

Williamsport Area Transportation Study Metropolitan Planning Organization

ANNUAL REPORT, STATE FISCAL
YEAR 2020-2021

Table of Contents

Introduction – About WATS.....	4
Committee Structure	4
Committee Meeting Dates and Times	5
WATS Committee Membership Meeting Participation.....	6
WATS Coordinating Committee Meeting Participation July 1, 2020-June 30, 2021.....	6
WATS Technical Committee Meeting Participation, July 1, 2020-June 30, 2021	6
Staffing	7
Lycoming County Department of Planning and Community Development Contacts:.....	7
Public Participation and Outreach.....	8
Public Participation Plan	8
Goal.....	8
Who is “the Public”?	8
Public Meetings:.....	8
Social Media:	9
Work Program.....	10
Summary of Work Tasks	10
Coordination and Economic Development	10
Transportation Infrastructure.....	11
Long Range Planning	11
Program Management.....	11
Supplemental Tasks	12
Summary of Work Performed During Fiscal Year 2020-2021	13
Summary of WATS MPO Work Activity – Q1 (July 1, 2020 – September 30, 2020).....	14
Summary of WATS MPO Work Tasks – Q2 (October 1, 2020 – December 31, 2020).....	16
Summary of WATS MPO Work Activity – Q3 (January 1, 2021 – March 30, 2021)	18
Summary of WATS MPO Work Activity – Q4 (April 1, 2021 – June 30, 2021)	21
Summary of WATS Supplemental Task Work Activity FY 2020-2021	23
Performance Measures.....	35
Performance based planning and programming.....	35
Measures of safety performance.....	37
WATS Highway Safety Trends, 2010-2018	37

Measures of asset condition	40
Definitions of good and poor condition	40
Baselines and targets	41
Measures of system performance	42
Baselines and targets	43
Major Accomplishments	43
Lycoming County Bridge Bundling Program	43
Lycoming County Small Bridge Inspection Program	44
WATS MPO Annual Report	44
Upcoming Work, FY 2021-2022	44
WATS Transportation System Hazard Vulnerability Analysis	44
Central Susquehanna Valley Transportation (CSVT) Project Impact Study	44

Introduction – About WATS

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

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 County Borough Representative

Non-voting members consist of:

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

The WATS Technical Committee reviews all relevant transportation issues, programs and projects in Lycoming County and formulates recommendations to the Coordinating Committee.

The Technical Committee consists of 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 9 times between July 1, 2020 and June 30, 2021. 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, October 26, 2020	10:00 AM	<ul style="list-style-type: none"> • TIP Amendment (Reaffirm e-Ballot) • 2021 Meeting Dates • WATS MPO Annual Report
Transit Advisory Committee	Thursday, August 20, 2020	2:00 PM	<ul style="list-style-type: none"> • River Valley Transit Service Update • STEP Transportation Service Update
Coordinating Committee	Monday, November 9, 2020	1:00 PM	<ul style="list-style-type: none"> • TIP Amendment (Reaffirm e-Ballot) Approval • 2021 Meeting Dates Approval • Coordinated Transit Plan Adoption • WATS MPO Annual Report Approval
Transit Advisory Committee	Thursday, December 10, 2020	2:00 PM	<ul style="list-style-type: none"> • River Valley Transit Service Update • STEP Transportation Service Update
Technical Committee	Monday, January 11, 2021	10:00 AM	<ul style="list-style-type: none"> • TIP Amendment (Reaffirm e-Ballot) • WATS Bylaws Amendments • PM-1, PM-2, and PM-3 Performance Measure Targets for 2021
Coordinating Committee	Monday, January 25, 2021	1:00 PM	<ul style="list-style-type: none"> • TIP Amendment (Reaffirm e-Ballot) Approval • WATS Bylaws Amendments Approval • PM-1, PM-2, and PM-3 Performance Measure Targets for 2021 Approve for Submission
Technical Committee	Monday, April 26, 2021	10:00 AM	<ul style="list-style-type: none"> • Nomination of Lycoming County Borough Representative to WATS Coordinating Committee
Coordinating Committee	Monday, May 10, 2021	1:00 PM	<ul style="list-style-type: none"> • Appointment of Lycoming County Borough Representative to WATS Coordinating Committee
Transit Advisory Committee	Thursday, May 13, 2021	2:00 PM	<ul style="list-style-type: none"> • River Valley Transit Service Update • STEP Transportation Service Update Draft FFY 2021 – 2024 WATS TIP, Recommendation to Coordinating Committee to Adopt

WATS Committee Membership Meeting Participation

WATS Coordinating Committee Meeting Participation July 1, 2020-June 30, 2021

Meeting Date		11/9/2020	1/25/2021	5/10/2021
Attendance				
Voting Membership	PennDOT District 3 Executive [Chair]	Present	Present	Present
	PennDOT Deputy Secretary for Planning	Present	Present	Present
	Lycoming County Commissioner	Present	Present	Present
	Lycoming County Commissioner	Present	Present	Present
	City of Williamsport, Mayor	Present	Absent	Absent
	City of Williamsport, Council	Present	Present	Present
	River Valley Transit	Present	Present	Present
	SEDA-COG Joint Rail Authority	Present	Present	Present
	Williamsport Regional Airport	Present	Present	Present
	Lycoming-Sullivan Boroughs Association	Absent	Absent	Absent
	Lycoming County Association of Township Officials	Absent	Absent	Present
Non-voting Membership	Federal Highways Administration (USDOT FHWA)	Present	Present	Present
	Federal Transit Administration (USDOT FTA)	Absent	Absent	Absent
Number of Other Attendees		4	8	9

WATS Technical Committee Meeting Participation, July 1, 2020-June 30, 2021

Meeting Date		10/26/2020	1/11/2021	4/26/2021
Attendance				
Voting Membership	PennDOT Program Center[Chair]	Present	Present	Present
	PennDOT Engineering District 3-0	Present	Present	Present
	Lycoming County Planning and Community Development, Director	Present	Present	Present
	Lycoming County Planning Commission	Present	Present	Present
	River Valley Transit	Present	Present	Absent
	City of Williamsport, Engineer	Absent	Absent	Absent
	Williamsport Regional Airport	Present	Present	Present
Non-voting Membership	Federal Highways Administration (USDOT FHWA)	Absent	Absent	Absent
	Federal Transit Administration (USDOT FTA)	Absent	Absent	Absent
	PA Department of Community and Economic Development (DCED)	Absent	Absent	Absent
	Fullington Trailways	Absent	Absent	Absent
Number of Other Attendees		6	6	7

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

Lycoming County Department of Planning and Community Development Contacts:

- Shannon Rossman, AICP, Director
 - Telephone: (570) 320-2132
 - Email: srossman@lyco.org
- John Lavelle, AICP, Deputy Director
 - Telephone: (570) 320-2139
 - Email: jlavelle@lyco.org
- Scott R. Williams, Transportation Supervisor & WATS MPO Secretary
 - Telephone: (570) 320-2138
 - Email: swilliams@lyco.org
- Austin Daily, Transportation Planner
 - Telephone: (570) 320-2141
 - Email: adaily@lyco.org
- Mark Murawski, Assistant Transportation Planner
 - Telephone: (570) 320-8117
 - Email: mmurawski@lyco.org

- Salvatore Vitko, Transportation Planner
 - Telephone: (570) 320-2140
 - Email: svitko@lyco.org
- WATS information is accessible on the Lycoming County website: <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

Public Participation Plan

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 2020-2021 Fiscal Year.

Goal

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.

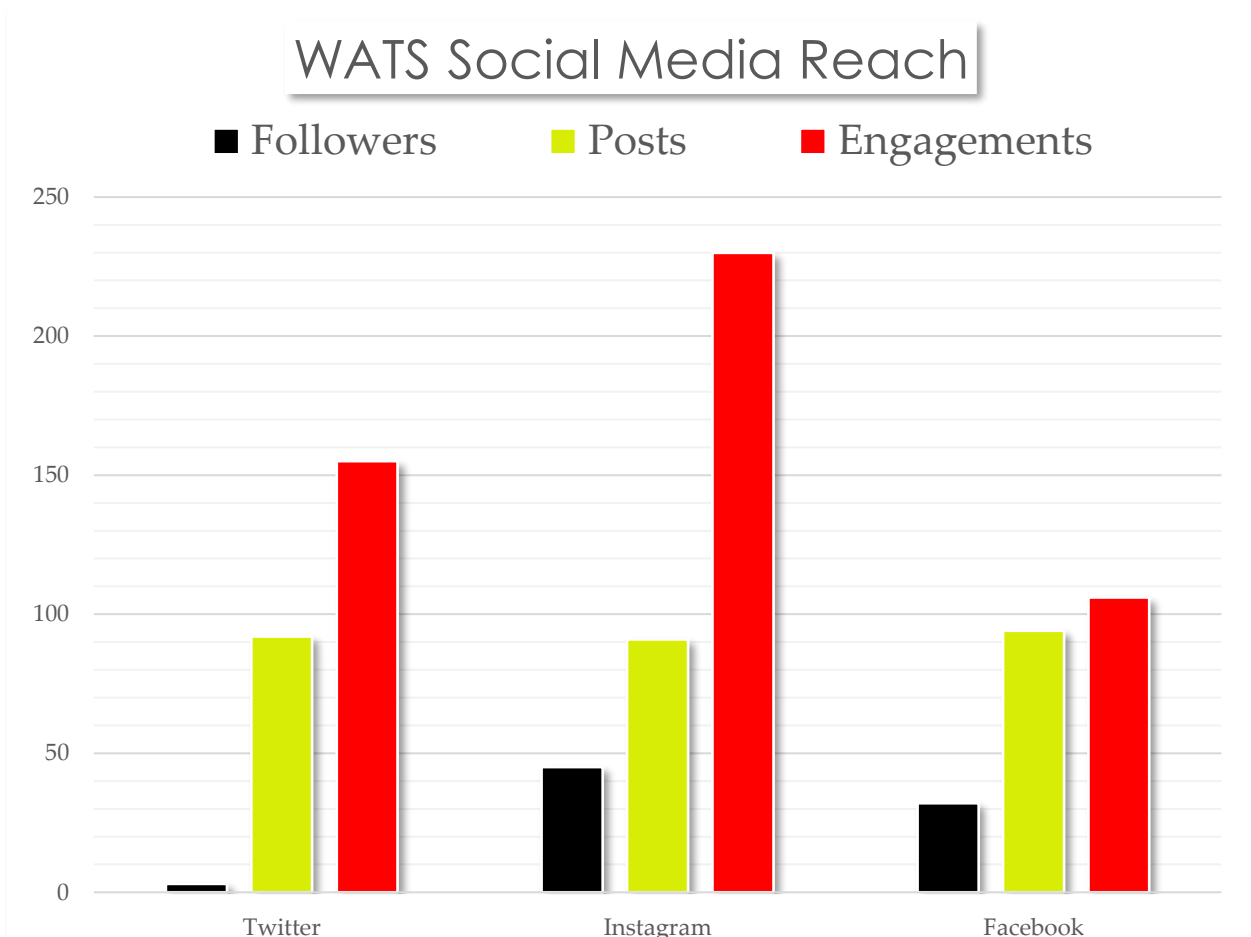
Public Meetings:

As previously discussed, WATS committees held nine (9) public meetings in FY 2020-2021. Due to COVID-19 and Governor Wolf's Stay-at-Home guidance, all nine (9) meetings were held virtually via Skype and Microsoft Teams. The MPO advertised the dial-in information, meeting date and time, and meeting agendas and materials in the Williamsport Sun-Gazette, the WATS MPO website, and multiple posts on the MPO social media sites.

