDOT Bureau of Public Transportation for the Fixed Route Feasibility Study to be undertaken by River Valley Transit.

02/03/19 - LCPC Staff attended the Transit Advisory Committee meeting.

02/18/20 – LCPC Staff chaired a Central PA Transportation Coalition quarterly meeting to review the regional fixed route demonstration application to PennDOT Bureau of Public Transportation to be submitted by RVT.

LCPC Staff met with the Northern Tier RPO, PennDOT District 3-0 and PennDOT Central Office to initiate the development of a PennDOT Connects funded proposal to conduct a local bridge redundancy analysis.

LCPC Staff participated in a conference call with PennDOT Central Office to improve communication and coordination among TAC activities.

LCPC Staff attended a meeting with the City of Williamsport and PennDOT District 3-0 to review the status of TIP funded projects within the City.

02/14/20 - LCPC Staff attended the SEDACOG MPO meeting.

### *Management Systems Planning*

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#### **II-B. IMS Planning**

LCPC Staff prepared meeting materials; coordinated meeting set up and participated in a conference call with the PA Aviation Advisory Committee.

LCPC Staff attended the Lower West Branch Water Trail meeting.

### *System Maintenance and Preservation*

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#### **III-B. Highway Programming**

LCPC Staff prepared draft FFY 2021-2024 WATS Transportation Improvement Program.

LCPC Staff prepared the Draft FFY 2021-2024 WATS TIP public outreach and public participation messaging for the Draft 2021-2024 TIP Public Comment period.

02/10/20 - LCPC Staff participated in a TIP Coordination meeting with RVT.

#### **III-E.1 HPMS – Samples**

LCPC Staff members coordinated with PennDOT Bureau of Planning and Research for upcoming HPMS data gathering.

#### **III-E.2 Traffic Counts**

LCPC Staff member coordinated with PennDOT to set-up and receive training on the International Traffic Corporation pneumatic tube traffic counting equipment.

### *Long Range Planning*

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#### **IV-A. Long Range Plan Update**

LCPC Staff developed strategies for implementation of the 2018-2038 Long Range Transportation Plan.

LCPC Staff conducted data management and analysis related to crash trends, bridge conditions, and traffic volumes in support of performance measures.

LCPC Staff collected and analyzed US Census demographics data to support implementation of Long-Range Transportation Plan (LRTP).

LCPC Staff developed mapping applications and geospatial analyses in support of LRTP goals.

### *Program Management*

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**VI-A. Administration**

LCPC Staff held a WATS Technical Committee public meeting.

LCPC Staff held a WATS Coordinating Committee public meeting.

LCPC Staff prepared and submitted the FY 2019-2020 WATS UPWP second quarter progress report and invoice to Central Office.

LCPC Staff participated in a PennDOT Planning Partners conference call.

LCPC Staff conducted general administrative activities.

LCPC Staff coordinated with PennDOT District 3-0 and SEDA-COG MPO to include an additional area in the CSVT Land Use/Transportation Impact Study scope of work.

LCPC Staff initiated development of the 2019 LCPC/WATS MPO Annual Report.

LCPC Staff conducted preparations to begin working remotely during COVID-19 and the Stay-at-Home guidance.

*Summary of WATS MPO Work Activity – Q4 (April 1, 2020 – June 30, 2020)*

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*Economic Development*

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**I-A. Transportation Partnerships**

The Lycoming County Commissioners approved the selection of Bassett Engineering, Inc., Montoursville, PA as the consultant to perform preliminary engineering and final design of the 17 locally owned bridges enrolled in the Lycoming County Bridge Bundling Program. A Notice to Proceed was issued in June 2020.

LCPC Staff continued coordination with Lycoming County bond counsel on preparation of enabling ordinances for county government to close on a PIB loan related to Lycoming County Local Bridge Bundling Program.

**I-D. Coordination**

LCPC Staff finalized a regional BUILD Grant application on behalf of Jersey Shore Borough and the SEDA-COG Joint Rail Authority. This grant scope is comprised of 1) complete replacement of Lawshee Run Culvert, 2) implementation of the active transportation plan's menu of safety improvement projects, and 3) connecting the Bald Eagle Valley Rail Trail to the Pine Creek Trail Head in Jersey Shore Borough and (4) the raising of the Lycoming County Railroad Bridge spanning US 220 to provide additional vertical clearance for trucks as part of a safety improvement along the National Highway System. Additionally, this grant will also pay for the remaining phases of the Marsh Creek greenway project in Tioga County and the Bald Eagle Valley Rail Trail project in Clinton County.

LCPC Staff coordinated with the Williamsport and SEDA-COG MPO's and Northern Tier RPO occurred to ensure BUILD funds would be programmed on the TIP's subject to US DOT approval of the BUILD application that was submitted in May 2020.

LCPC Staff attended the regular quarterly State Transportation Advisory Committee, (TAC) Skype meeting and Chaired the TAC Local Bridge Study Task Force meeting held on April 9, 2020.

LCPC Staff attended the SEDA COG MPO meetings on April 17, 2020 and June 19, 2020.

LCPC Staff participated in a Skype meeting with McCormick Taylor consultants and PennDOT staff and other selected MPO's held on April 28, 2020 to discuss ideas to improve the ACM process with respect to review of Long Range Transportation Plans.

LCPC Staff participated in a Skype meeting with River Valley Transit and the City of Williamsport to facilitate communications moving forward.

### *Management Systems Planning*

#### **II-B. IMS Planning**

LCPC Staff prepared meeting materials; coordinated meeting set up, and participated in a Skype conference call with the PA Aviation Advisory Committee as part of their quarterly meeting on June 11, 2020. The regular in person meeting in Harrisburg was again cancelled due to the COVID-19 public health emergency and Governor Wolf's Stay-at-Home order.

### *System Maintenance and Preservation*

#### **III-B. Highway Programming**

LCPC Staff finalized the draft FFY 2021-2024 WATS Transportation Improvement Program (TIP) including Core Elements of Environmental Justice, Performance Measure trend analysis, and planning consistency analysis.

The LCPC Staff advertised the TIP for the required 30-day public comment period. LCPC Staff received no substantive public comments. The LCPC Staff convened a virtual public meeting during the 30-day required public hearing period on May 26, 2020. In addition, the LCPC Staff presented the draft FFY 2021-2024 WATS TIP at the May 2020 LCPC meeting, and the May and June 2020 WATS MPO Technical Committee meetings, and May and June 2020 WATS MPO Coordinating Committee meetings.

The WATS MPO unanimously adopted the TIP at their June 15, 2020 public meeting. The WATS TIP package, including the TIP checklist documentation, was electronically submitted to PennDOT Central Office in advance of the PennDOT General and Procedural Guidance deadline.

#### **III-E.1 HPMS – Samples**

LCPC staff members coordinated with PennDOT Bureau of Planning & Research for upcoming HPMS data gathering.

### *Long Range Planning*

#### **IV-A. Long Range Plan Update**

LCPC Staff developed strategies for implementation of the 2018-2038 Long Range Transportation Plan.

LCPC Staff conducted data management and analysis related to crash trends, bridge conditions, and traffic volumes in support of performance measures.

LCPC Staff collected and analyzed US Census demographics data to support implementation of Long Range Transportation Plan.

