

WATS Coordinating Committee Members

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



WATS Technical Committee Members

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

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



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

DATE: Monday, December 4, 2023
TIME: 1:00 PM
PLACE: Lycoming County Third Street Plaza, 6th Floor
33 W. Third Street
Williamsport, PA 17701

Virtual Option: Dial-in Number: 1 (267) 332-8737
Conference Code: 653 163 644#

[Click here to join the meeting](#)

AGENDA

CALL TO ORDER Chair High

MINUTES:

September 11, 2023 Coordinating Committee Meeting Minutes Chair High

PUBLIC COMMENT Chair High

ACTION ITEMS:

2045 WATS Long Range Transportation Plan Recommend for Adoption Williams

2024 Coordinating Committee Meeting Dates Vitko

WATS Lycoming County Borough Representative Appointment Vitko

2024 – 2025 WATS UPWP Public Comment Period Vitko

DISCUSSION ITEMS:

Modal Updates Howell/Wright

Management Action Report King

CSVt Implementation Update Funkhouser

OTHER BUSINESS / PUBLIC COMMENT Chair High

ADJOURN Chair High

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

The December 4, 2023 WATS Coordinating Committee meeting will be recorded. This information is a public record and may be subject to public inspection and duplication if not protected by federal or state law.

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WILLIAMSPORT AREA TRANSPORTATION STUDY COORDINATING COMMITTEE TELECONFERENCE PUBLIC MEETING MINUTES

Sept 11, 2023 Coordinating Committee Public Meeting: Held at 33 W. Third Street, 6th Floor, Williamsport, PA 17701 and various locations via teleconference.

CALL TO ORDER (Regular WATS Coordinating Committee Public Meeting)

Chairperson High called the meeting to order at 1:03P.M.

INTRODUCTIONS/ROLL CALL

MINUTES

May 8, 2023 Coordinating Committee Public Meeting

Chairperson High said that the May 8 minutes had been circulated by Sal. The Chairperson called for a motion to approve the May 8, 2023 Coordinating Committee Meeting Minutes. These minutes were unanimously approved.

PUBLIC COMMENT

There was no public comment.

ACTION ITEMS

1. 2022-2023 WATS Annual Report

- Sal mentioned that in the WATS Annual Report we go over what we do, the meetings held, what we did each quarter. It also includes the LTAP Annual Report. Mark summarized what an MPO is...Metropolitan Planning Organization. He mentioned that transportation projects are usually so big that it should not just be a federal decision, local input is important. All urban areas (of which Williamsport is one) have their own MPO and rural areas at least here in our region, we have SEDA-COG. This process is working well, but we have a framework under which we must work. Shannon said that some Transportation projects are not funded by federal monies or PennDOT, that is where the \$5.00 fee comes in. A motion to approve the WATS Annual Report was made by Commissioner Mirabito, 2nd by Steve Beattie. The 2022-23 WATS Annual Report was unanimously approved.

2. 2022-2023 LTAP Annual Report

- The LTAP Annual report is in the WATS report but it is separate. It focuses on everything we did last fiscal year. The Local Technical Assistance Program gives technical assistance visits of which we have done 8 classes, request for classes from municipalities and boroughs. How we plan to move forward in the next fiscal year. A motion to approve the LTAP Annual Report was made by Cameron Serafina 2nd by Shannon. The 2022-23 LTAP Annual Report was unanimously approved.

3. 2023 -26 WATS TIP Amendment adding project119661 Tombs Run Slide

- Chris King mentioned that this is a retroactive amendment which we need to get approved, we got 8.3M federal protects money from the Central office for increasing resilience for transportation assets. This is a SLIDE project on Rt 44 near Tombs Run. It was just advertised so it will not be starting until next year. is important to know that Lycoming County is in a review and report mode. When it comes to local

municipalities They have to final say in regard to land development plans. Lycoming County can look over their shoulder to give them guidance, but the municipalities have the final authority. A motion to approve was made by Commissioner Mirabito and 2nd by Shannon Rossman. The TIP amendment was unanimously approved.