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	https://www.facebook.com/WATS-MPO-100877818070672/
Twitter	https://twitter.com/watsmpo
Instagram	https://www.instagram.com/wats_mpo/
LinkedIn	https://www.linkedin.com/company/wats-mpo/
Website	http://www.lyco.org/wats-mpo



Work Program

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

Following are descriptions of the work tasks that WATS developed as part of the FY 2020-2022 Unified Planning Work program. FY 2020-2021 represented the completion of this 2-year work program.

Coordination and Economic Development

1-A. Transportation Partnerships for Economic Stimulus (PCD)

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.

1-B. Transit Privatization (Private Enterprising Planning) (RVT)

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.

1-C. Coordination (PCD)

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.

1-D. Marketing and Economic Development (RVT)

- 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.

1-E. Financial Capacity Planning (RVT)

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.

1-F. Project Needs Studies (PCD)

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.

Transportation Infrastructure

2-A. Transit Programming (RVT)

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

2-B. Highway Programming (PCD)

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.

2-C. Air Quality-Monitoring (PCD)

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.

2-D. Public Transit Data (Short-Range Planning) (RVT)

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

2-E. HPMS (PCD)

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

Long Range Planning

3-A. Long Range Plan Update (PCD)

Update and implement the WATS Long Range Transportation Plan

3-B. ADA Planning (RVT)

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.

3-C. Transportation Development Plan Update (Long-Range Planning) (RVT)

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.

3-D. Highway Designations (PCD)

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

Program Management

4-A. Administration (PCD)

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.

4-B. Safety and Drug Control Planning (RVT)

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

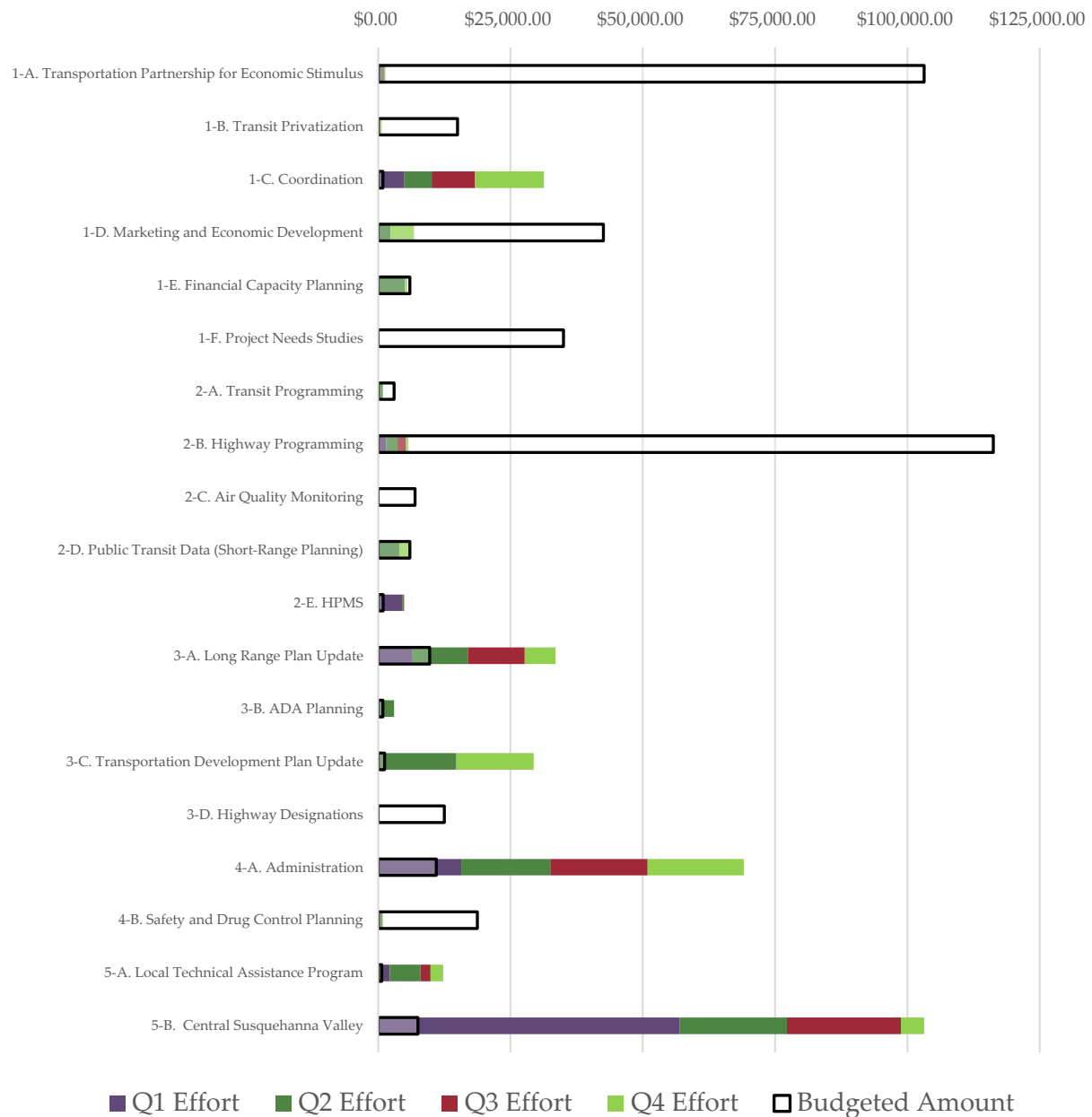
5-A. Local Technical Assistance Program (LTAP) Assistance (PCD)

The PennDOT Local Technical Assistance Program, PennDOT LTAP, is part of a national initiative to transfer transportation technology through training, technical assistance, and other customer services to municipal elected officials and their staff. PennDOT LTAP provides technical information and proven technologies to meet the growing demands on municipal governments. In an effort to expand and promote LTAP services to the 52 municipalities within the one county region, WATS proposes to assist PennDOT with facilitating LTAP training during FY 2018-2020

5-B. Central Susquehanna Valley Transportation (CSVT) Land Use – Transportation Impact Special Study (PCD)

The Central Susquehanna Valley Transportation (CSVT) Project special study will evaluate the overall land use and transportation system impacts resulting from the completion of the CSVT project on growth areas within Lycoming County, PA. The study places emphasis on the Instate I-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 I-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 2020-2021



Summary of WATS MPO Work Activity – Q1 (July 1, 2020 – September 30, 2020)

Coordination and Economic Development

1-A. Transportation Partnerships

LCPC Staff continued coordination with Lycoming County bond counsel for the completion of the DCED LGUDA review to close the PIB loan related to the Lycoming County Bridge Bundling Program.

1-C. Coordination

LCPC Staff received notification by the US DOT that the regional BUILD Grant application on behalf of Jersey Shore Borough and the SEDA-COG Joint Rail Authority was not approved for funding, however the application was very competitive and scored high among the submitted projects. LCPC Staff will coordinate with the other partners to determine any needed scope and funding changes for possible resubmission under the next grant round.

7/17/2020 - LCPC Staff attended the regular quarterly State Transportation Advisory Committee, (TAC) Skype meeting and Chaired the TAC Local Bridge Study Task Force meeting. The Small Local Bridge Funding Study is nearing completion.

8/18/2020 - LCPC Staff Chaired the North Central PA Transportation Coalition Virtual Meeting. The main focus of the meeting was to finalize preparations for RVT to apply for PennDOT transit grant demonstration funds for the required feasibility study needed to extend fixed route service to Columbia, Montour, Northumberland and Snyder Counties since these counties passed resolutions supporting the study and committing the required local share.

8/20/2020 - LCPC Staff Chaired a WATS Transit Advisory Committee, held virtually, with fixed route and shared ride service updates provided by RVT and STEP.

8/21/2020 - LCPC Staff attended the SEDA COG MPO meeting.

9/3/2020 - LCPC Staff participated in a virtual meeting with PennDOT District 3-0 and PennDOT Center for Program Development and Management to review the PennDOT Connects process and receive training on the Connects website

9/10/2020 - LCPC Staff attended the quarterly PA Aviation Advisory Committee virtual meeting. The primary items discussed included a PennDOT Bureau of Aviation Update, COVID-19 impacts on state aviation and adverse effects of the Uniform Construction Code, (UCC) regulations on the construction of new small T-Hangars.

9/21/2020 - LCPC Staff participated in a virtual training with PennDOT District 3-0 to coordinate the outreach and roll out of the 2020 PennDOT Connects program.

9/22/2020 - LCPC Staff participated in a virtual meeting with the Northern Tier RPO and PennDOT District 3-0 and Central Office regarding the scope of a Local Bridge Redundancy and Prioritization Study Proposal integrated with municipal coordination through the PennDOT Connects Process. The LCPC will take the lead in study scope development for PennDOT funding consideration.

Transportation Infrastructure

2-B. Highway Programming

LCPC staff completed an e-STIP TIP amendment to MPMS #112978 to Add Preliminary Engineering for Tombs Run Slide Repair to 2019-2022 WATS TIP.

LCPC staff completed tasks related to adoption of and public information about the WATS 2021-2024 TIP.

2-E. HPMS – Samples

LCPC staff members began performing 2020 HPMS data collection during August and September 2020 throughout Lycoming County. LCPC staff coordinated with PennDOT to ensure the accuracy of collected HPMS samples.

Long Range Planning

3-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 Hazard Reduction Planner on incorporation of WATS LRTP goals and objectives related to transportation system hazard resiliency into the Lycoming County Hazard Mitigation Plan update.

Program Management

4-A. Administration

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.

LCPC staff began work on a new WATS Annual Report format more effectively communicate the work activities and accomplishments of WATS

LCPC Staff participated in the PennDOT Planning Partners conference call held on July 8, 2020.

LCPC Staff participated in the FHWA Statewide Metropolitan Transportation Planning course on July 10, 2020.

7/17/2020 - LCPC Staff attended a PennDOT and Public Utility Commission field view for upcoming railroad crossing project in the City of Williamsport.

7/30/2020 - LCPC Staff attended the PennDOT Connects TIP Update virtual meeting in preparation for the 2020 PennDOT Connects outreach for projects on the 2021-2024 TIP.

LCPC Staff met virtually with the CSVT engineer (Michael Baker, Intl.), SEDA-COG MPO staff, and PennDOT on July 8, July 22, August 5, August 19, September 2, and September 30, 2020 to discuss project schedule, data analysis review, traffic modeling, and land use planning.

LCPC Staff met virtually with Michael Baker, Intl., SEDA-COG MPO, PennDOT, and the CSVT Steering Committee on September 16, 2020. Attendees presented the CSVT project status update, reviewed the project schedule and scope, discussed the role of the CSVT Steering Committee, and presented on the data collection and analysis performed to date.

Local Technical Assistance Program

5-A. Local Technical Assistance Program (LTAP)

LCPC Staff performed numerous LTAP administrative actions throughout the billing period, including promotion of all LTAP virtual courses, Virtual Drop-In Sessions, and webinars.