LCPC Staff developed mapping applications and geospatial analyses in support of Long Range Transportation Plan goals.

LCPC Staff coordinated with PennDOT District 3-0 and SEDA-COG MPO to include an additional area to the CSV Land Use/Transportation Impact Study scope of work. The consultant contract between Lycoming County and Michael Baker, Intl. was finalized and a study Notice to Proceed was issued in May 2020. The consultant has initiated the existing conditions data gathering and analysis phase and the project team has assembled the study steering committee. Project Team Bi-weekly conference calls have been regularly occurring throughout the 4<sup>th</sup> Quarter to monitor study progress and resolve various emerging issues and to review study products.

## *Program Management*

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### **VI-A. Administration**

LCPC Staff made all preparations and convened a WATS Technical Committee public teleconference meeting held on April 6, 2020. The PCD Director also attended the meeting.

LCPC Staff made all preparations and convened WATS Coordinating Committee public teleconference meeting held on April 20, 2020. The PCD Director also attended the meeting.

LCPC Staff made all preparations and convened a WATS Technical Committee public teleconference meeting held on June 1, 2020. The PCD Director also attended the meeting.

LCPC Staff made all preparations and convened WATS Coordinating Committee public teleconference meeting held on June 15, 2020. The PCD Director also attended the meeting.

LCPC Staff prepared and submitted the FY 2019-2020 WATS UPWP third quarter progress report and invoice to Central Office for cost reimbursement under Work Order 2.

LCPC Staff participated in a PennDOT Planning Partners conference call held on May 13, 2020.

LCPC Staff conducted staffing administrative activities related to hiring of the new Transportation Planner.

LCPC Staff continued general administrative activities (website maintenance, equipment purchases, exploring possible funding sources, staff training and coordinating with our transit partners) in support of the overall WATS program.

LCPC Staff continues to convene and participate in WATS and other transportation related meetings remotely in a manner consistent with COVID-19 guidance issued by the Governor's Office.

## *Summary of WATS Supplemental Task Work Activity FY 2019-2020*

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### *Local Technical Assistance Program*

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#### *Program Overview*

The Lycoming County Department of Planning & Community Development agreed to become involved in the LTAP Program because our staff believed we could add value to the process given the strong relationships we have already established with our municipal officials on a variety of planning related programs over the years. In addition, the LTAP Program objectives are a logical extension of our overall MPO transportation planning programs and functions. Our MPO is tasked with development of a LRTP and the TIP so we work closely with municipalities in the identification and prioritization of transportation capital improvement project needs within Lycoming County.

This is the 15th year the Williamsport MPO has collaborated with PennDOT to assist in the LTAP program. The contracting mechanism for MPO involvement was inclusion of Task VII-A in the FY 2018/2020 WATS UPWP. We have found numerous ways to integrate LTAP with our other local transportation planning initiatives. We have verified that municipal officials are aware of LTAP services and benefits that are readily available and have received very positive feedback on the usefulness and value of the program to address their transportation training needs.

Since these documents must be fiscally constrained as per federal requirements, it is important that preventative maintenance measures be employed to extend the life of roads and bridges to avoid the high capital expenditures on larger scale projects that become unaffordable for our MPO to program. The LTAP Program provides municipal officials with a wealth of educational

materials targeted at preventative maintenance, in order to stretch limited transportation dollars to perform cost-effective transportation asset management.

On December 17, 2018 the Williamsport MPO adopted their 20 year Long Range Transportation Plan Update (LRTP) in fulfillment of Federal Fixing America's Surface Transportation (FAST) Act compliance requirements and has worked with municipalities and other stakeholder organizations to develop the FFY 2021-2024 Transportation Improvement Program (TIP) which was adopted by the MPO on June 15, 2020. 61 highway and bridge transportation projects valued at an estimated \$60 million are now programmed on the TIP. The LRTP and TIP emphasize system preservation with a focus on correcting poor condition bridges. LTAP courses and technical assistance can help us implement the MPO LRTP and TIP projects with our local municipalities by providing guidance, education and technical assistance regarding sound system preservation practices, which is also a high PennDOT priority. Now that PA Act 89 is in place providing significant additional funding to local municipalities for roads and bridges, it is important that municipal officials receive the proper training to begin to quickly implement the backlog of municipal road and bridge projects. It is important to note that in 2017, the Lycoming County Commissioners adopted an ordinance to authorize PennDOT to collect an additional \$5 vehicle registration fee, as authorized in Act 89, to assist municipalities in undertaking additional municipal transportation improvement needs, such as reducing the backlog of poor condition local bridges.

### Program Accomplishments

Below is a list of what we believe to be our most significant accomplishments:

1. The Lycoming County Department of Planning & Community Development staff is now more highly educated on the services offered through LTAP, which will allow us to more effectively market the program with our municipal officials. Effective marketing begins with a thorough understanding of the product or service you are offering.
2. With the COVID-19 public health emergency and Governor Wolf's Stay-at-Home guidance the 2019-2020 LTAP program faced significant challenges. The PCD staff, working with PSATS and LTAP, was able to convert a number of, typically "in-person" courses, to a virtual format. Currently the PCD staff is planning to resume in-person courses for fall 2020.
3. The County, utilizing LTAP supplemental funding completed the Lycoming County Small Bridge Inventory Pilot program. The pilot program demonstrated the general lack of awareness regarding the condition of smaller, local bridges less than 20 feet long, because federal inspections are not required on these structures. Follow-up NBIS level inspections, completed by Lycoming County, identified 104 such structures. Using the data obtained through the Small Bridge Inventory Pilot program, the County, working with PennDOT Engineering District 3-0 and local municipal bridge owners has developed a local bridge bundling program to begin to repair or replace 17 poor condition locally owned bridges (a \$7 million local investment). The Lycoming County Bridge Bundling RFP was issued in January 2020. PCD staff received nine (9) proposals from engineering firms for the Bridge Bundling project. After interviewing a number of the firms, the PCD staff extended an offer to Bassett Engineering, Inc. for the bridge bundling project. The Lycoming County Commissioners approved the contract with Bassett Engineering on June 13, 2020. Work on the Lycoming County Bridge Bundling project began July 2020. The Bridge Bundling program