4. 2045 WATS Long Range Transportation Plan Public Comment period

- Scott Williams was glad the report was finished. He thanked the Tech Committee which was the Steering committee for our plan update all throughout this process. At each meeting we went through one chapter at a time. We had our ACM meeting this Summer and presented our report to representatives from various states so they could comment. They appreciated our plan and there were no majors changes made. There will soon be a full interactive webpage version of the plan. We will have 2 public presentations highlighting our plan, one at the County Commissioner's Meeting and also to the Planning Commission. He asked for approval from the committee to go to public comment. A motion to approve was made by Shannon 2nd by Steve Beattie. The 2045 WATS LRTP Public Comment period was unanimously approved.

DISCUSSION ITEMS:

- **Modal Updates:**

Steve Beattie said SEDA-JRA was awarded small bridge rehabilitation contract with Lycoming Supply, for 2 bridges for about \$300,000. And also, the sand trains are coming back to the Chamber of Commerce in the Williamsport area, the 2nd & 3rd weekend. You can check the Visitor's Bureau. Cameron Serafini spoke for Todd Wright . RVTa is working with CADA on an RFP for a cashless ride system. This will allow our riders to purchase rides on line, they can use a credit card, and we will be able to see real time for the bus schedule. Their Strategic plan came out. We are looking to expand our transit services on various route areas

- **Management Action Report**

Chris King spoke of the Management Action items. Most of them are administrative or accounting or fall below the money threshold. We have 2 bridges Rt 87 and Rt 4001 their designs got complicated so we had to push it out a year, this way we were able to fund others. We have a bridge preservation project on Lycoming Creek Road 1017, we added some funds to that. We have a bridge in Jersey shore Boro on Main Street that we had to increase as well. A large resurfacing project on 220 from Picture rocks to Tivoli. With the money we receive for federal fiscal year 2023, if we don't use them we lose them so that is why you will see us moving funds from one year to another.

- **Carbon Reduction Program Funds**

Chris King said that it took a while for FHWA and PennDOT to establish criteria and eligibility. There is a specific pot of money to be used .We have been coordinating since the summer on Carbon Reduction Program with the MPO staff on how to establish the priorities in using these funds. There is about \$500,000-600,000 for MPO. The eligibility requirements are-projects that reduce congestion, improve conditions for biking and walking, and improve energy efficiency. We would like to work with the MPO and Tech Committee to come up with projects.

- **National Electric Vehicle Infrastructure**

Dean said since this is new, there is no traditional funding for the National Electric Vehicle Infrastructure (NEVI).The first round of funding came from the governor for \$34M for 54 projects. Right now Lycoming County does not have a project. These are considered level 3 chargers The level 3 characteristics are:1 is a regular appliance, 2 would be like a dryer and 3 would have 150 watts of electric at all times- this is a fast charging direct current. The main idea is that when you stop to charge your car, it should not take any longer then it takes to fill your tank.

- ***CSV T Implementation Update***

Brian Funkhouser from Michael Baker Int'l. updated the Committee on the ongoing CSV T Implementation project, specifically the US 15 Corridor Study. Brian stated that the US 15 Study team reviewed existing land use/zoning within the study corridor. Brian called out that the municipalities within the US 15 Study Corridor retain control over their own land use/zoning ordinances. Lycoming County have a review component, but do not have oversight on how parcels are developed.

- Patrick McTish from Michael Baker Int'l. reviewed the existing traffic conditions and at the eight specific intersections throughout the corridor. Patrick stated that the review looked at peak/off peak hours, crash data, and performed site visits to the intersections to gather more data. Patrick called out that there may be additional build out needed at Alexander Drive by the Timber Run development based on initial traffic data. Mark Murawski and Shannon Rossman asked if the current information will provide a detailed list of additional enhancements to allow more trips for Timber Run. Patrick stated that the Michael Baker Int'l. will continue to review the data and provide a list of potential enhancements for the Timber Run development. Brian updated the Committee on the first public meeting which will be held in October 2023.
- Gene Porochniak offered FHWA assistance in CRP project review, and gave an update on two NOFO's for funding opportunities. Chairman High asked if there were any additional comments. Hearing none, Chairman High asked for a motion to adjourn. Rick Mirabito motioned and Shannon Rossman seconded, motion carried. The meeting was adjourned at 2:18 p.m.