LCPC Staff assisted municipalities with registration for LTAP virtual course and virtual Drop-In Sessions. LCPC Staff assisted municipalities with technical issues for attending the LTAP virtual courses and Drop-In Sessions.

LCPC Staff, on behalf of Porter Township, requested a LTAP Technical Assistance visit for road subsidence and stream bank erosion issues on Pine Creek Ave., Porter Township.

LCPC Staff received approval from PennDOT to coordinate with the Pennsylvania College of Technology to host alternative LTAP courses. LCPC Staff scheduled the Heavy Equipment Operator and Chainsaw Maintenance and Safety courses to be held in the 2nd Quarter.

LCPC Staff coordinated and scheduled a follow-up Technical Assistance visit in Porter Township to address a Township road subsidence on Pine Creek Ave. along Pine Creek.

Summary of WATS MPO Work Tasks – Q2 (October 1, 2020 – December 31, 2020)

Coordination and Economic Development

1-A. Transportation Partnerships

LCPC Staff completed PIB loan document submission to PennDOT in support of Lycoming County small local bridge bundling project.

1-C. Coordination

LCPC Staff attended the regular quarterly State Transportation Advisory Committee, (TAC) Skype meeting and Chaired the TAC Local Bridge Study Task Force meetings held on October 15, 2020 and December 3, 2020. The Small Local Bridge Funding Study was adopted by the TAC and will now be forwarded to the State Transportation Commission, (STC) for final approval at their February 17, 2021 public meeting.

12/10/2020 - LCPC Staff Chaired a WATS Transit Advisory Committee public teleconference with fixed route and shared ride service updates provided by River Valley Transit and STEP, Inc. The PCD Director also attended the meeting.

12/10/2020 - LCPC Staff attended the quarterly PA Aviation Advisory Committee virtual meeting. The primary items discussed included a PennDOT Bureau of Aviation Update on the State Aviation Economic Impact Study now underway, COVID-19 impacts on airports and the need to explore ways to accelerate funding and construction of new small T-Hangars, primarily located at PA General Aviation Airports, due to significant demand for these facilities, and general lack of sufficient hangar capacity to meet this demand. This special study initiative is being closely coordinated with the Aviation Council of PA and AOPA and airport data gathering surveys have been issued via these groups. The PCD staff was also invited by PennDOT to participate on a State-wide Long Range Plan Air Cargo Focus Group, which met virtually on October 8, 2020.

10/26/2020 - LCPC Staff participated in a virtual meeting with the Northern Tier RPO and PennDOT District 3-0 and Central Office to continue discussions regarding the scope of a Local Bridge Redundancy and Prioritization Study Proposal integrated with municipal coordination through the PennDOT Connects Process.

10/22/2020 - LCPC staff attended the Williamsport/Lycoming Chamber of Commerce Transportation Committee meeting.

LCPC Staff attended the SEDA COG MPO meetings on October 9, 2020 and November 20, 2020.

Transportation Infrastructure

2-B. Highway Programming

LCPC staff completed an e-STIP TIP amendment to MPMS #99038 to federalize the SR 2014 (Lycoming Mall Drive) over Bennett's Run bridge project on the 2021-2024 WATS TIP.

LCPC staff completed tasks related to implementing the WATS 2021-2024 TIP.

LCPC Staff, as part of the PennDOT Connect process, reviewed multiple projects for upcoming PennDOT Connects meetings. LCPC Staff provided information on land use, zoning districts, current or future economic development in the project areas, and other comments to increase the ability for public comment/input on the projects.

LCPC Staff coordinated with PennDOT Engineering District 3-0 staff to address a subsidence and drainage issue Old Lycoming and Woodward Townships.

2-E HPMS – Samples

LCPC staff members finished 2020 HPMS data collection during the billing period. LCPC staff coordinated with PennDOT to ensure the accuracy of data and that all materials were received by the November 2020 submission deadline.

Long Range Planning

3-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 developed mapping applications and geospatial analyses to incorporate LRTP goals into Lycoming County Hazard Mitigation Plan update.

10/15/2020 - LCPC Staff assisted with the Lycoming County Hazard Mitigation Plan Assessment/Mitigation Solutions workshops to incorporate WATS LRTP hazard mitigation objectives into the HMP update.

12/17/2020 - LCPC Staff attended the Lycoming County Hazard Mitigation Plan update Steering Committee meeting to review and finalize LRTP mitigation goals and objections that are to be included in the HMP update.

LCPC Staff met virtually with the CSVT engineer (Michael Baker, Intl.), SEDA-COG MPO staff, and PennDOT on October 28, 2020 November 23, 2020 and the entire Steering Committee on December 9 2020 to review study development task progress with a focus on the existing and future land use-mapping component of the study. The land use section will be completed in March and the traffic analysis of the land use impacts will be conducted in April – May with study completion and public comment period anticipated for June – July, 2021 timeframe.

Program Management

4-A. Administration

10/26/2020 - LCPC Staff made all preparations and convened a WATS Technical Committee public teleconference meeting. The PCD Director also attended the meeting.

11/9/2020 - LCPC Staff made all preparations and convened a WATS Coordinating Committee public teleconference meeting. The PCD Director also attended the meeting.

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 prepared and submitted the FFY 2021-2022 first quarter progress report and invoice to PennDOT for cost reimbursement of WATS UPWP activities.

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.

11/4/2020 - LCPC Staff participated in the PennDOT Planning Partners conference call.

Local Technical Assistance Program

5-A. Local Technical Assistance Program (LTAP)

LCPC Staff performed numerous LTAP administrative actions throughout the billing period, including promotion of all LTAP virtual courses, Virtual Drop-In Sessions, and webinars.

LCPC Staff assisted municipalities with registration for LTAP virtual course and virtual Drop-In Sessions.

10/20/2020 - LCPC Staff coordinated with Pennsylvania College of Technology to hold an approved Equipment Operator Training course at the Penn College Earth Science Center facilities.

11/19/2020 - LCPC Staff coordinated with Pennsylvania College of Technology to hold an approved Chainsaw Safety and Maintenance course at the Penn College Earth Science Center facilities.

LCPC Staff coordinated and attended follow-up Technical Assistance visit in Porter Township to address a Township road subsidence on Pine Creek Ave. along Pine Creek. LTAP Engineer Lycoming County Conservation District, PA Dept. of Environmental Protection and a geotechnical engineer attended.

5-B. CSVT Land Use/Transportation Study

Michael Baker, Intl. invoice submitted for the period ending November 1, 2020 for \$5,724.08 for professional services for the CSVT Land Use/Transportation Impact Study.

Michael Baker, Intl. invoice submitted for the period ending December 31, 2020 for \$14,551.05 for professional services for the CSVT Land Use/Transportation Impact Study.

Summary of WATS MPO Work Activity – Q3 (January 1, 2021 – March 30, 2021)

Coordination and Economic Development

1-A. Transportation Partnerships

The county is currently awaiting state execution of the PIB loan document prior to drawdown of loan funds for county bridge bundling design and construction costs.

1-C. Coordination

The STC unanimously approved the study and it has been posted on the TAC website for public awareness. LCPC staff will begin working with PennDOT, the TAC Task Force and other stakeholders to convene the Small Local Bridge Action Team as recommended in the study report that will further develop strategies to address the 7,000 local small bridges throughout the Commonwealth. Based on consultation with PennDOT and the Northern Tier RPO it was decided to defer development of a Local Bridge Regional Pilot Study for about 1 year until the TAC Action

Team can provide input and the WATS MPO can gain experience in the use of the new Bridge Cares software program now being used for the NBIS and small bridge inspection program in District 3-0.

LCPC Staff is participating on AAC Aviation Funding and Hangar Development Sub-committees and is coordinating with the Aviation Council of Pennsylvania on key issues. This work is being communicated with TROC via the AAC Chair which serves on TROC representing PA aviation. Close coordination and assistance is also occurring with the PennDOT Bureau of Aviation regarding the development of the PA Aviation Economic Impact Study Update now underway.

LCPC Staff attended the State Transportation Commission and Transportation Advisory Committee meetings on February 17, 2021.

LCPC staff attended the Williamsport/Lycoming Chamber of Commerce Transportation Committee Meeting on March 11, 2021.

LCPC Staff attended the Middle Susquehanna Active Transportation Committee work group meeting on February 12, 2021, and funding panel meeting on February 24, 2021.

LCPC Staff attended the SEDA COG MPO meetings on January 22, 2021 and March 19, 2021.

Transportation Infrastructure

2-B. Highway Programming

LCPC staff completed tasks related to implementing the WATS 2021-2024 TIP.

LCPC Staff, as part of the PennDOT Connect process, coordinated with PennDOT District 3-0 on PennDOT Connects meeting requests.

2-E HPMS – Samples

LCPC staff members worked with PennDOT on preliminary work/planning for the 2021 HPMS data collection.

Long Range Planning

3-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 attended the Hazard Mitigation Plan Guidance webinar on January 13, 2021 as part of the MPO's assistance with the Lycoming County Hazard Mitigation Plan update.

LCPC Staff attended the Lycoming County Hazard Mitigation Plan Draft plan meetings on January 14, 2021.

LCPC Staff began evaluation of LRTP medium and long-term projects to identify candidates for potential earmarks or line item funding

LCPC Staff met virtually with the CSVT engineer (Michael Baker, Intl.), SEDA-COG MPO staff, and PennDOT on January 6, February 3, February 17, March 3, and March 31, 2021 and the entire Steering Committee on March 17, 2021 to review study development task progress with a focus on

the existing and future land use-mapping component of the study. The land use section is expected to be completed in March and the traffic analysis of the land use impacts will be conducted in April – May with study completion and public comment period anticipated for June – July, 2021 timeframe.

Program Management

4-A. Administration

LCPC Staff made all preparations and convened a WATS Technical Committee public teleconference meeting held on January 11, 2021. The PCD Director also attended the meeting. LCPC Staff made all preparations and convened a WATS Coordinating Committee public teleconference meeting on January 25, 2021. The PCD Director also attended the meeting. 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 attended the PennDOT Personal Delivery Device webinar on January 20, 2021. LCPC Staff attended the Environmental Justice 2021 Transportation Improvement Program After Action Report meetings on March 4, March 11, and March 25, 2021. LCPC Staff attended the PennDOT 12-Year Plan Public Forum on March 23, 2021. LCPC Staff prepared and submitted the FFY 2021-2022 second quarter progress report and invoice to PennDOT for cost reimbursement of WATS UPWP activities. LCPC Staff participated in the PennDOT Planning Partners conference calls held on January 20, 2021 and March 17, 2021.

Local Technical Assistance Program

5-A. Local Technical Assistance Program (LTAP)

LCPC Staff performed numerous LTAP administrative actions throughout the billing period, including promotion of all LTAP virtual courses, Virtual Drop-In Sessions, and webinars. LCPC Staff assisted municipalities with registration for LTAP virtual course and virtual Drop-In Sessions. LCPC Staff attended the LTAP Agility webinar on March 22, 2021 to learn more about the Agility program/options for MPO municipal partners. LCPC Staff coordinated and attended follow-up Technical Assistance visit in Cummings Township on Dam Run Rd. for a proposed road repair project. LTAP Engineer, MPO and Planning Department staff attended.