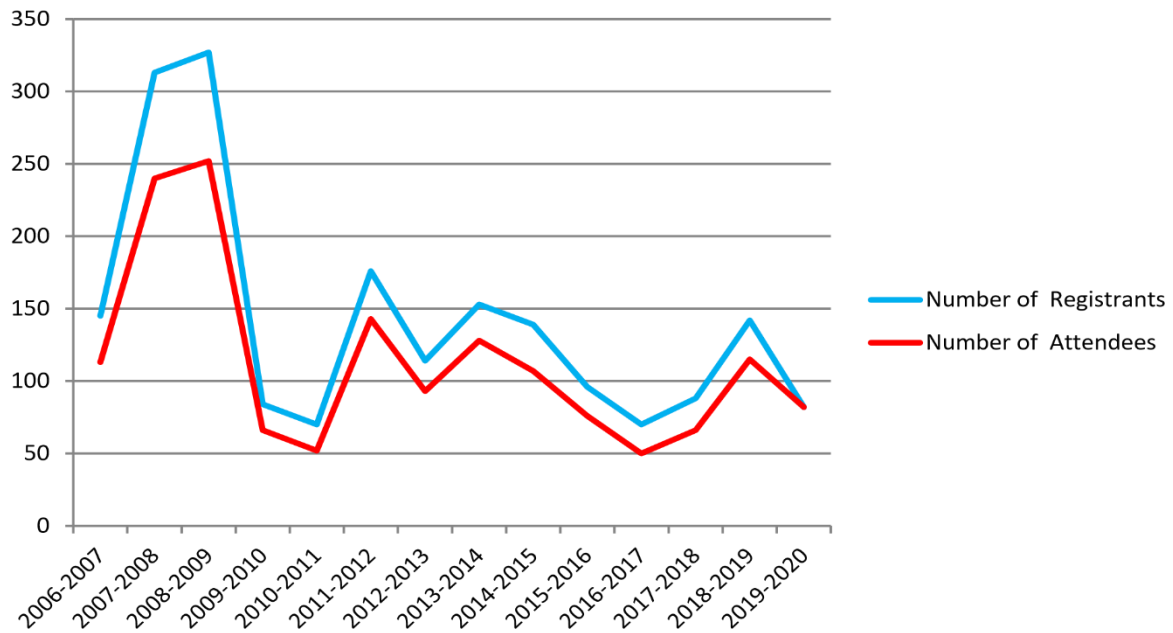
will have a significant impact on addressing Lycoming County's poor condition locally owned bridge backlog. This project would not have been possible without the assistance of LTAP supplemental funds.

4. In addition, the County and PennDOT are collaborating to institute an effective preventative maintenance program for all bridge structures in order to reduce the number of poor condition bridges and to avoid other bridges from degrading to a poor overall condition rating in the future. The LTAP Bridge Maintenance and Inspection course will be an essential tool in this regard (the County had to reschedule the course due to COVID-19 orders and expects to hold the course in fall 2020). Certain other low volume local bridges are also being targeted for closure and removal.

5. The LTAP classes offered in Lycoming County are consistent with the most frequent courses requested by our municipalities through our survey results, which help to contribute to good course attendance and feedback by municipal officials. The Williamsport MPO LTAP program has been analyzed in terms of number of courses offered, registrants and attendees.

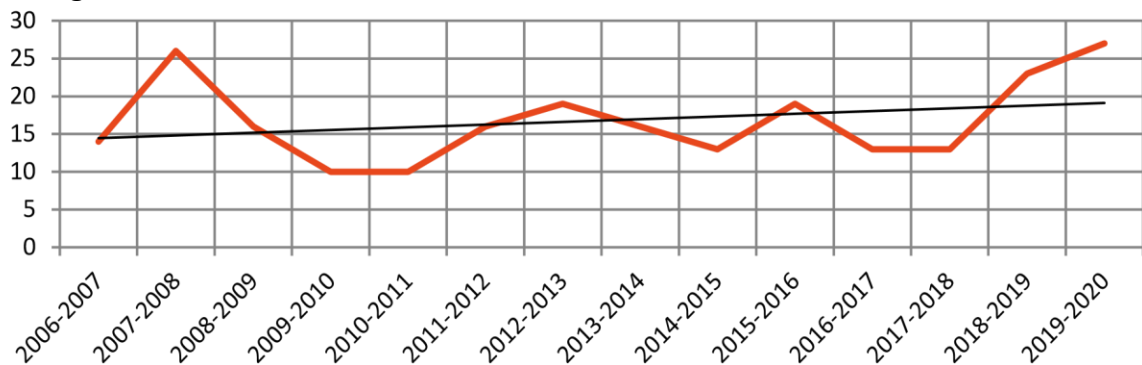
<i>Program Year</i>	<i>Number of Courses Held</i>	<i>Number of Registrants</i>	<i>Number of Attendees</i>	<i>Average Number of Attendees Per Course</i>
2005-2006	7	137	102	15
2006-2007	8	145	113	14
2007-2008	9	313	240	26
2008-2009	16	327	252	16
2009-2010	7	84	66	10
2010-2011	5	70	52	10
2011-2012	9	176	143	16
2012-2013	5	114	93	19
2013-2014	8	153	128	16
2014-2015	8	139	107	13
2015-2016	4	96	76	19
2016-2017	4	70	50	13
2017-2018	4	71	54	13
2018-2019	5	142	115	23
2019-2020	3	82	82	27
<b>15 Year Total</b>	<b>103</b>	<b>2,136</b>	<b>1,685</b>	<b>16.5</b>

Due to some staffing changes during the 2019-2020 LTAP program period, the PCD held three (3) LTAP courses in the fall of 2019. The PCD staff scheduled six (6) LTAP courses for the 2020-2021 LTAP program. However, due to Governor Wolf's emergency orders regarding COVID-19 and the mandatory shutdown, the PCD was forced to cancel the three (3) spring 2020 courses. The PCD staff worked with PennDOT to offer online courses, webinars, and other remote training opportunities. The 2019-2020 attendance numbers did pick up over the 2017-2018 attendance. We believe this may be in part due to the additional liquid fuels funding that municipalities are eligible for if they attend an LTAP course.



Overall registration and attendance levels fluctuated widely over the past 15 years. However, despite these challenges the average attendance per course offering has fluctuated but has not declined during the program.

#### Average Number of Attendees Per Course



As WATS plans our LTAP 2020-2021 program course selection and outreach for upcoming classes, we are focusing on courses with significantly updated material and try to emphasize this fact to our target audience. Additionally, many of the municipalities in Lycoming County have very small staff with very small budgets and simply cannot afford to lose worker-hours to a half- or full-day training. Despite these challenges, PCD will continue to pursue innovative ways to boost registration and attendance.

#### FY 2019-2020 Program Highlights

This section of the annual report provides a summary of the key outreach activities the PCD undertook to better market the LTAP Program to our municipalities in Lycoming County. Specifically, information on the survey, courses offered, communication and marketing tools and techniques as well as budgetary figures to administer the program are provided herewith.



### LTAP Municipal Training Needs Survey

For the 2019-2020 LTAP program year, PCD Staff continued issuance of a two-page simplified course survey in October 2019. High priority municipal request-based responses to this recent survey were used to schedule the courses in an attempt to increase attendance levels. As with past surveys, there has been no clear consensus on favored courses. With a limited pool of potential course attendees, and with no course(s) being selected by more than four municipalities, it will be challenging to get high registration or attendance numbers for any particular course.

### LTAP Course Offerings

This section of the report provides summary information regarding the 2019-2020 LTAP courses that were offered and held within Lycoming County.

- Three LTAP classroom style courses were held through the direct assistance of the Lycoming County Department of Planning & Community Development / Williamsport MPO in Lycoming County during FY 2019-2020. PCD Staff made all preparations needed for hosting all of these courses, including securing course training facility, providing refreshments for participants, registering attendees on LTAP website, etc. and attending the courses where possible.
- 82 individuals registered for classes during FY 2019-2020.
- 82 individuals actually attended classes and received training during FY 2019-2020.
- On average, there were approximately 27 attendees per session.
- All of the LTAP courses were held at the Old Lycoming Twp. Volunteer Fire Dept. Social Hall, which is centrally located and easily accessible to most municipalities and houses ideal training facilities at a reasonable cost.