Respectfully, Submitted,

Scott R Williams
WATS Secretary

WATS MPO Coordinating Committee
September 11, 2023 Meeting
Attendance Sheet

<i>Organization</i>	<i>Name of Participant</i>
Voting Members	
PennDOT Secretary for Planning	Dean Roberts
PennDOT Engineering District 3-0 Executive	Eric High
Michael Baker Int'l.	Michael Baker Int'l.
Lycoming County Commissioner	Shannon Rossman (alternate)
Mayor, City of Williamsport	Skip Memmi
Council Member, City of Williamsport	Liz Miele
River Valley Transit General Manager	Cameron Serafini
SEDA-COG Joint Rail Authority Executive Director	Steve Beattie
Williamsport Regional Airport Executive Director	N/A
Lycoming County Association of Township Officials Representative	N/A
Lycoming County Boroughs Representative	Bob Brown
Non-Voting Members	
Federal Highway Administration	Gene Porochniak
Federal Transit Administration	N/A
U.S. Department of Housing & Urban Development	N/A
PA Department of Community & Economic Development	Rachel Reznick
MPO Staff	
Transportation Supervisor	Scott Williams
Transportation Planner	Mark Murawski
Transportation Planner	Austin Daily
Transportation Planner	Sal Vitko
Transportation Admin.	Chris Gartelman
Other Participants	
PennDOT District 3-0	Chris King
PennDOT District 3-0	Maggie Ozler
PennDOT District 3-0	Maggie Baker
SEDA-COG	Steve Herman
STEP, Inc.	Dan Merk
Michael Baker Int'l.	Brian Funkhouser
Michael Baker Int'l.	Patrick McTish

Connecting People and Places



Williamsport Area Transportation Study
Metropolitan Planning Organization

Long Range Transportation Plan 2023 - 2045

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

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

Korean:

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Ukrainian:

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Simplified Chinese:

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Traditional Chinese:

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Burmese:

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Hindi:

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

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

Urdu:

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

Spanish:

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

WILLIAMSPORT AREA TRANSPORTATION STUDY (WATS) METROPOLITAN PLANNING ORGANIZATION (MPO)
PUBLIC NOTICE OF DISCRIMINATION POLICY (TITLE VI and ADA)

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

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

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Planning & Community Development, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2130; fax number (570) 320-2135; email address: swilliams@lyco.org. or visit the WATS MPO Public Involvement website at <https://www.lyco.org/WATS-MPO/Involvement>.

Plan Prepared By:
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Metropolitan Planning Organization

December, 2023

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The contents of this report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of either the U.S. Department of Transportation or the Commonwealth of Pennsylvania although these entities have provided data, input and advice throughout the plan preparation process. This report does not constitute a standard, specification or regulation.