5-B. CSVT Land Use/Transportation Study

Michael Baker, Intl. invoice submitted for the period ending January 31, 2021 for \$5,029.70 for professional services for the CSVT Land Use/Transportation Impact Study. Michael Baker, Intl. invoice submitted for the period ending February 28, 2021 for \$7,256.25 for professional services for the CSVT Land Use/Transportation Impact Study. Michael Baker, Intl. invoice submitted for the period ending March 31, 2021 for \$9,266.53 for professional services for the CSVT Land Use/Transportation Impact Study.

Summary of WATS MPO Work Activity – Q4 (April 1, 2021 – June 30, 2021)

Coordination and Economic Development

1-A. Transportation Partnerships

LCPC Staff and Planning Director coordinated with PennDOT Center for Program Development and Management Planning to finalize the execution of the PIB loan document for the Lycoming County small local bridge bundling project.

1-C. Coordination

LCPC Staff in coordination with PennDOT, FHWA, and other Planning Partners developed a process for conducting statewide Environmental Justice analysis related to the upcoming 2023-2026 program update. To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the Unified EJ Guide, includes several noteworthy practices adopted from MPOs around the country. As part of the 2021 TIP Environmental Justice Committee After Action Review (AAR), some aspects of the Unified EJ Guide will be modified and will be updated by November 2021. FHWA PA Division and FTA Region III reviewed the MPO Unified Guide, and identified Core Elements of an effective approach to meet the intent of Executive Order 12898, Environmental Order 5610.2(a), FHWA Order 6640.23A, and FTA's Environmental Justice Circular 4703.1. As part of the 2021 STIP/TIP update, PennDOT and many MPOs/RPOs incorporated this approach into their EJ analysis. For the TIP EJ Analysis, MPOs/RPOs should conduct the following steps:

- Identify low-income and minority populations
- Assess conditions and identify needs
- Develop the draft Program
- Evaluate benefits and burdens of the Program
- Identify and avoid, minimize, or mitigate any disproportionate and adverse impacts

As a continuation of the statewide analysis approach started with the 2021 TIP, LCPC staff will complete the first two steps (Identification of Low-Income and Minority Populations and assessment of conditions and identification of needs for bridges, pavements and crashes) for all areas of the State for the 2023 TIP update.

LCPC Staff organized and convened the Transportation Advisory Committee meetings on April 8, 2021.

LCPC Staff attended the Aviation Funding Q&A on April 23, 2021.

LCPC Staff made all preparations, and convened a WATS Transit Advisory Committee public teleconference meeting on May 13, 2021 with the fixed route and shared ride service updates provided by River Valley Transit and STEP, Inc. The PCD Director also attended the meeting.

LCPC Staff attended the Aviation Funding Committee virtual meeting on May 19, 2021.

LCPC Staff attended the Middle Susquehanna Active Transportation Committee (MSATC) work group virtual meetings on May 19, 2021, and June 11, 2021.

LCPC Staff attended the Aviation Advisory Committee Hangar subcommittee virtual meetings on May 20, May 27, and June 3, 2021.

LCPC Staff attended the Fiscal Year 2022-2024 WATS MPO UPWP Coordination virtual meeting along with District 3-0, Center for Program and Development and River Valley Transit on June 3, 2021.

LCPC Staff attended the Aviation Advisory Committee virtual meeting on June 10, 2021.

LCPC staff attended the Williamsport/Lycoming Chamber of Commerce Transportation Committee Meeting on June 17, 2021.

LCPC Staff attended the SEDA COG MPO meetings on May 21, 2021 and June 25, 2021.

Transportation Infrastructure

2-B. Highway Programming

LCPC Staff completed tasks related to implementing the WATS 2021-2024 TIP.

LCPC Staff began reviewing the 2023 General Procedural Guidance for the 2023-2026 TIP update.

Long Range Planning

3-A. Long Range Plan Update

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

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

LCPC Staff met virtually with the CSVT engineer (Michael Baker, Intl.), SEDA-COG MPO staff, and PennDOT on April 28, May 12, May 26, June 9, 2021 to review study development task progress with a focus on the existing and future land use-mapping component of the study, and the logistics of scheduling a public meeting in September 2021 to seek public comment. LCPC Staff still anticipate completion and public comment period anticipated for June – July 2021 timeframe.

Program Management

4-A. Administration

LCPC Staff made all preparations and convened a WATS Technical Committee public teleconference meeting held on April 26, 2021. The PCD Director also attended the meeting.

LCPC Staff made all preparations and convened a WATS Coordinating Committee public teleconference meeting on May 10, 2021. The PCD Director also attended the meeting.

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 attended the Transportation Revenue Options Commission (TROC) meeting on April 1, 2021.

LCPC Staff attended the PennDOT 2021 Highway Safety Summit virtual meeting on April 21, 2021.

LCPC Staff attended the Central RTMC 2021 ROP interim update meeting on May 14, 2021 and June 22, 2021.

LCPC Staff attended the PennDOT Planning Partners virtual meetings on May 19, 2021 and June 29, 2021.

LCPC Staff attended the virtual CTPP Training provided by AASHTO on June 16, 2021 and June 17, 2021

LCPC Staff made all preparations and held a Lycoming County Boroughs summit virtual meeting on June 18, 2021.

LCPC Staff attended the Transportation Alternatives Set-Aside virtual meeting on June 23, 2021.

LCPC Staff attended the Transportation Equity virtual training provided by ESRI on June 30, 2021

Local Technical Assistance Program

5-A. Local Technical Assistance Program (LTAP)

LCPC Staff performed numerous LTAP administrative actions throughout the billing period, including promotion of all LTAP virtual courses, Virtual Drop-In Sessions, and webinars.

LCPC Staff assisted municipalities with registration for LTAP virtual course and virtual Drop-In Sessions.

LCPC Staff coordinated and attended a Technical Assistance visit in Muncy Township for a proposed bridge project on Carpenter Street over Glade Run. LTAP Engineer, Muncy Borough manager, MPO and Planning Department staff attended.

LCPC Staff coordinated and attended follow-up Technical Assistance visit in Cummings Township on Dam Run Rd. for a proposed road repair project. LTAP Engineer, MPO and Planning Department staff attended.

LCPC Staff attended the LTAP Planning Partners virtual meeting on June 8, 2021.

LCPC Staff began coordinating with PSATS and Old Lycoming Volunteer Fire Department to schedule fall 2021 in-person courses.

5-B. CSVT Land Use/Transportation Study

Michael Baker, Intl. invoice submitted for the period ending May 02, 2021 for \$4,388.62 for professional services for the CSVT Land Use/Transportation Impact Study.

Summary of WATS Supplemental Task Work Activity FY 2020-2021

Local Technical Assistance Program

Program Overview

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 local transportation systems. 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 that move people and goods in a safe, efficient manner, promote economic development, protect the environment, and preserve Lycoming County's outstanding quality of life.

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 16th year the Williamsport MPO has collaborated with PennDOT to assist in the LTAP program. The contracting mechanism for MPO involvement was inclusion of Task 5-A in the FY 2020-2022 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 2020-2021 LTAP program faced significant challenges. The PCD staff, working with PSATS and LTAP, were able to convert a number of, typically "in-person" courses, to a virtual format.
3. Due to the COVID-19 public health emergency, and the continued Stay-at-Home guidance from Governor Wolf's office the LTAP courses remained in a virtual format throughout 2020. In an attempt to offer additional training opportunities, the PCD staff collaborated with the Pennsylvania College of Technology to hold two (2) in-person courses in fall 2020. The following courses were held at the Penn College Earth Science Center in fall of 2020. Due to Penn College's COVID-19 protocols, the course sizes were limited to 12 students.
 - a. Equipment Operator Training on October 20, 2020

b. Chainsaw Safety & Maintenance on November 19, 2020

Based on the interest in these courses the PCD plans to review other options for collaborating with Penn College to offer additional/supplemental trainings in the future. Currently the PCD staff is anticipating the resumption of in-person LTAP courses for fall 2021.

4. In 2016, Lycoming 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.
5. 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. Preliminary design and engineering work began on the Lycoming County Bridge Bundling project in July 2020. Construction of the first “bundle” of four (4) bridges located in Eldred, Hepburn, Limestone, and Muncy Townships is scheduled to begin in June 2021 with Bundle 1 construction completed in late 2021. The Bridge Bundling program will have a significant impact on addressing Lycoming County’s poor-condition locally owned bridge backlog. It is critical to note that this project would not have been possible without the assistance of LTAP supplemental funds.
6. The PCD staff had hoped to hold the LTAP Bridge Maintenance and Inspection course in fall 2020 to provide training to municipalities on effective preventative maintenance of bridge structures. However, due to the COVID-19 orders we were unable to host the course. Because the LTAP Bridge Maintenance and Inspection course will be an essential tool in this regard, the PCD staff will work with PennDOT to schedule the in-person course as soon as LTAP returns to in-person instruction. Certain other low volume local bridges are also being targeted for closure and removal.
7. 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.
8. The Williamsport MPO LTAP program has been analyzed in terms of number of courses offered, registrants and attendees.

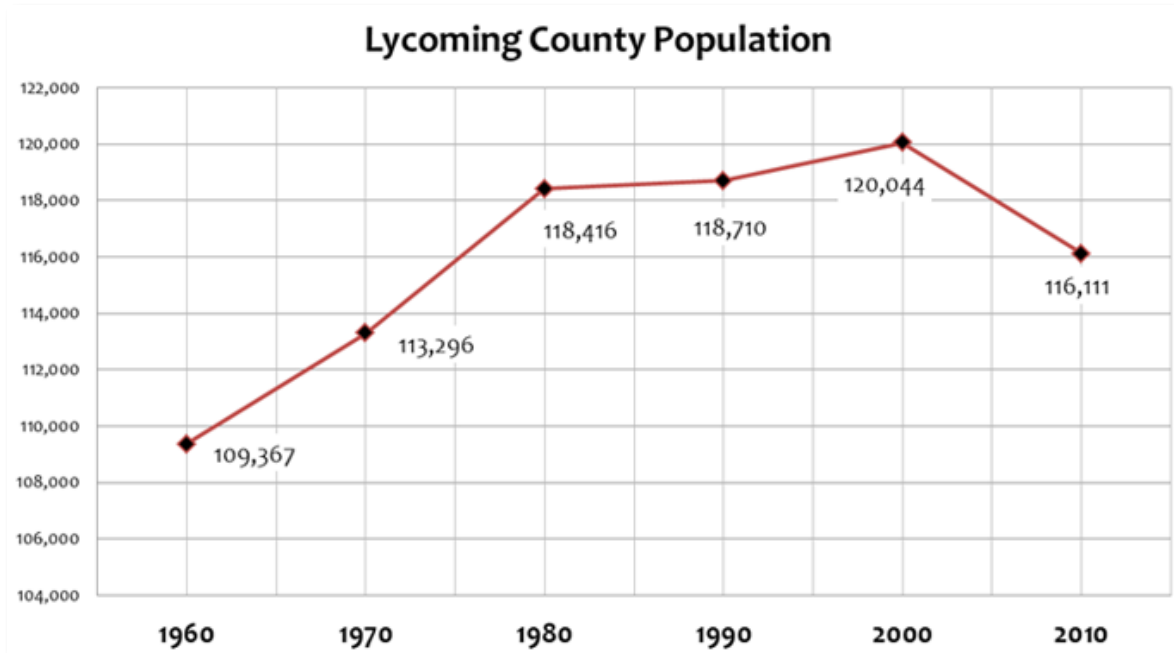
<i>Program Year</i>	<i>Number of Courses Held</i>	<i>Number of Registrants</i>	<i>Number of Attendees</i>	<i>Average Number of Attendees Per Course</i>
2005-2006	7	137	102	15
2006-2007	8	145	113	14
2007-2008	9	313	240	26
2008-2009	16	327	252	16
2009-2010	7	84	66	10
2010-2011	5	70	52	10
2011-2012	9	176	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
2020-2021	80	45	28	2.8
16 Year Total	182	2,181	1,713	15.8

The PCD staff worked with PennDOT to offer online courses, webinars, and other remote training opportunities. As mentioned previously, the PCD staff collaborated with the Pennsylvania College of Technology to hold two (2) in-person courses in fall 2020. The PCD staff held the following courses at the Penn College Earth Science Center in fall of 2020. Due to Penn College's COVID-19 protocols, the course sizes were limited to 12 students.