Course Name	Date Held	Attendees
Roadside Vegetation Control	<i>September 16, 2019</i>	19
Pavement Preventative Maintenance	<i>October 8, 2019</i>	29
Salt & Snow Management	<i>November 12, 2019</i>	34

### Communication / Marketing

The PCD used many methods to promote awareness of LTAP courses offered in Lycoming County and to achieve good attendance by our municipal officials.

The three primary means of communication with municipalities involved hardcopy mailers, mass emails, and a webpage dedicated to Lycoming County's LTAP course offerings. There was an initial calendar formatted mailer displaying the dates when each upcoming course was to be held. Additionally, one month prior to each course an announcement flyer highlighting the next specific course was prepared. Four copies of each mailer were issued by the PCD via regular mail and sent to all 52 municipalities in Lycoming County. Each mailing was followed up with an e-mail containing the same course information as the flyer and links to the [County's dedicated LTAP webpage](#). The PCD staff made targeted, follow-up reminder telephone calls and emails to those municipalities that indicated interest in a specific course being offered, but where no course registration had been received.

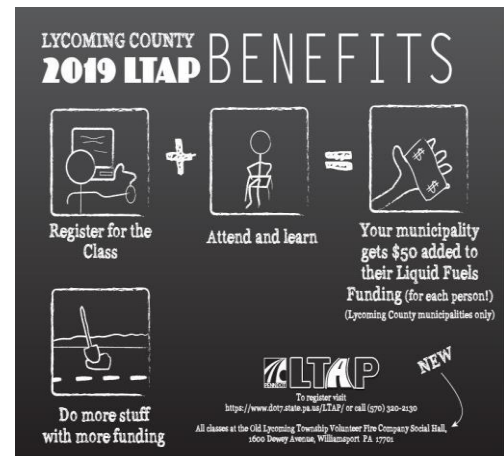
The PCD staff made marketing presentations about the LTAP Program at the fall 2019 Lycoming County Association of Township Officials Conventions on October 23, 2019 (the May 2020 meeting was postponed due to COVID-19) to promote awareness of the overall benefits of LTAP and highlight upcoming courses to municipal officials.

Unfortunately, due to Governor Wolf's COVID-19 mandatory shutdown order the PCD staff was unable to attend the West Branch Council of Governments Equipment Show on May 20, 2020, due to the Equipment Show being cancelled. In previous years, PCD staff were able to connect with approximately 400-450 municipal attendees throughout the region.

The Lycoming County Department of Planning & Community Development continued working partnerships with many organizations to market the LTAP Program in 2019-2020 including:

- The Pennsylvania Department of Transportation Central Office & Engineering District 3-0 Bureau of Municipal Services
- SEDA-Council of Governments
- West Branch Council of Governments
- Lycoming County Association of Township Officials
- Old Lycoming Township Volunteer Fire Company
- Lycoming County municipalities
- Local News Media

In 2019, the PCD continued the incentive program whereby any municipality that had an individual register and attend an LTAP course offering, would receive an additional \$50 on their municipal liquid fuels allocation in 2020. It is hoped that this will further incentivize municipalities to send representatives to LTAP course offerings. This program was promoted with the following graphic mailed to municipalities, emailed to municipal officials, and incorporated into the LTAP section of the [WATS MPO website](http://www.lyco.org/WATS-MPO).



While the 2019-2020 LTAP attendance does show promise that the incentive program is working, further LTAP programs are needed to determine if this incentive program will become successful. Below is the 2020 liquid fuel allotment bonuses based on this new incentive program.

Municipality	Total LTAP Course Attendees, 2019	Course 1	Course 2	Course 3	Total Benefit Earned
Cascade Twp.	2			2	\$100
City of Williamsport	21		9	12	\$1,050
Clinton Twp.	1		1		\$50
Cogan House Twp.	3			3	\$150
Hepburn Twp.	1			1	\$50
Hughesville Borough	1			1	\$50

Municipality	Total LTAP Course Attendees, 2019	Course 1	Course 2	Course 3	Total Benefit Earned
Lewis Twp.	2	2			\$100
Limestone Twp.	1			1	\$50
McNett Twp.	1	1			\$50
Montoursville Borough	3		3		\$150
Muncy Borough	8	3	2	3	\$400
Old Lycoming Twp.	18	6	6	6	\$900
Piatt Twp.	6	3	3		\$300
Watson Twp.	2	2			\$100
Wolf Twp.	6		3	3	\$300
<b>TOTAL</b>	<b>76</b>	<b>17</b>	<b>26</b>	<b>29</b>	<b>\$3,800</b>

The total amount of additional liquid fuels funds received by Lycoming County municipalities participating in the incentive program in 2019-2020 was \$3,800.00.

### Budget Expenditures

This section of the annual report provides a summary of budgetary expenditures for various work tasks by quarterly reporting period in support of Lycoming County Department of Planning & Community Development efforts to promote the LTAP Program in Lycoming County based on authorized work activities contained in Task VII-A of the Williamsport MPO approved FY 2016-2018 Unified Planning Work Program.

#### Quarterly Budget Expenditures for LTAP Task (VII-A)

##### Task VII-A First Quarter Expenditures

(July 1, 2019-September 30, 2019)

\$ 4,942.61

- Prepared 2018-2019 WATS LTAP Annual Report
- Held an LTAP Technical Assistance visit with Picture Rocks Borough in August 2019
- Held an LTAP Roadside Vegetation Control course in September 2019
- Attended the PennDOT LTAP Planning Partners Annual Meeting in Hampden Twp., PA on September 25, 2019
- PCD staff began to coordinate with PSATS on scheduling 2019-2020 LTAP courses

##### Task VII-A Second Quarter Expenditures

(October 1, 2019 - December 31, 2019)

\$ 2,508.40

- Held an LTAP Pavement Preventative Maintenance Course in October 2019
- Held an LTAP Salt & Snow Management courses in November 2019
- PCD staff finalized arrangements for the LTAP 2020-2021 courses with the host facility
- PCD staff finalized plans to hold six (6) LTAP courses with PSATS for the 2020-2021 program

##### Task VII-A Third Quarter Expenditures

(January 1, 2020- March 31, 2020)

\$ 1,051.73

- Prepared marketing materials and mailers for upcoming 2020 LTAP classes

- Preliminary arrangements for class facilities
- Held an LTAP Technical Assistance visit with Muncy Borough in March 2020
- Due to the COVID-19 public health emergency, many of the spring 2020 LTAP courses were either cancelled or converted to a virtual format. PCD staff worked with PSATS and local municipalities to offer as many virtual courses and the virtual Drop-In sessions as possible

*Task VII-A Fourth Quarter Expenditures*

*(April 1, 2020 – June 30, 2020)*

*\$6,115.31*

- Began discussion with Old Lycoming Township Fire Hall for hosting facilities for calendar year 2020-2021 LTAP courses
- Coordinated with PSATS to promote virtual LTAP courses in June 2020
- Assisted municipalities in registering for LTAP virtual courses
- Conducted field visit in Clinton Twp. for drainage issues and schedule phone LTAP Technical Assistance
- Received approval from PennDOT to utilize LTAP funding for future LTAP course promotional items for LTAP course attendees
- Coordinated with vendor for purchasing of LTAP promotional items