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Chapter One



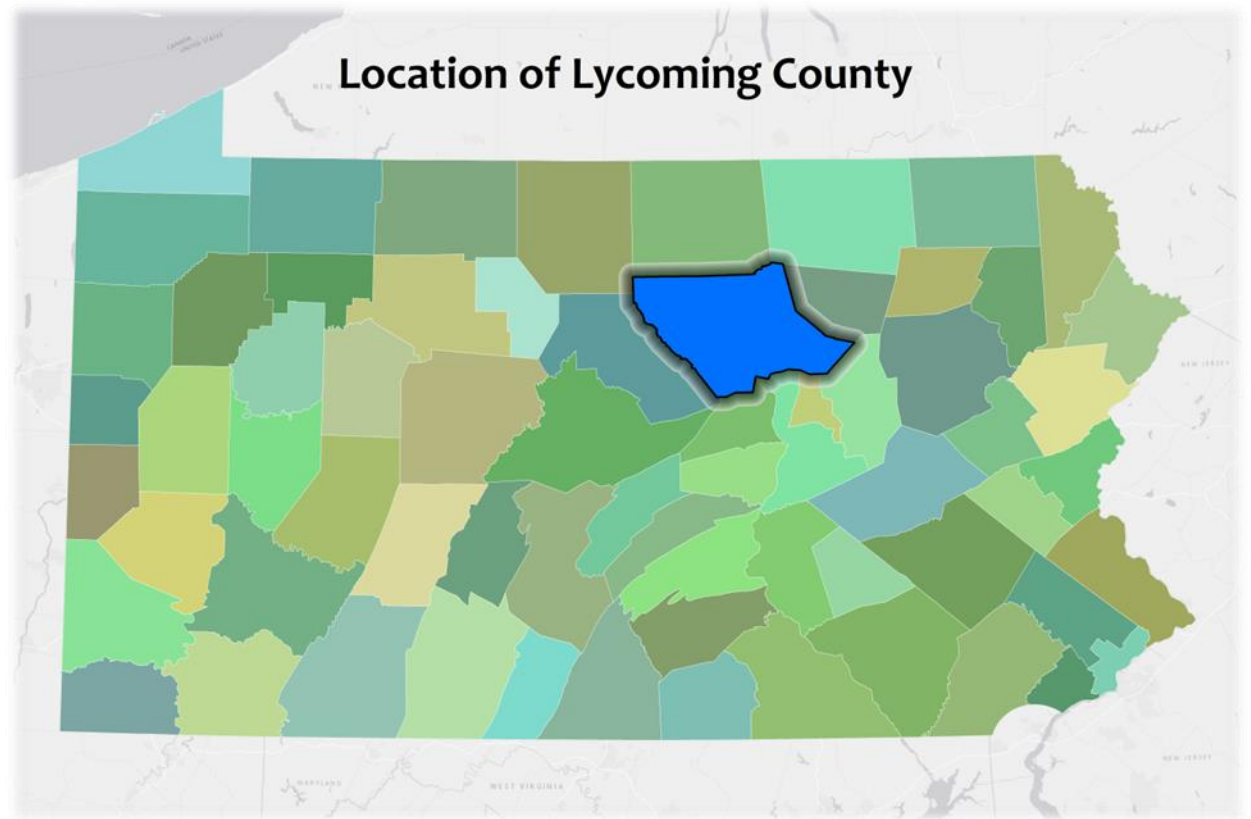
Introduction

An overview of Williamsport Area Transportation Study

A Metropolitan Planning Organization (MPO) is a planning body composed of elected and appointed officials representing local, state and federal governments or other agencies having an interest or responsibility in the local transportation system. Federal law and regulations require the establishment of these Metropolitan Planning Organizations to oversee the transportation planning processes in all urbanized areas of the nation having a population of 50,000 or more persons as documented by the U.S. Bureau of the Census as part of the decennial census. The Williamsport Area Transportation Study (WATS) serves as the designated Metropolitan Planning Organization for the Williamsport Urbanized area established under a legal agreement with PennDOT approved in 1968. The WATS jurisdictional boundary was further extended in 1991 to encompass the entire geographic area of Lycoming County. Therefore, the federal transportation planning and programming process within Lycoming County is undertaken by WATS, including the development and approval of this Long-Range Transportation Plan.

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. Lycoming County encompasses a land mass that is geographically larger (1,246 square miles; 796,387 acres) than any other county in Pennsylvania and is even larger than the State of Rhode Island. The multi-modal transportation network connects a small core urbanized area with outlying suburban areas and a large rural area. The transportation system consists of highways and bridges, public fixed route transit, shared ride van service, freight railroads, a commercial service airport, a general aviation public use airport, and multiuse trails.

The role of 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.



Purpose of a Long Range Transportation Plan

Federal law and regulations require the development of Long Range Transportation Plans (LRTP) as part of statewide and metropolitan planning programs. The plan explores transportation system investment needs and outlines a strategy regarding how best to address the needs. It also serves as the official plan for a metropolitan area. Federal funding for certain types of transportation capital project improvements (highways, bridges and public transit) cannot be approved unless these projects are identified in the LRTP adopted by a Metropolitan Planning Organization. This plan will fulfill the federal requirement for the development of a Long Range Transportation Plan for the Williamsport metropolitan area, the County of Lycoming, and WATS MPO.

Federal regulations require that Long Range Transportation Plans:

- Consider all transportation modes
- Cover at least a 20 year time period
- Consider ten key planning factors
- Be fiscally constrained
- Provide for public participation
- Be updated at least every five years in air quality attainment areas such as Lycoming County

WATS MPO Planning Process

WATS MPO is organizationally structured with two Committees; a Technical Committee and a Coordinating Committee with functions and membership defined by the MPO bylaws (Appendix A). In addition, WATS bylaws provide for two advisory committees.