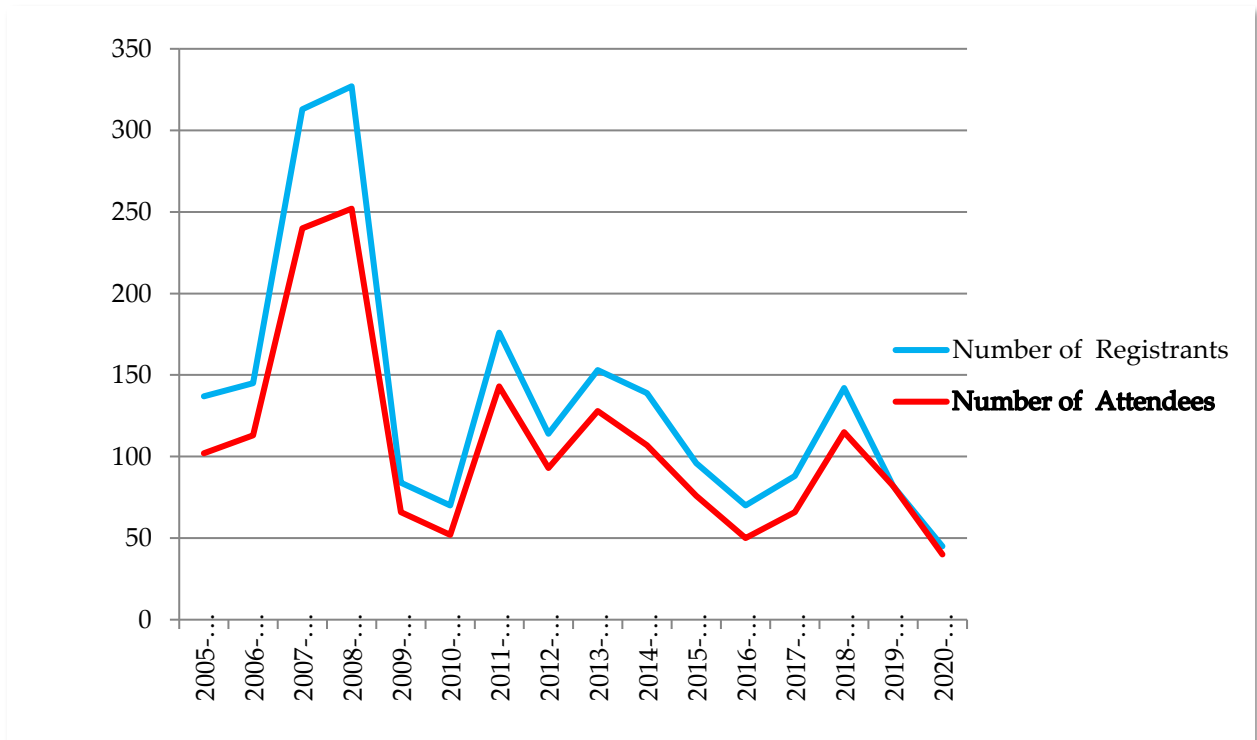
- a. Equipment Operator Training on October 20, 2020
- b. Chainsaw Safety & Maintenance on November 19, 2020

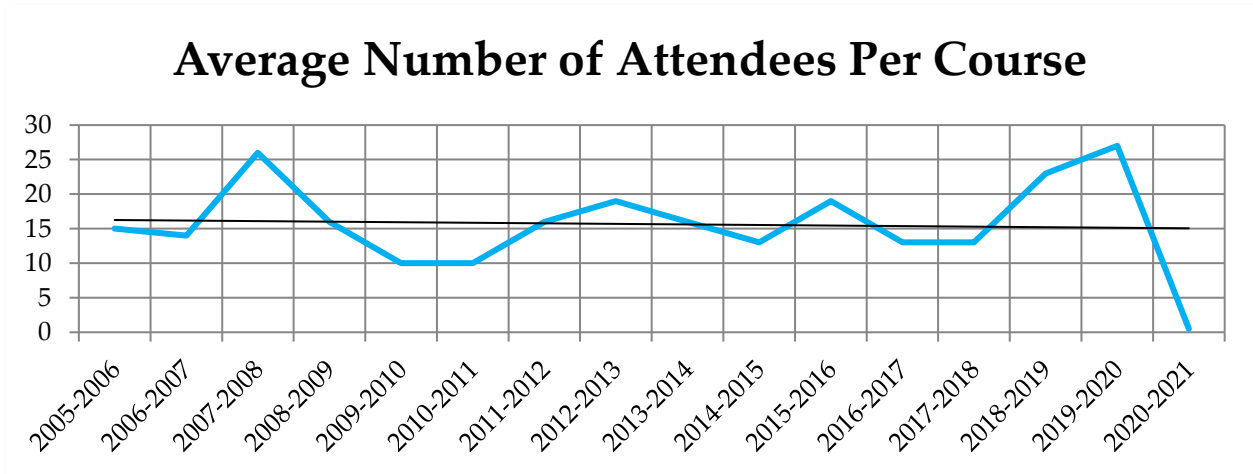
The PCD staff plans to continue the partnership with Pennsylvania College of Technology and review other potential courses that the MPO can offer municipalities.

Lycoming County is the third smallest MPO in Pennsylvania by population but is also the largest County of Lycoming in the Commonwealth by land area. The population in the county is decreasing.



Overall registration and attendance levels fluctuated widely over the past 16 years. Due to the COVID-19 public health emergency, during the 2020-2021 program year, Lycoming County's LTAP attendance did drop significantly. Many of our municipalities are rural and do not have the necessary hardware, software, or technological capabilities to attend virtual trainings. The MPO is hopeful that with the resumption of in-person LTAP courses, in fall 2021, that we will see a rise in LTAP course attendance.





As WATS plans our LTAP 2021-2022 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. We are hopeful that a return to in-person courses will also increase municipal participation and attendance in LTAP. Additionally, many of the municipalities in Lycoming County have very small staffs 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 2020-2021 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 2020-2021 LTAP program year, PCD Staff continued issuance of a two page simplified course survey in October 2020. Typically, the MPO would schedule courses based on the municipal requests from the survey. However, with the COVID-19 orders still in effect, the MPO was not able to guarantee LTAP courses requested by Lycoming County municipalities. PCD staff worked with PSATS to attempt to schedule the requested LTAP courses as possible in the updated virtual format.

LTAP Course Offerings

This section of the report provides summary information regarding the 2020-2021 LTAP courses that were offered and held within Lycoming County. Due to the COVID-19 public health emergency and Governor Wolf's Stay-at-Home orders, all LTAP offerings (virtual courses, Drop-In sessions, and webinars) moved to a virtual format. PCD staff promoted all virtual LTAP offerings through multiple emails as well as posting the course offerings with date/time information, brief course descriptions, and links to the PennDOT LTAP website on the [WATS MPO LTAP website](https://www.watsmpo.org/ltap).

Course Name	Date Held	Attendees
Pedestrian & Crosswalks	April 21, 2020	2
Asphalt Roads Common Maintenance Problems	April 21, 2020	1
Pedestrian & Crosswalks	April 22, 2020	3
Speed Limits & Speed Management	May 21, 2020	1
Work Zone Temporary Traffic Control	May 22, 2020	1
Full Depth Reclamation	June 10, 2020	1
Equipment & Worker Safety	June 20, 2020	1
Curves on Local Roads	June 30, 2020	1
Pavement Markings: Applications & Maintenance	July 14, 2020	1
Equipment & Worker Safety	September 29, 2020	5
Equipment Operator Training	October 20, 2020	6
Chainsaw Safety & Maintenance	November 19, 2020	4
Asset Management	December 8, 2020	1

Communication / Marketing

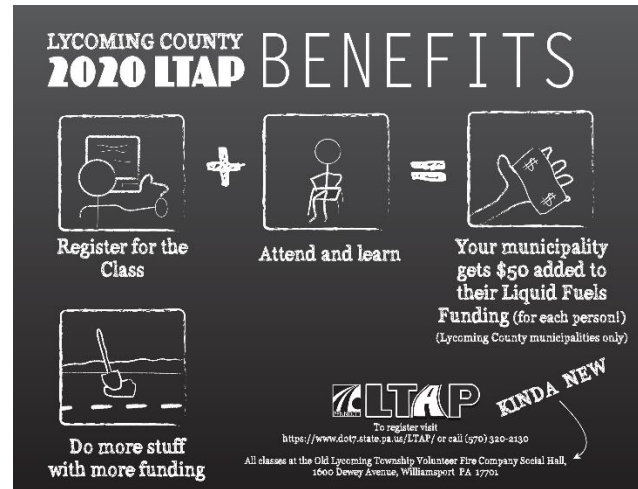
Traditionally, the PCD staff would use three primary means of communication with municipalities to promote the LTAP courses (hardcopy mailers, mass e-mails, and the [WATS MPO LTAP webpage](#)). However, due to COVID-19, all of the LTAP trainings switched over to a virtual format, PCD staff utilized monthly emails to all municipal partners highlighting that month's LTAP virtual courses and Drop-In session webinar offerings, and links to the LTAP registration website. Additionally, the PCD staff updated the WATS MPO LTAP website monthly with LTAP training information and links to the LTAP registration website. The PCD staff made follow-up reminder telephone calls and emails to municipalities as needed, and assisted with registering participants.

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 2020-2021 including:

- The Pennsylvania Department of Transportation Central Office & Engineering District 3-0 Bureau of Municipal Services
- SEDAC-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 2020, 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 2021. 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 2020-2021 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 2021 liquid fuel allotment bonuses based on this new incentive program.

Municipality	2020 TOTAL LTAP COURSE ATTENDEES	Total Benefit Earned
City of Williamsport	9	\$450
Clinton Twp.	2	\$100
Limestone Twp.	1	\$50
Montoursville Borough	6	\$300
Muncy Borough	4	\$200
Porter	6	\$300
2020-2021 Totals	28	\$1,400

The total amount of additional liquid fuels funds received by Lycoming County municipalities participating in the incentive program in 2020-2021 was \$1,400.00.

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 5-A of the Williamsport MPO approved FY 2020-2022 Unified Planning Work Program.