*FY 2019-2020 WATS MPO LTAP Task Budget Summary*

<b>Total FY 2019-2020 Task VII-A Expenditures</b>	<b>\$14,618.05</b>
<b>Total FY 2018-2020 UPWP Task VII-A Budget</b>	<b>\$15,000.00</b>
<b>Budget Savings FY 2019-2020</b>	<b>\$381.95</b>
<b>Program Cost Per LTAP Course Attendee, FY 2019-2020</b>	<b>\$178.27</b>

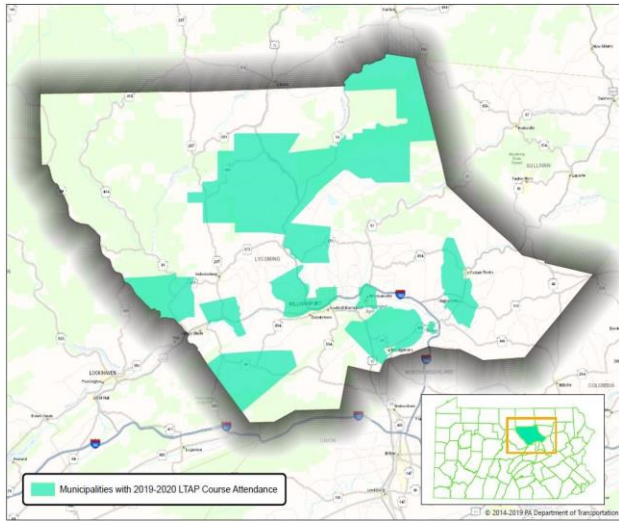
*Program Success Stories*

*Diversity of Course Offerings*

Since the PCD began its partnership with PennDOT in 2005 to market LTAP courses in Lycoming County, we have offered 103 courses with 1,685 municipal officials in attendance. These courses yielded an average of 16.5 attendees per course which is strong, considering our MPO represents a single county (Lycoming) with a small municipal catchment base and large geographic area (largest land area of any PA County) involving long travel times for some of our municipal attendees.

### *High Participation across Municipalities*

51 of the 52 Lycoming County municipalities (98%) have attended LTAP courses or have used LTAP services since 2005. About 28% or 15 Lycoming County municipalities attended LTAP classes this year (meaning at least one person from the municipality attended at least one of the LTAP courses offered). In contrast, approximately 16%, or 8 Lycoming County municipalities attend LTAP courses in 2017-2018. The PCD staff reorganization did limit the number of LTAP courses offered in 2019-2020. However, now that the Williamsport MPO is fully staffed our goal is to offer more LTAP courses in future program years.



### *Major Marketing Opportunities 2020 & Beyond*

At their November 18, 2019 public meeting, the Williamsport MPO approved the continuation of the Lycoming County Department of Planning & Community Development participation as a partner with

PennDOT in the LTAP program by including a separate task once again in the FY 2020-2022 WATS MPO Unified Planning Work Program. The PCD will continue to pursue a marketing plan that will identify strategies to maintain consistent levels of attendance at LTAP trainings and expand participation in technical assistance in Lycoming County.

In an effort to make the LTAP courses more accessible to municipal partners, the Williamsport MPO will retain the host facility location for the 2020-2021 LTAP program, the Old Lycoming Township Volunteer Fire Department Social Hall. This location is easily accessible to most municipalities (quick access to Route 15), houses ideal training facilities, and is reasonably priced. Throughout the COVID-19 public health emergency the host facility has been accommodating and understanding in working with the PCD staff as LTAP courses were cancelled, postponed, or converted to a virtual format. In addition, the PCD will continue to offer free lunches for the full-day training sessions in addition to providing morning refreshments that have previously been offered.

### *Achieve Full LTAP Participation by Lycoming Co. Municipalities & Neighboring RPO's*

PCD staff will continue to target the one remaining non-responding municipality (Bastress Township) through special outreach efforts to educate these particular local officials about the value of utilizing LTAP services. Also, we continue to be successfully partnering with the SEDACOG MPO and Northern Tier RPO to promote LTAP on a more region-wide basis by cross-promoting classes and attending regional events that draw municipal officials such as the equipment shows and we are seeing non-Lycoming County municipalities from these neighboring planning regions attending our courses and equipment shows. We will continue to make efforts to offer either new LTAP courses (that have not been previously offered in Lycoming County) or



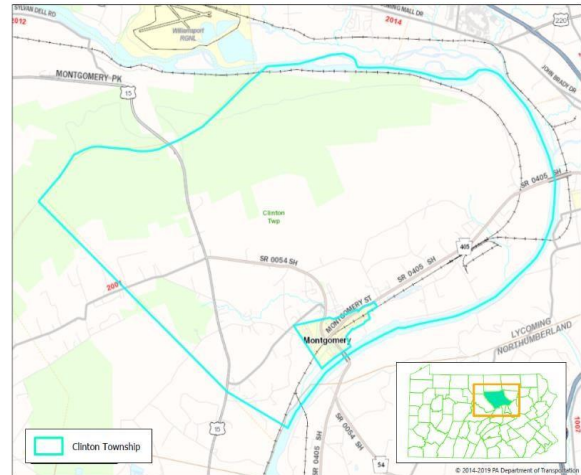
updated classes with new material to ensure we are providing an up to date and diverse training program in a variety of disciplines attractive to our local municipalities.

### Technical Assistance

Another focus of future opportunities are the LTAP Technical Assistance visits. Municipal requests for technical assistance in Lycoming County is generally low, primarily due to the fine efforts of PennDOT District 3-0's ongoing routine municipal outreach activities and numerous county sponsored programs that provide free services to municipalities such as local bridge inspections, liquid fuels funding assistance and ongoing technical assistance from the Planning Department.

PCD Staff will continue to monitor Technical Assistance requests via the LTAP website and informational flyers targeted at Lycoming County's 52 municipalities. The PCD staff received three (3) requests for Technical Assistance visits during the 2019-2020 LTAP year.

**Clinton Township:** PCD staff coordinated a LTAP Technical Assistance visit in June 2020 with Clinton Township. PCD staff met with the Clinton Township Road-master to review a pipe replacement project. PCD staff coordinated with a LTAP engineer to provide a telephone Technical Assistance visit using photos and information gathered during the field visit. The LTAP engineer provided Clinton Township with a Technical Assistance Memo outlining the best method to replace the old drainage pipe and alleviate the issue. The project is scheduled to be completed in fall 2020.



**Muncy Borough:** PCD staff coordinated a LTAP Technical Assistance visit in March 2020 with Muncy Borough. PCD staff and a LTAP engineer met with the Muncy Borough Manager, Borough Streets Department Staff, and Borough Council President to review drainage issues caused by dated stormwater management infrastructure on various Borough streets. The LTAP engineer provided Muncy Borough with a Technical Assistance Memo with suggested solutions to the drainage issues. Muncy Borough is pursuing funding opportunities to begin work on the project.



**Picture Rocks Borough:** PCD staff coordinated a LTAP Technical

Assistance visit in August 2019 with Picture Rocks Borough. PCD staff and a LTAP engineer met with the Picture Rocks Borough Council Secretary, and Borough Street Department staff to review stormwater run-off issues the Borough is facing. The LTAP engineer provided the Borough with a Technical Assistance Memo offering a variety of potential solutions to the stormwater run-off issues the Borough is facing. Picture Rocks is pursuing funding opportunities to complete the project.