Technical Committee

The purpose of the Technical Committee is to oversee the development of detailed transportation planning documents, special studies and other technical analysis that documents multi-modal transportation issues and needs and provide advice and recommendations to the Coordinating Committee. All action items presented to the Coordinating Committee are first reviewed and approved by the Technical Committee.

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

WATS TECHNICAL COMMITTEE MEMBERSHIP

Seven Voting Members:

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

Four Non-voting Members:

- Federal Highway Administration
- Federal Transit Administration
- PA Department of Community and Economic Development
- Fullington Trailways (Intercity bus service provider)

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

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

Coordinating Committee

The purpose of the Coordinating Committee is to review and act upon the recommendations of the Technical Committee and serve as the official policy decision-making body of the WATS MPO.

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

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

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

The WATS MPO Coordinating Committee may establish advisory committees, ad hoc work groups, special purpose task forces or steering committees to gather specialized experience, technical advice and input that may be needed to help carry forth transportation planning related activities under the jurisdiction of the WATS MPO transportation planning process. The WATS MPO has established a Transit Advisory Committee that is comprised of WATS members, transit providers and various social service organizations to provide input and recommendations to the WATS MPO on public transit issues and needs in Lycoming County.

WATS COORDINATING COMMITTEE MEMBERSHIP

Eleven Voting Members:

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

Four Non-voting Members:

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

Advisory Committees

Transit Advisory Committee

The primary purpose of the transit advisory committee is to review transportation services provided by the fixed-route provider River Valley Transit and the shared-ride operator STEP, Inc. for all passengers, especially for individuals with disabilities.

Bicycle and Pedestrian Advisory Committee

The WATS MPO approved a bylaws amendment in September 2017 creating a new Bicycle and Pedestrian Advisory Committee to provide input to the technical and coordinating committees on prioritization of bicycle and pedestrian projects in Lycoming County.

WATS Administrative Duties

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

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

- Develop and conduct all transportation planning work tasks contained in the WATS MPO approved Unified Planning Work Program contract that is executed between the County of Lycoming and PennDOT. The County of Lycoming subcontracts with the City of Williamsport to perform the Federal Transit Administration funded UPWP transit planning work tasks undertaken by River Valley Transit.
- Schedule, publicly advertise and convene all WATS MPO public meetings in accordance with the WATS MPO approved Public Participation Plan. All official business of the WATS MPO takes place at publicly advertised meetings to ensure opportunity for public comment.
- Prepare and distribute meeting agendas and related materials.
- Ensure that all WATS MPO adopted plans, programs and policies are implemented.

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

WATS MPO administrative related costs borne by the County of Lycoming and the City of Williamsport are reimbursable in accordance with the WATS MPO approved UPWP related contract terms and conditions executed between the County of Lycoming, PennDOT and City of Williamsport.

Refer to Exhibit A in the Appendix to review the WATS MPO adopted bylaws for a more complete description of the WATS MPO roles and responsibilities, governance structure and administrative duties and processes.

Structure of This Plan

This plan has been intentionally structured in such a way to facilitate a data-driven, problem-solution approach to planning. The general structure of the plan will mirror that of the statewide Long Range Transportation Plan [Pennsylvania 2045](#) (2021).

Planning Context

Chapter Two of this plan will first provide an overview of the transportation planning environment of Lycoming County in regards to state and federal government planning priorities, local planning priorities, demographic and economic development trends, and potential environmental impacts.

Multimodal Transportation System Inventory

Chapter Three of this plan will provide an inventory of existing transportation assets and services, assess the overall condition and adequacy of these transportation assets and services and use this as a basis to identify deficiencies and needs.

Strategic Direction and Implementation

The fourth and final chapter of this plan will begin by summarizing the planning goals, objectives and needs identified in Chapter 2 and system deficiencies identified in Chapter 3. Based on these factors, strategic directions for Lycoming County transportation investment over the next 20 years will be set. The strategic directions of the plan will also include a scenario analysis providing for different recommended implementation strategies based on three different potential futures for Lycoming County.