Quarterly Budget Expenditures for LTAP Task (VII-A)

Task 5-A First Quarter Expenditures

(July 1, 2020-September 30, 2020)

\$ 2,191.28

- Promoted all LTAP virtual courses, Virtual Drop-In Sessions and webinars
- Prepared 2019-2020 WATS LTAP Annual Report
- Held an LTAP Technical Assistance visit with Porter Township Borough in August 2020
- Assisted municipalities with registration and attendance of multiple LTAP virtual courses
- Coordinated with Pennsylvania College of Technology to set up the Equipment Operator Training course to be held in October 2020.
- Coordinated with the Pennsylvania College of Technology to set up the Chainsaw Safety and Maintenance course to be held in November 2020.

Task 5-A Second Quarter Expenditures

(October 1, 2020 - December 31, 2020)

\$ 5,799.50

- Conducted numerous LTAP administrative duties including Promoted all LTAP virtual courses, Virtual Drop-In Sessions and webinars
- Assisted municipalities with technology issues for connected to LTAP virtual courses
- Held the LTAP approved Penn College Heavy Equipment Operator course in October 2020
- Held the LTAP approved Penn College Chainsaw Maintenance and Safety course in November 2020
- Held a follow-up Technical Assistance visit with Porter Twp. for Pine Creek Ave. issues

Task 5-A Third Quarter Expenditures

(January 1, 2021- March 31, 2021)

\$ 1,938.92

- Conducted numerous LTAP administrative duties including Promoted all LTAP virtual courses, Virtual Drop-In Sessions and webinars
- LCPC Staff assisted municipalities with registration for LTAP virtual course and virtual Drop-In sessions offered during FY 2020-2021 3rd Quarter
- LCPC Staff coordinated and attended two (2) follow-up Technical Assistance visits in Cummings Township on Dam Run Road for a proposed road repair project

Task 5-A Fourth Quarter Expenditures

(April 1, 2021 – June 30, 2021)

\$2,338.63

- Conducted numerous LTAP administrative duties including Promoted all LTAP virtual courses, Virtual Drop-In Sessions and webinars
- Worked with Old Lycoming Township to schedule three fall 2021 LTAP courses
- Scheduled and attended numerous LTAP Technical Assistance visit requests with Lycoming County Municipalities

FY 2020-2021 WATS MPO LTAP Task Budget Summary

Total FY 2020-2021 Task 5-A Expenditures	\$12,268.33
Total FY 2020-2022 UPWP Task 5-A Budget	\$15,000.00
Budget Savings FY 2020-2021	\$2,731.67
Program Cost Per LTAP Course Attendee, FY 2020-2021	\$438.15

As mentioned previously, the COVID-19 public health emergency, Governor Wolf's Stay-at-Home orders, and PennDOT and other state agencies going fully remote/virtual greatly affected Lycoming County's LTAP attendance. We are hopeful that with the return to in-person courses as well as the continuation of the virtual courses LTAP attendance will rebound to prior levels.

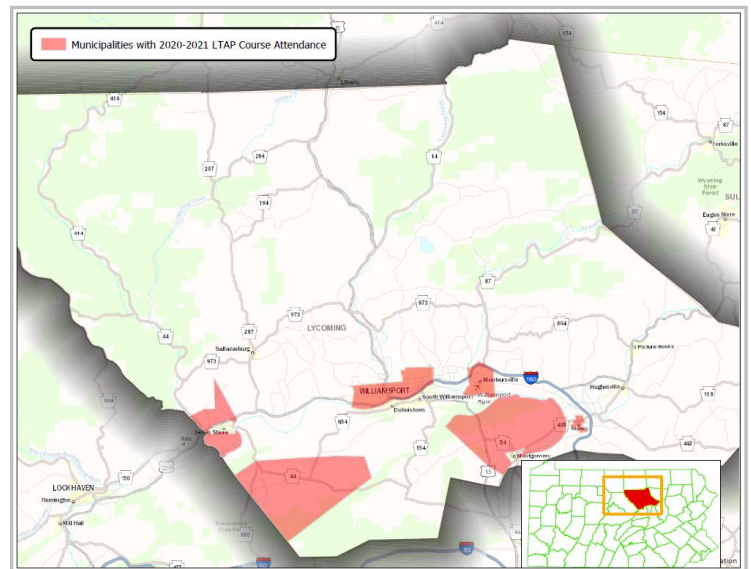
Program Success Stories

Diversity of Course Offerings

Since the PCD began its partnership with PennDOT in 2005 to market LTAP courses in Lycoming County, we have offered 182 courses with 1713 municipal officials in attendance. These courses yielded an average of 15.6 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 11.5% or 6 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 COVID-19 public health emergency *greatly affected* municipal participation in the 2020-2021 LTAP courses. The MPO is hopeful that once in-person LTAP courses resume municipal attendance will increase.



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 plans to retain the host facility location for the 2020-2021 LTAP program, at the Old Lycoming Township Volunteer Fire Department Social Hall, once in-person LTAP courses resume. 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 SEDA-COG 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.

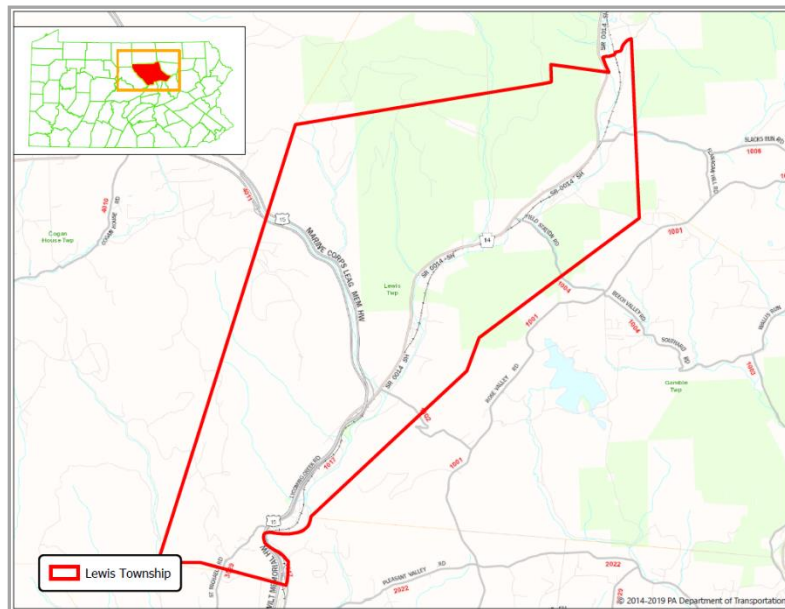
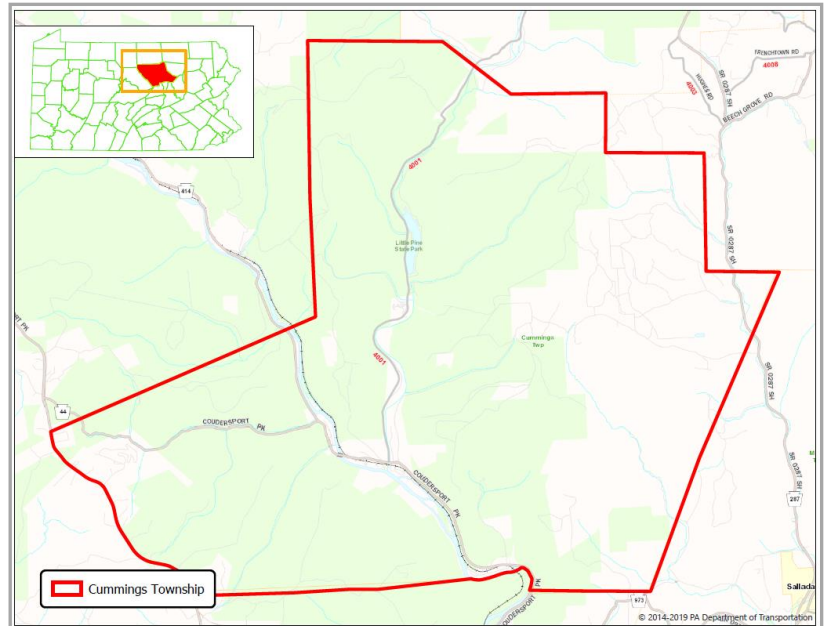
Technical Assistance

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 four (4) requests for Technical Assistance visits during the 2020-2021 LTAP year.

Cummings Township:

Dam Run Road Technical Assistance, PCD staff coordinated a LTAP Technical Assistance visit in early 2021 with Cummings Township. PCD staff met with the Cummings Township Supervisors, Road-master, and Waterville Volunteer Fire Dept. staff to review a multi-phase safety improvement project to Dam Run Road. Dam Run Road provides one of only two emergency access routes to S.R. 287 and currently is not usable during the winter months. PCD staff coordinated with a LTAP engineer for a number of site visits to develop project scope, funding opportunities, and draft timelines. The LTAP engineer provided Cummings Township with a Technical Assistance Memo breaking out the project into 5 sections. Proposed safety improvements include, culver repair/upgrades, installing passing/pull-off locations for vehicles, installing emergency material stockpiles (anti-skid, material for slide repair, etc.), and interconnectivity between Limbaugh Road and Ramsey Road (this would also allow for another connection to S.R. 4001). The project will be developed the remainder of 2021 with the goal of applying for grant funding in 2022 and, if awarded funding, begin work in 2022 or 2023.

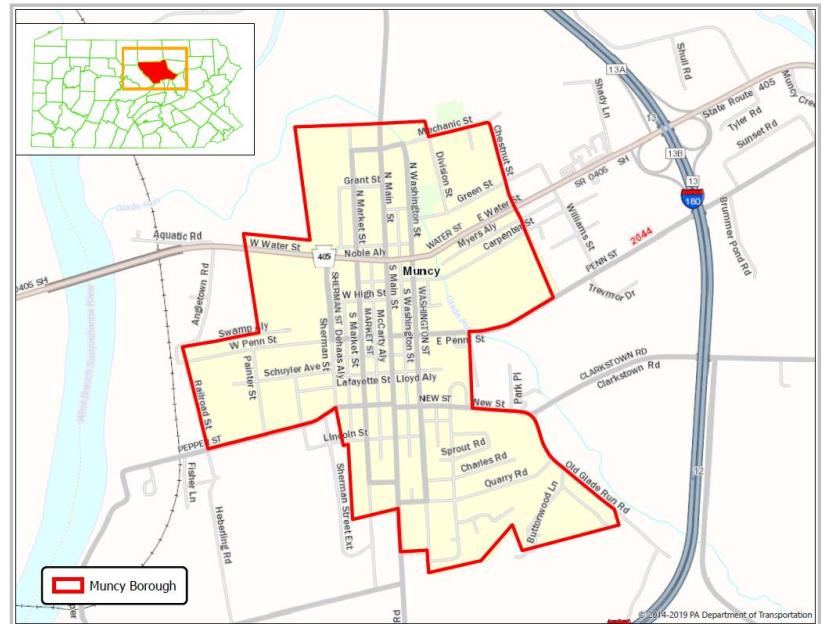


Lewis Township:

Trout Run Technical Assistance, PCD staff coordinated a LTAP Technical Phone Assistance visit in Lewis Township. The LTAP engineer spoke with PCD staff, Lewis Township Supervisors, and a landscape architect regarding sound issues from US 15, which is adjacent to the park. The PCD staff is working with Lewis Township Supervisors and PennDOT to gather data on the sound issues and pursue future funding opportunities for mitigation options (sound barrier, etc.).