The PCD staff scheduled a fourth Technical Assistance visit with Porter Township, however, due to Governor Wolf's COVID-19 mandatory shutdown order; PCD staff had to reschedule the assistance visit until fall 2020. These technical assistance visits are extremely helpful to Lycoming County municipalities, providing them with the necessary information and best practices to correct a number of maintenance issues. The Williamsport MPO staff continues to promote the Technical Assistance program and field visits at all LTAP training sessions, upcoming township and county conventions, and other events

## Performance Measures

### Performance based planning and programming

Performance-based planning and programming is a system-level, data-driven method for strategically identifying potential projects to best meet the quantifiable needs present in the multimodal transportation system. Trends and analysis of various metrics inform long range planning and identify 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 2012, a new transportation reauthorization bill was signed into law entitled Moving Ahead for Progress in the 21st Century (MAP-21). Along with consolidating a number of federal transportation funding programs and 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.

For the first time, the statewide and metropolitan long-range transportation plan 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. 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 December 4, 2015, President Obama signed the current transportation reauthorization bill the Fixing America's Surface Transportation (FAST) Act. 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

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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:



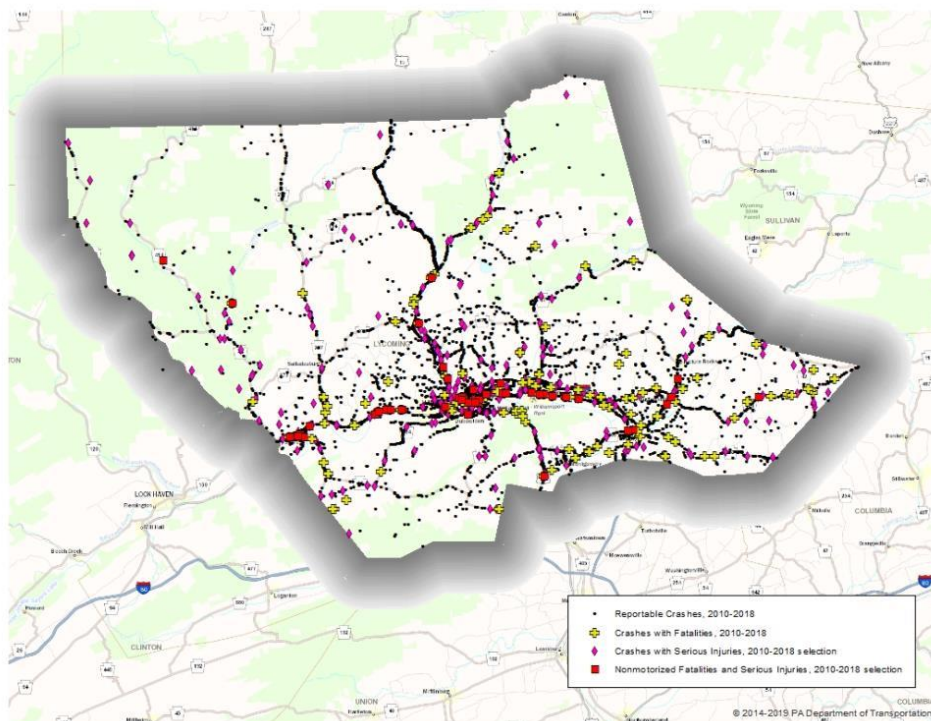
	Statewide Target, 2016-2020	WATS Target, 2016- 2020	Statewide Baseline, 2014-2018	WATS Baseline, 2014-2018
Number of Fatalities	1,171.9	10.7	1,182.0	15.0
Fatality Rate (per 100 Million Miles Traveled)	1.148	1.020	1.169	1.405
Number of Serious Injuries	4,400.3	42.0	3,839.6	40.6
Serious Injury Rate (per 100 Million Miles Traveled)	4.309	4.003	3.797	3.804
Number of Non-motorized Fatalities and Serious Injuries	781.7	7.5	679.0	7.4

### WATS Highway Safety Trends, 2010-2018

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 impacting the transportation system of Lycoming County and provides a more informed approach when making decisions and prioritizing projects.

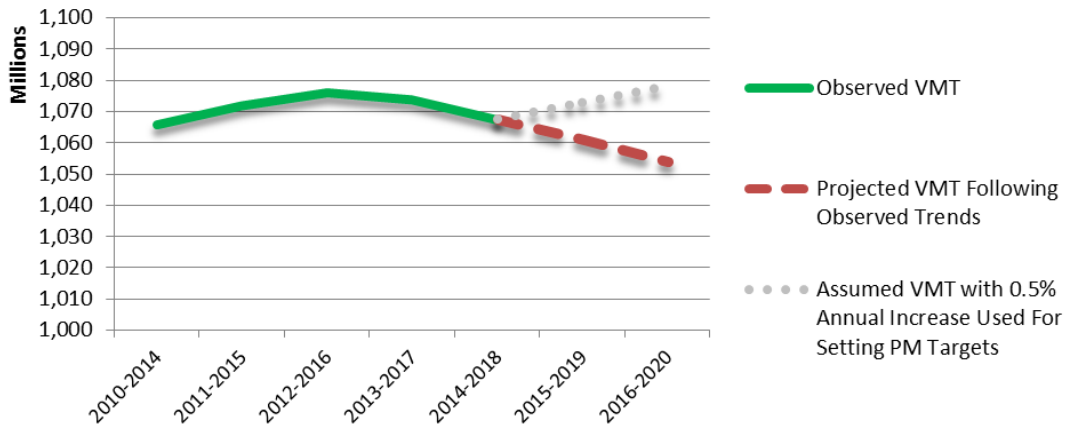
It is also important to note that all information below is derived from data on “reportable” crashes only. Reportable crashes are defined as those that result in “injury to or death of any person and/or result in damage to any vehicle to the extent that it cannot be driven under its own power in its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