Then, the plan will outline the project programming process and a staged 20 year transportation capital improvements program will be developed in a manner that is fiscally constrained. The plan's public involvement process and Title VI environmental justice outreach efforts will be documented.

Content	Reviewed and approved in public meeting of WATS Technical Committee LRTP Steering Committee	Reviewed and approved in public meeting of WATS Coordinating Committee	Other Meetings
Plan update kickoff meeting. Proposed plan structure. Description of timeline, roles and responsibilities.	February 28, 2022	March 14, 2022	
WATS MPO overview. Review of federal, state, and local planning priorities and identification of projects in existing plans.	May 23, 2022	June 13, 2022	
Demographic and land use trends and analysis. Presentation of scenario analysis. Transportation System Conditions.	September 26, 2022	October 17, 2022	
Implementation and Capital Improvements Plan	January 30, 2023	February 13, 2023	
Review of full draft plan	April 24, 2023	May 8, 2023	
Agency Coordination Meeting (ACM)			July 26, 2023
<i>Approval to go to public comment period</i>	<i>August 28, 2023</i>	<i>September 11, 2023</i>	
Presentation to Lycoming County Board of Commissioners			October 12, 2023
Presentation to Lycoming County Planning Commission			October 19, 2023
<i>Plan adoption</i>	<i>November 13, 2023</i>	<i>December 4, 2023</i>	

Chapter Two



Planning Context

Federal and State Planning Regulations and Policy Guidance

First, we will provide a brief overview of existing Federal and State regulations and policy guidance documents related to the development of Long Range Transportation Plans to ensure that the WATS Long Range Transportation Plan is adequately addressing all planning requirements and considers related guidance to ensure consistency between County and local planning and federal and state law and policy direction. It is important to fully recognize and understand that federal and state laws and policy guidance related to long range transportation planning have been constantly evolving in a manner that is strengthening the overall linkage between land use, transportation, environmental preservation and community livability while giving MPO/RPO transportation planning agencies the necessary tools to conduct a more effective transportation planning and programming process that also promotes strong public involvement in decision-making.

Federal Regulatory Requirements

In 1962, Congress established requirements that transportation planning in the United States be conducted in a “comprehensive, continuous, and coordinated” manner. This 3-C process eventually was further formalized with the enactment of the **Federal Aid Highway Act of 1973** mandating the creation of Metropolitan Planning Organizations, (MPO's) in each urbanized area with a population of 50,000 or greater as defined in the U.S. Census.

However, it wasn't until the passage of the Intermodal Surface Transportation Efficiency Act, (ISTEA) of 1991 that transportation planning requirements along with the roles of MPO's in transportation planning and decision-making was significantly strengthened. The **ISTEA** law enabled States and MPOs, in cooperation with transit agencies, to develop regional metropolitan transportation plans that reflect unique state and local priorities. The purpose of the law was to improve the linkage between overall transportation planning and the programming of federal funds for specific transportation projects in a more formalized way that addressed transportation and its related impacts, however **ISTEA** regulatory requirements were broadly defined, non-prescriptive and lacked sufficient specific guidance to define core elements of long range transportation plans. Therefore, MPO plans varied widely in content and implementation.

In 1998, Congress enacted the Transportation Equity Act for the 21st Century, (TEA-21). Although, many regulatory requirements were similar to **ISTEA**, better guidance was provided for the development of long range transportation plans with related planning regulations published in the Code of Federal Regulations (CFR), Part 23. The Federal Highway Administration and Federal Transit Administration re-examined planning regulations, however major changes to **ISTEA** were not deemed to be necessary and were never instituted.

In August, 2005 a new act was passed entitled the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) which clarified the content required to be in an MPO Long Range Transportation Plan.



In 2012, a new transportation reauthorization bill was signed into law entitled [Moving Ahead for Progress in the 21st Century \(MAP-21\)](#). 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.