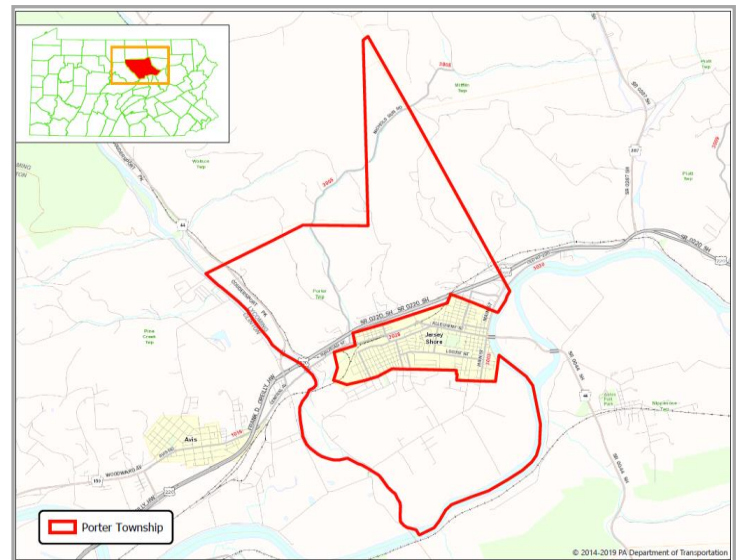
Muncy Borough:

Carpenter Street Bridge Technical Assistance, PCD staff coordinated a LTAP Technical Assistance visit in May 2021 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 issues with the Carpenter Street Bridge. The bridge requires a number of repairs to the deck and other components. The LTAP engineer provided Muncy Borough with a Technical Assistance Memo with suggested bridge repairs. Muncy Borough is pursuing funding opportunities to begin work on the project.



Porter Township:

Pine Creek Technical Assistance, PCD staff scheduled a 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. PCD staff met with Porter Twp. Supervisors, DEP representatives, the LTAP engineer, and engineers from Geo-Technology Associates to review options to stabilize Pine Creek Ave. in Porter Township. The LTAP engineer provided Township Supervisors with a Technical Assistance Memo outlining stabilization options and other preventative maintenance options.



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

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:

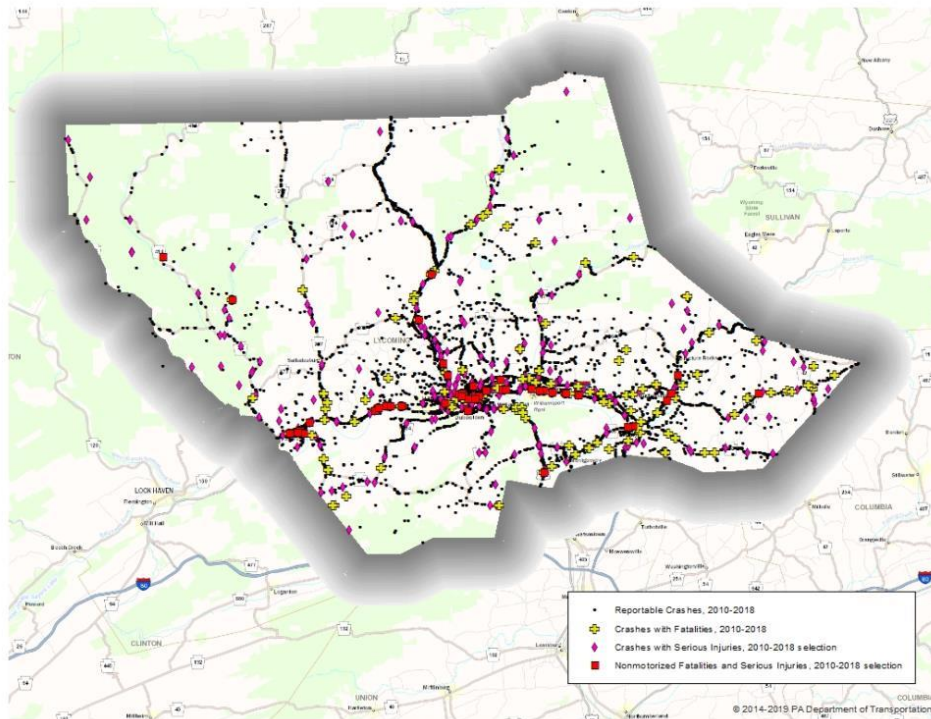
	Statewide Target, 2016-2020	WATS Target, 2016- 2020	Statewide Baseline, 2014-2018	WATS Baseline, 2014-2018
Number of Fatalities	1,171.9	10.7	1,182.0	15.0
Fatality Rate (per 100 Million Miles Traveled)	1.148	1.020	1.169	1.405
Number of Serious Injuries	4,400.3	42.0	3,839.6	40.6
Serious Injury Rate (per 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 2010-2021

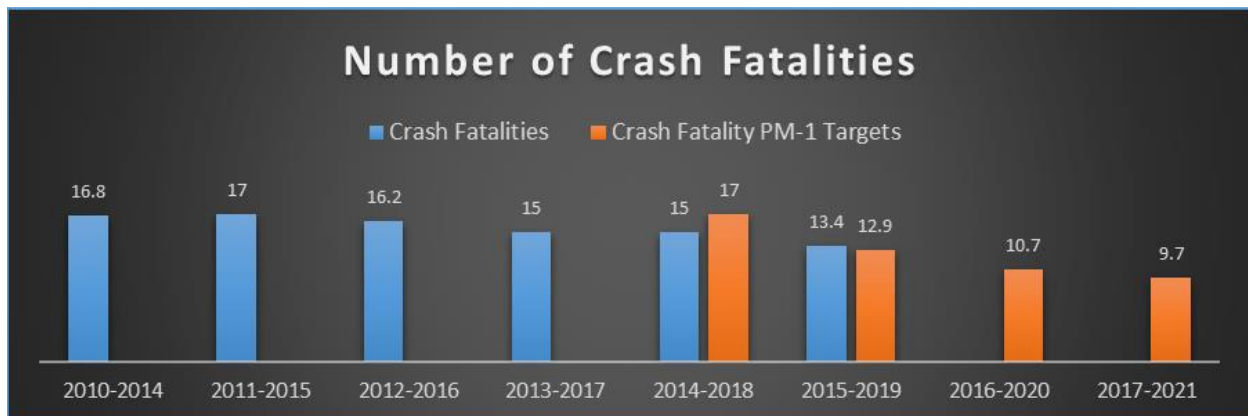
A key component of effective performance-based planning is tracking the measures through time and analyzing available data to identify patterns or trends. This tells us how the decisions we make are impacting the transportation system of Lycoming County and provides a more informed approach when making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