### Reportable Crash Locations, 2010-2018



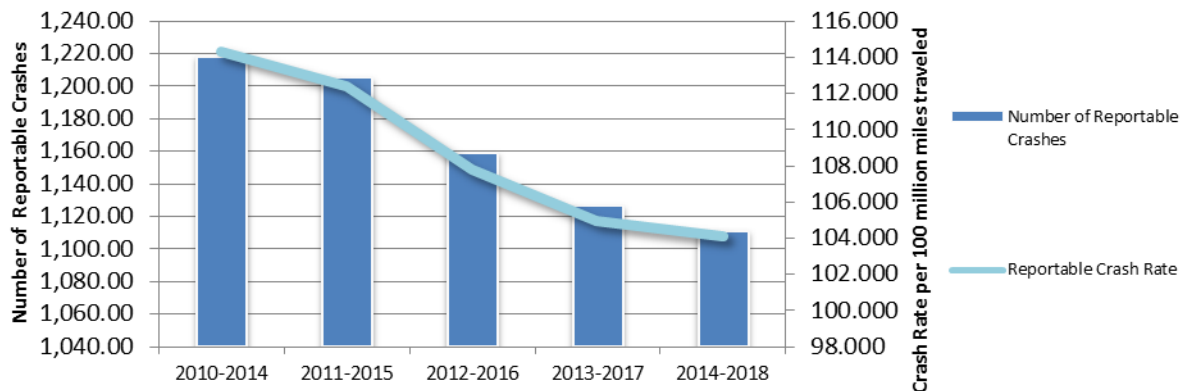
Traffic volumes, 2010-2018

WATS Traffic Volumes - Annual Total Vehicle Miles Traveled

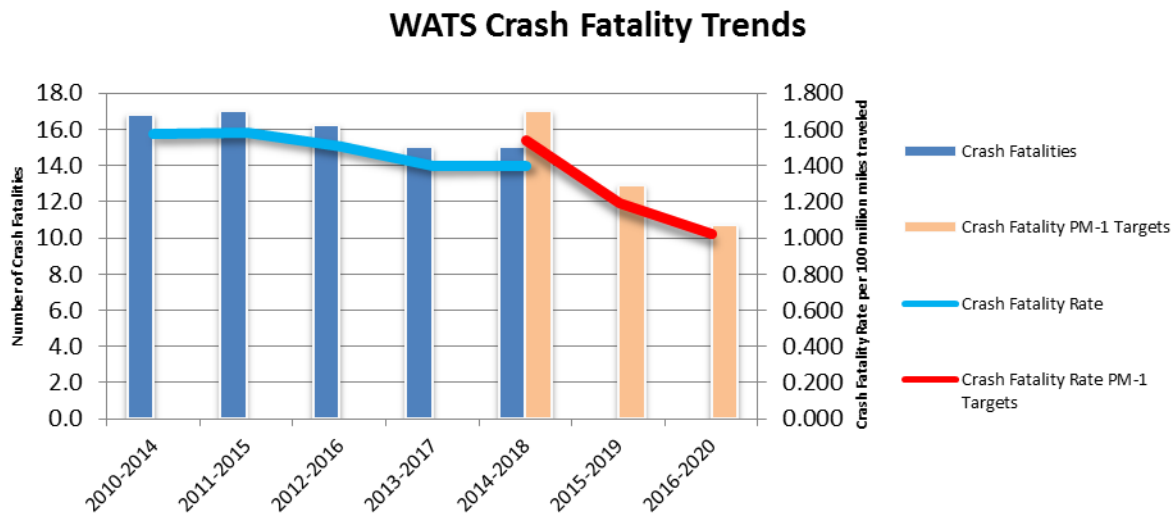


Reportable Crashes, 2010-2018

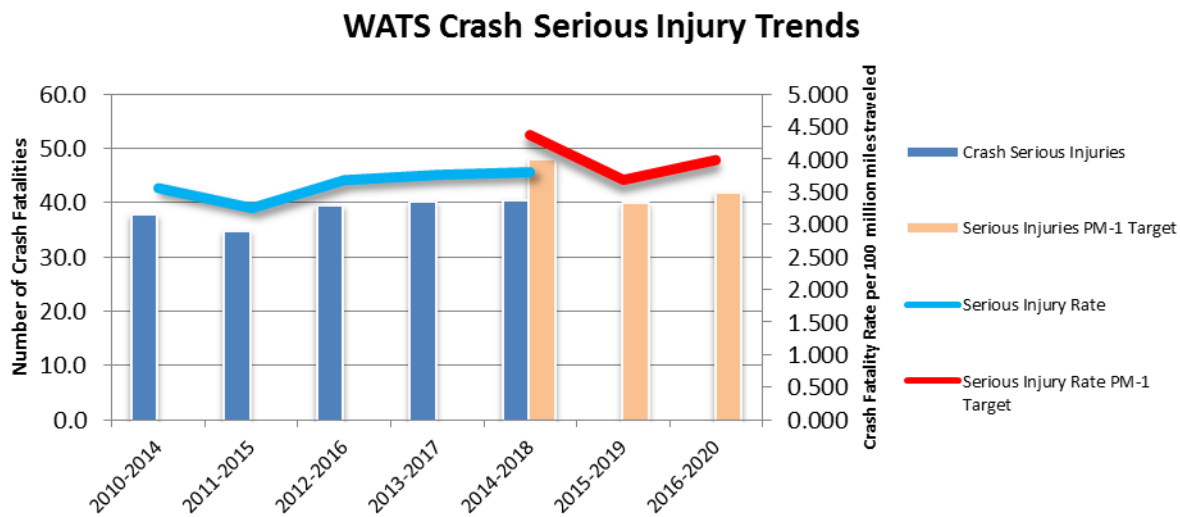
WATS Reportable Crash Trends



*Crash Fatality Trends, 2010-2018*

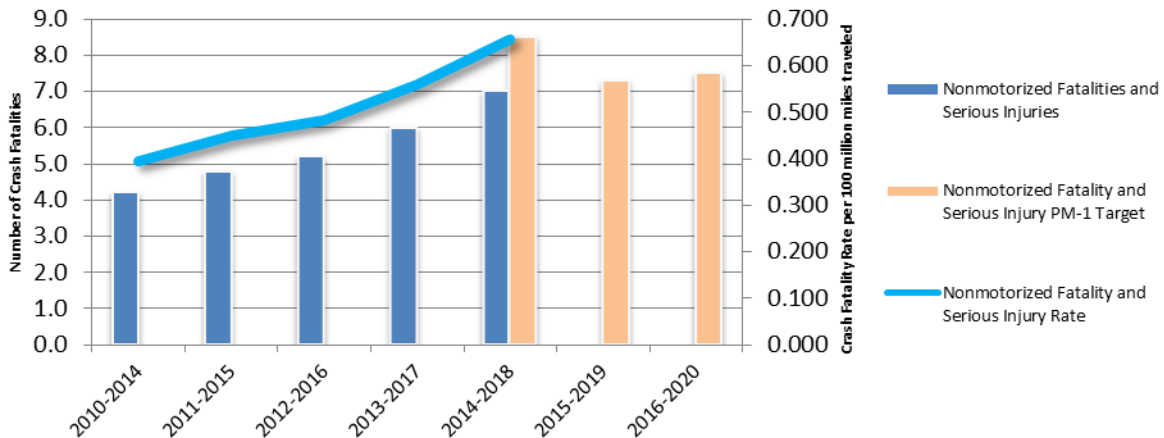


*Crash Serious Injury Trends, 2010-2018*



### Non-motorized Fatality and Serious Injuries Trends, 2010-2018

#### WATS Non-motorized Fatality and Serious Injuries Trends



### Measures of asset condition

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 in 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:

	2017 baseline	2019 two year target	2021 four year target
Percentage Interstate pavement in Good condition	67.2%	N/A	60.0%
Percentage Interstate pavement in Poor condition	0.4%	N/A	2.0%
Percentage NHS non-Interstate pavement in Good condition	36.8%	35.0%	33.0%
Percentage NHS non-Interstate pavement in Poor condition	2.3%	4.0%	5.0%
Percentage NHS bridge deck area in Good condition	25.6%	25.8%	26.0%
Percentage NHS bridge deck area in Poor condition	5.5%	5.6%	6.0%



Asset conditions within WATS are as follows:

Performance Measure	2017	2018
Percentage Interstate pavement Good condition IRI	95.1%	93.7%
Percentage Interstate pavement Good condition OPI	89.0%	100.0%
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	94.7%	95.3%
Percentage NHS non-Interstate pavement Good condition OPI	96.3%	96.7%
Percentage NHS non-Interstate pavement Poor condition IRI	2.3%	2.5%
Percentage NHS non-Interstate pavement Poor condition OPI	1.5%	1.8%
Percentage NHS bridge deck area in Good condition	44.9%	47.5%
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.