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. The **FAST Act** also expanded the scope of metropolitan planning to include improving transportation system resiliency and reliability, reducing or mitigating stormwater impacts from surface transportation infrastructure, and enhancing travel and tourism. The FAST ACT contained 10 "Planning Factors" that serve as the primary general guidance parameters

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the [Bipartisan Infrastructure Law \(BIL\)](#), into law. IIJA-BIL extends the same planning guiding planning factors as the FAST Act as well as adding the following guidance for MPO planning processes:

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

Additionally, IIJA-BIL requires USDOT to provide better tools to MPOs to study travel demand and modeling and evaluate the effect of highway and transit investments on the use and conditions of transportation assets.

The 10 Planning Factors of the FAST Act

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

Commonwealth of Pennsylvania Policies for Long Range Transportation Planning

Statewide transportation planning in Pennsylvania takes the form of a Long Range Transportation plan along with two associated plans: a Strategic Highway Safety Plan and a Freight Movement Plan. Pennsylvania adopted updates to all three documents in November 2021.

Pennsylvania 2045

In November of 2021, PennDOT completed its current statewide long range transportation plan, strategic highway safety plan, and freight movement plan entitled Pennsylvania 2045. This document balances presenting a consistent long-term vision with providing the flexibility to accommodate new issues and influences that arise in the near term. The structure of the document has informed the structure and direction of this WATS long range plan.

Pennsylvania 2045 is built around six long term goals with associated objectives for each goal. They are presented below:

	Safety	Mobility	Equity	Resilience	Performance	Resources
GOALS	Enhance safety and security for both motorized and non-motorized modes throughout Pennsylvania's transportation system.	Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.	Improve transportation access and equity throughout Pennsylvania.	Strengthen Pennsylvania transportation resilience to climate change and other risks and reduce the environmental impacts associated with transportation improvements.	Improve the condition and performance of transportation assets.	Structure transportation funding and finance approaches that allocate sufficient resources for system safety, maintenance, preservation, and improvement.
OBJECTIVES	Continue to promote behavioral change through existing educational initiatives with partners and stakeholders that encourage safe habits for users of all modes. Reduce the rate and frequency of fatal and serious injury crashes for all modes of travel.	Continue to improve system efficiency and reliability Continue to improve public transportation awareness, access, and services throughout Pennsylvania.	Evaluate transportation equity issues and opportunities across Pennsylvania. Develop measurable goals and metrics for equitable transportation in collaboration with key stakeholder groups.	Employ resiliency measures/actions to ensure long-term system stability. Evaluate projects for their expected climate change and resiliency impact and implications.	Leverage technology, operations enhancements, and skill building to improve transportation system efficiency. Continue to integrate enhanced asset management approaches and methods with project planning and programming.	Advance a multimodal and state-local funding strategy to ensure that resource levels are sufficient to meet transportation system needs. Adapt to and position for accelerating change (e.g., mainstreaming innovation, institutional adjustments, people skills, and knowledge management).

Safety

Enhance safety and security for both motorized and non-motorized modes throughout Pennsylvania's transportation system.

Expand the collection of transportation safety data and explore funding sources for safety and data analysis for use in systemwide planning, programming, project development, and project delivery.

Strengthen security across transportation modes in collaboration with public and private stakeholders.

Mobility

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

Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.

Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.

Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.

Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)

Equity

Improve transportation access and equity throughout Pennsylvania.

Establish equity and access strategies in partnership with stakeholder organizations and groups that advance the identified measurable goals.

Improve equity and accessibility through ADA improvements and modal choice.

Develop education, awareness, and training initiatives that strengthen transportation professionals' knowledge and skills to effectively address equity issues and opportunities.

Implement and support public transportation initiatives for affordability, reliability, and availability for the transit-dependent population.

Resilience

Strengthen Pennsylvania transportation resilience to climate change and other risks and reduce the environmental impacts associated with transportation improvements.

Improve environmental stewardship during and before project construction.

Performance

Improve the condition and performance of transportation assets.

Enhance the availability and quality of real-time travel information, especially in emergency and inclement weather events and for construction/work zones.

Expand and/or build upon existing technical assistance and education to local communities and MPOs/RPOs.

Identify potential new public transportation performance measures including value-based, quality-of-life measures demonstrating the difference public transportation makes in the lives of people, including access to employment.

Resources

Structure transportation funding and finance approaches that allocate sufficient resources for system safety, maintenance, preservation, and improvement.

Streamline planning and public involvement processes.