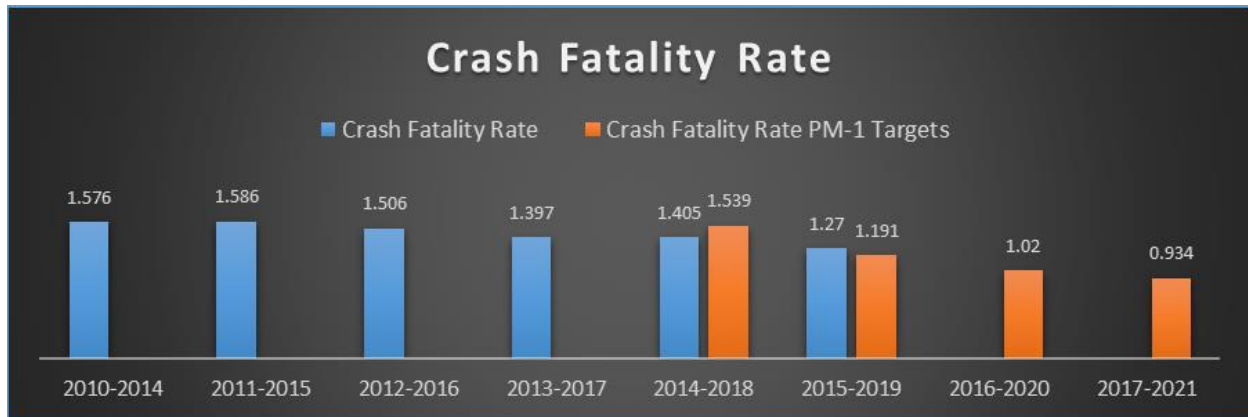
Reportable Crash Locations, 2010-2018



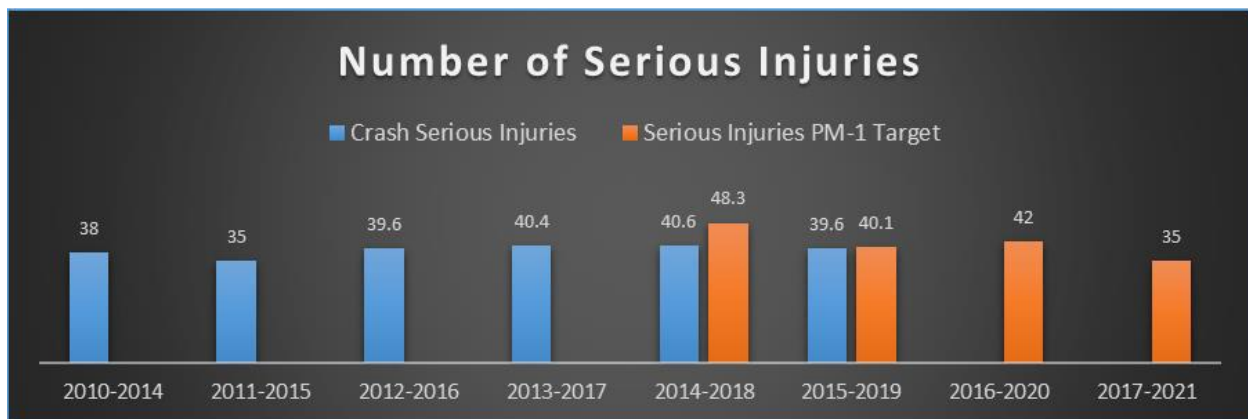
Number of Crash Fatalities 2010-2021



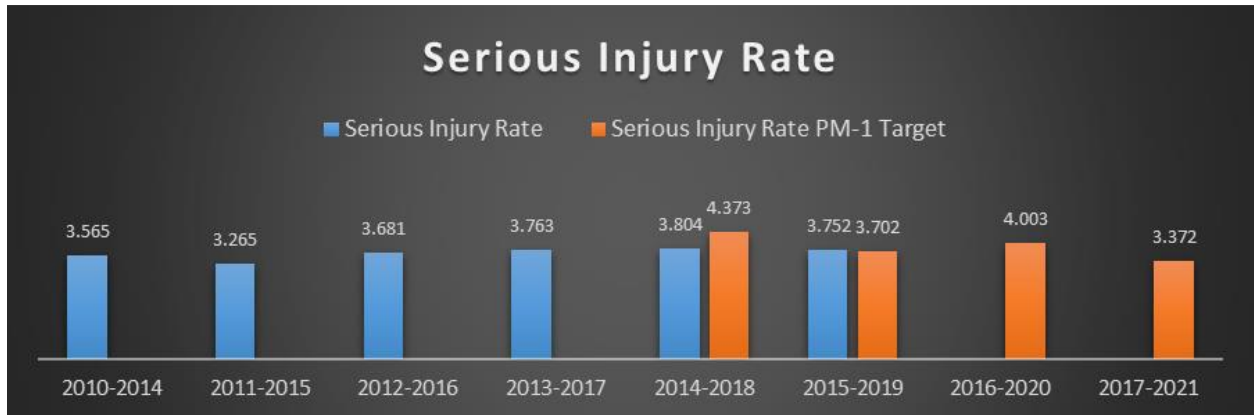
Crash Fatality Rate 2020-2021



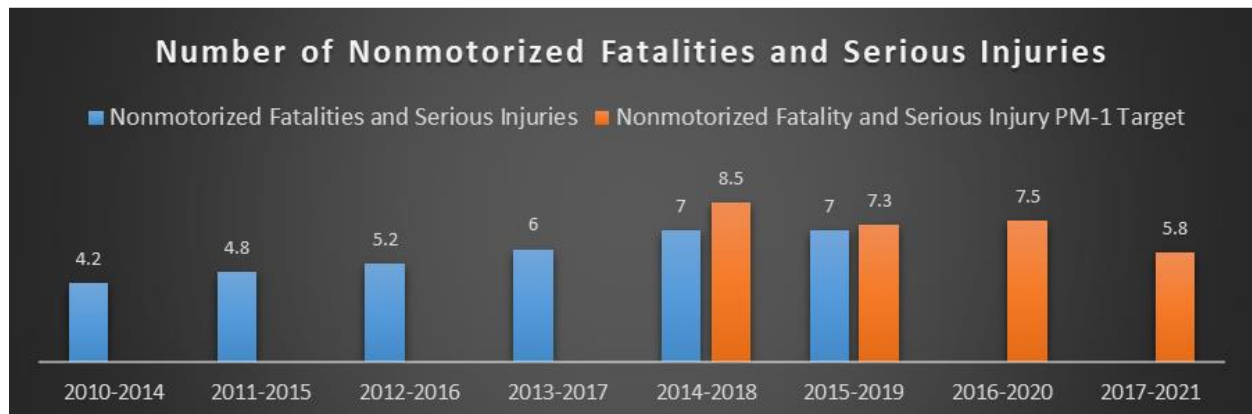
Number of Serious Injuries 2010-2021



Serious Injury Rate 2010-2021



Non-motorized Fatality and Serious Injuries 2010-2021



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.

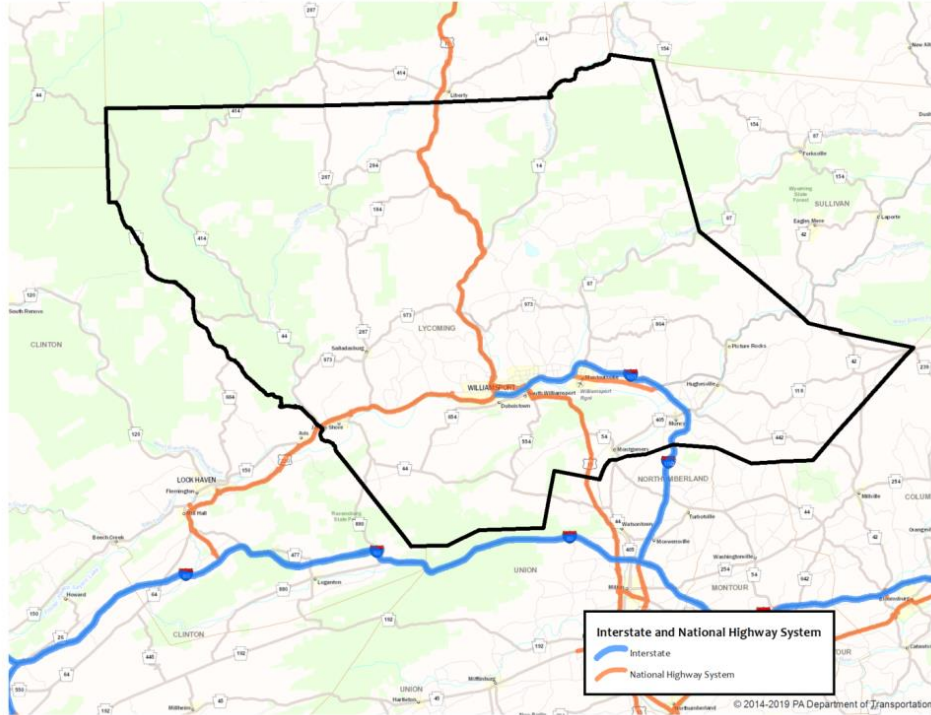
A pavement section is considered to be in overall good condition if all applicable distress components are rated Good. Overall poor condition for a pavement section results from at least two distress components rated as Poor.

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%	37.6%	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	2022	2024
Percentage Interstate pavement Good condition IRI	85.1%	89%
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

<u>Measure</u>	2017 statewide baseline	2019 two year target	2021 four year target	2019 WATS baseline
Interstate reliability	89.80%	89.80%	89.80%	100%
NHS Reliability	87.40%	N/A	87.40%	97.40%
Truck reliability index	1.34	1.34	1.34	1.19

Major Accomplishments

Below is a list of what we believe to be our most significant accomplishments in FY 2020-2021

Lycoming County Bridge Bundling Program

In April 2020, the Lycoming County Commissioners approved the application for a Pennsylvania Infrastructure Bank (PIB) loan for \$7 million. The County will utilize the \$5 fee funds to repay the PIB loan over the next 10 years. It is important to note that originally there were 19 bridges in the Small Bridge Bundling Program, with an estimated cost of \$9 million. However, because the Lycoming County Commissioners adopted the \$5 fee for local use, the County was able to access matching funding offered by PennDOT for early adopting counties. These matching funds (federal funds) allowed the MPO to program replacements of the two most expensive bridges in the program. These two bridge projects were estimated to cost approx. \$1 million each. The two bridges are owned by Upper Fairfield Township (Heilman Rd over East Mill Creek) and Pine Township (English Run Rd over English Run). The Upper Fairfield bridge project is scheduled to begin in 2021, with the project completed in early 2022. The Pine Township bridge project is scheduled to begin design in 2023 with construction to begin in 2025/2026.

In June 2020, the MPO staff received Lycoming County Commissioner approval to contract with Bassett Engineering, Inc. for the Small Bridge Bundling Program. This program will enable the repair or replacement of 17 municipal bridges in Lycoming County. In Summer/Fall 2020, MPO staff met with Bassett Engineering to conduct site visits at each of the 17 municipal bridge locations in the Bridge Bundling Program. Based on the data collected at the site visits, Bassett Engineering created two Structure Type Feasibility Studies for the 17 bridges. The Feasibility Studies provided each municipality with an overview of the existing bridge structure and site conditions, the different bridge structure types that Bassett Engineering reviewed as potential repair/replacement options, and the Bassett Engineering recommended structure type.

By December 2020, all 17 municipalities received their Feasibility Study and the request to select which structure type the municipality chooses for the repair/replacement. All municipalities had returned their Structure Type Alternative Forms with their selections by January 2021. Bassett Engineering finalized design on Bridge Bundle #1 (aluminum box culvert bridges) and will begin design on Bridge Bundle #2 in Spring 2021. In May 2021, Lycoming County Commissioners awarded the Bridge Bundle #1 contract to Wolyniec Construction, Inc. for the installation of the four (4) aluminum box culvert bridges in Bundle #1.

Wolyniec Construction began work on Bundle #1 in June 2021 and is expected to complete Bundle #1 construction by November 2021.

Lycoming County Small Bridge Inspection Program

In fall, 2020 MPO staff sent out Request for Proposals for the Lycoming County Small Bridge Inspection Program. The Program seeks to have a qualified firm perform routine inspections and create a Small Bridge Asset Management Plan on the one hundred and ten (110) small bridges with span lengths between 8 – 20 feet that are owned by local municipalities throughout Lycoming County. In December 2020, the County received eight (8) proposals from different firms. MPO staff along with the PCD Deputy Director reviewed all eight proposals and extended interviews to four (4) of the firms.

After interviewing the four (4) firms, the MPO recommended that the Lycoming County Commissioners offer an Intent to Award for the Small Bridge Inspection contract to Larson Design Group (LDG). In January 2021, the Lycoming County Commissioners did award LDG the Small Bridge Inspection contract. LDG began inspecting and inventorying the high-risk bridges in April 2021, and based on the initial bridge inspections, LDG recommended two (2) bridges be closed due to major safety concerns.

WATS MPO Annual Report

In 2020, the MPO staff created a new document for both the WATS Technical Committee and WATS Coordinating Committee, as well as the public to highlight the activities, programs, and projects that the WATS MPO undertook in 2020. The WATS MPO Technical Committee approved the WATS MPO State Fiscal Year 2019-2020 Annual Report in October 2020 and the WATS Coordinating Committee approved the Annual Report in November 2020.

The new Annual Report provides a summary of MPO work performed in FY 2019-2020 and breaks down the work activity by fiscal quarter. The Report also highlights the actual amount of work performed and the budgeted amount to show where MPO staff efforts are focused.

Upcoming Work, FY 2021-2022

WATS MPO Unified Planning Work Program Update

WATS staff is currently working on the 2022-2024 Unified Planning Work Program (UPWP) which will guide the MPO's work through the 2022-2024 fiscal years. WATS staff anticipates adoption of the 2022-2024 UPWP in November 2021 and the 2022-2024 UPWP becoming effective on July 1, 2022.

Central Susquehanna Valley Transportation (CSVT) Implementation Committee

WATS staff will be seeking supplemental funding to create a CSVT Implementation Committee to continue the work of implanting the strategies and next steps from the CSVT Impact Study. WATS staff plan on submitting a supplemental funding request in December 2022. If approved WATS staff will perform a 2022-2024 UPWP amendment to add the additional funding to the 2022-2024 UPWP>

The CSVT Implementation Committee will be comprised of WATS MPO staff, SEDA-COG MPO staff, the CSVT Steering Committee, and other local and regional stakeholders.

2023-2026 WATS MPO Transportation Improvement Program (TIP)

Throughout 2021-2022, WATS staff, in coordination with River Valley Transit (RVT) and PennDOT, will be working on developing the 2023-2026 WATS MPO TIP. WATS staff held an initial coordination meeting with PennDOT District 3-0, PennDOT Central Office, and FHWA in August 2021 to begin the TIP development process. Throughout the fall of 2021, WATS staff coordinated with PennDOT District 3-0 to review project selection and perform the Environmental Justice (EJ) benefits and burdens analysis.

WATS staff intends to seek approval to begin the public comment period in February 2022 with a 2023-2026 TIP adoption date of May 2022.

2022 Public Participation Plan (PPP) Update

WATS staff is currently working on updating the 2022 WATS PPP. WATS staff coordinated with the PennDOT Bureau of Equal Opportunity for the Plan review, and intends to put the PPP out for public comment in November of 2021. The WATS staff intends for the PPP to be adopted at the February 2022 MPO Coordinating Committee meeting.