### Measures of system performance

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

<b>Measure</b>	<b>2017 statewide baseline</b>	<b>2019 two year target</b>	<b>2021 four year target</b>	<b>2017 WATS baseline</b>
<b>Interstate reliability</b>	89.80%	89.80%	89.80%	100%
<b>NHS Reliability</b>	87.40%	N/A	87.40%	98.30%
<b>Truck reliability index</b>	1.34	1.34	1.34	1.16



## Major Accomplishments

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Below is a list of what we believe to be our most significant accomplishments in FY 2019-2020

### WATS MPO Transportation Improvement Program (TIP) Adoption

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The WATS 2021-2024 Transportation Improvement Program (TIP) was approved by the WATS Technical Committee on June 1, 2020 and adopted by the WATS Coordinating Committee on June 15, 2020. Ultimately, the TIP is just a list of projects with how they will be paid for. The WATS TIP had an extensive public involvement and development process beginning with an initial coordination meeting with PennDOT in July of 2019, further development at 2 more coordination meetings with PennDOT and a coordination meeting with RVT, discussions at 10 separate public meetings (8 MPO meetings and the February and May Lycoming County Planning Commission meetings) and a dedicated TIP public meeting held on May 6, 2020. The official public comment period extended from April 22, 2020 to May 22, 2020. During our public comment period, we received 6 public comments that were addressed, and they are included as Appendix L to the TIP.

In efforts to enhance the 2021-2024 TIP submission compared to prior submissions, WATS began foregrounding the context behind the selection of a particular list of projects instead of treating the listing of projects and funding codes as the centerpiece. Our goal was to arrange the TIP to be more readable and provide a very clear frame of reference for how and why particular projects were included in the TIP.

### 2020 – 2022 Unified Planning Work Program (UPWP)

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The Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO), housed within the Lycoming County Department of Planning and Community Development (PCD), in coordination with River Valley Transit (RVT) is responsible for administering the UPWP. The planning activities completed by the MPO/PCD are fully funded by the Federal Highway Administration through an 80% reimbursement, and PennDOT through a 20% reimbursement. The budgeted amount for the PCD to complete these tasks is \$410,000 across the 2 years of the UPWP.

The Unified Planning Work Program (UPWP) defines the set of required core responsibilities, products, and activities that the PCD and RVT will perform within Lycoming County in State Fiscal Years 2020-2022. These responsibilities, products, and activities include the updating and implementation of the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Public Participation Plan (PPP), and completing the work activities listed within the UPWP. The PCD and RVT staffs worked jointly to develop the work program.

The 2020 – 2022 UPWP underwent two review periods, the August 5, 2019 WATS MPO Technical Committee meeting and August 26, 2019 MPO Coordinating Committee. The draft 2020 – 2022 UPWP went out for both the MPO and FHWA public comment periods from August – October 2019. No substantive changes were required based on comments received during the public comment period. The final draft of the 2020 - 2022 UPWP was presented to the MPO Technical Committee on November 4, 2019 and was adopted by the MPO Coordinating Committee on November 18, 2019. The 2020 – 2022 UPWP became effective on July 1, 2020.

## 2019 WATS MPO Public Participation Plan (PPP)

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In 2019, the WATS MPO staff within the PCD substantially updated the MPO's Public Participation Plan. Federal law (SAFETEA-LU and MAP-21) requires that "...a MPO shall develop and use a documented public participation plan that defines the process for providing citizens, affected public agencies...and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process."

The MPO staff began the Public Participation Plan by coordinating a desk audit with staff from the Pennsylvania Department of Human Services, Bureau of Equal Opportunity (BEO) in May 2019. The BEO desk audit determined that while the current MPO PPP was sufficient, there were additions that could be made to enhance the PPP during this update. A summary of the additions to the 2019 PPP include:

- Incorporating the Environmental Justice (EJ), Limited English Proficiency (LEP), and Title VI plans into the Public Participation Plan to allow for future efficient plan updates
- Update the Title VI complaint procedures and update the Title VI Discrimination Complaint form to an electronic version
- Update the Interested Party Organizations list to include organizations and groups that provide services to underrepresented individuals
- Utilize other methods of communication such as social media accounts to foster greater feedback and public participation

The 2019 PPP underwent two review periods, the August 5, 2019 WATS MPO Technical Committee meeting and August 26, 2019 MPO Coordinating Committee. The draft 2019 PPP went out for the MPO public comment period from November – December 2019. No substantive changes were required based on comments received during the public comment period. The final draft of the 2019 PPP was presented to the MPO Technical Committee on January 6, 2020, and was adopted by the MPO Coordinating Committee on January 27, 2020.

## Upcoming Work, FY 2020-2021

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### WATS Transportation System Hazard Vulnerability Analysis

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WATS staff is assisting Lycoming County Planning and Community Development with the Lycoming County Hazard Mitigation Plan (HMP) Update. The WATS staff will be developing natural hazard risk analysis regarding transportation infrastructure (especially flooding and landslides) as well as methods to improve transportation infrastructure resiliency and continuity of the multi-modal transportation system during hazard events. .

WATS staff will utilize the data and information from the HMP update to conduct a hazard vulnerability analysis of the WATS multimodal transportation system to inform the upcoming 2023 WATS Long Range Transportation Plan update.

### Central Susquehanna Valley Transportation (CSVT) Project Impact Study

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The CSVT Project involves phased construction of 12.4 miles of new four lane limited access highway from the end of the Selinsgrove Bypass (US 11/15) in Snyder County to SR-147, just south



of the SR-45 interchange in Montandon, Northumberland County. Once fully constructed the CSVT is anticipated to impact traffic patterns that may have significant impacts on the communities to the north, specifically along the I-180 and US 15 corridors.

The CSVT Impact Study budget was originally structured as \$70,000 in PennDOT State Planning and Research funds matched with \$30,000 in Lycoming County Act 13 funds for a total project budget of \$100,000. The original scope included studying the I-180 and US 15 corridors only in Lycoming County. In coordination with PennDOT, the PCD staff was able to acquire \$67,940 in additional funding with no required additional match to increase the study area to include corridors in Northumberland and Union counties and implement valuable supplements to scope proposed by the successful proposing firm.

The goal of the CSVT Impact Study is to create an action plan that will ensure orderly land development patterns, smart growth, and a safe and efficient multi-modal transportation system that will be responsive to the anticipated changes in traffic patterns resulting from the completion of the CSVT project.

Some key deliverables from the CSVT Impact Study are:

- Anticipated future traffic patterns changes within the study area due to the completion of CSVT
- Anticipated land use changes as a result of traffic pattern changes, especially impact to the demand for commercial, mixed use and industrial development
- Maps of any suggested overlay districts or suggested zoning boundary changes
- Identified transportation infrastructure improvements across all modes needed to accommodate anticipated traffic pattern changes.

The CSVT Impact Study request for proposals was issued in August 2019 and the contract was awarded to Michael Baker International with a total value of \$167,940.00. Michael Baker International has begun ordinance reviews, data collection, and analysis with the final CSVT Impact Study report estimated to be completed in Spring 2021.