Improve planning and analytical tools to adapt to changes impacting transportation, including the implementation of a data repository and information exchanges within PennDOT (between Bureaus/Divisions, between Central Office and Districts, etc.).

Pennsylvania Strategic Highway Safety Plan

The Strategic Highway Safety Plan is a guidance document specifically developed to outline Pennsylvania's progress towards safer highways. It is important to recognize the areas of focus in that document identified to reduce fatalities and serious injuries. The strategic highway safety plan identifies three primary safety focus areas that the Commonwealth will pursue to increase highway safety as well as 15 additional safety focus areas.

The primary focus areas for safety as well as implementation strategies to improve in each focus area are:

Lane Departure Crashes account for 52% of fatalities and 42% of serious injuries

Lane Departure Crashes Implementation Strategies

- Modify Roadside clear zone in the vicinity of hazardous fixed object
- Reevaluate passing zones
- Implement lane departure related infrastructure improvements
- Utilize the HSM to identify/evaluate proposed improvements
- Incorporate new technologies/counter measures

Impaired Driving is a factor in a third of highway fatalities

Impaired Driving Implementation Strategies

- Shift focus to include drugged driving
- Utilize data to drive safety decisions
- Increase impaired driving education/training for law enforcement
- Increase effectiveness of media, communications, and educational efforts
- Support Impaired Driving cases via judicial process

Pedestrian Safety is an issue because 1 out of 8 highway fatalities is a pedestrian

Pedestrian Safety Implementation Strategies

- Implement pedestrian related infrastructure improvements
- Utilize data-driven approaches to pedestrian safety
- Safe system approach to integrate safety in planning, design, construction, operation and maintenance of transportation networks
- Increase use of new technologies to support pedestrian safety
- Implement legislative changes to promote increased pedestrian safety
- Increase pedestrian safety education and outreach materials for all modes of travel
- Consider other motorized micro-mobility modes and identify safety risks

ADDITIONAL SAFETY FOCUS AREAS

Speeding & Aggressive Driving
 Seat Belt Usage
 Intersection Safety
 Mature Driver Safety
 Local Road Safety
 Motorcycle Safety
 Bicycle Safety
 Commercial Vehicle Safety
 Young & Inexperienced Drivers
 Distracted Driving
 Traffic Records Data
 Work Zone Safety
 TSMO
 Emergency Medical Services
 Vehicle-Train Safety

Lycoming County Plans and Studies

In addition to federal and state guidance, a variety of local plans and studies have been completed and adopted that inform the direction and priorities for future transportation projects in Lycoming County.

Comprehensive Plans

The current Lycoming County Comprehensive Plan was adopted by the Lycoming County Board of Commissioners in 2018 in conformance with the Pennsylvania Municipalities Planning Code (MPC), Act 247 of 1968 as reenacted and amended. This plan serves as a policy document that provides guidance to the County and local municipalities in areas such as land use, transportation, housing, infrastructure, and community development. The plan projects future growth trends based on data and careful analysis and proposes the best possible policies and implementation tools to accommodate expected growth.

Concurrent with the development of the overall Lycoming County Comprehensive Plan, the Lycoming County Planning Commission engaged in an extensive comprehensive planning process with 26 municipalities to develop six individual Multi-Municipal Comprehensive Plans for the areas encompassing the designated future growth areas of Lycoming County. Plan development and review is conducted by Planning Advisory Teams (PATs) composed of local government elected officials, emergency services, school districts, community organizations, and other community stakeholders. The six adopted multi-municipal comprehensive plans consist of:

Muncy Creek Multi-Municipal Comprehensive Plan

Hughesville Borough
Muncy Borough
Muncy Creek Township
Picture Rocks Borough
Shrewsbury Township
Wolf Township

Montoursville/Muncy Multi-Municipal Comprehensive Plan

Montoursville Borough
Muncy Township
Fairfield Township

Us-220 / Future I-99 Multi-Municipal Comprehensive Plan

Jersey Shore Borough
Piatt Township
Porter Township
Woodward Township
Nippenose Township [Added to Planning Area in 2015]

Us-15 South Multi-Municipal Comprehensive Plan

Brady Township
Clinton Township
Montgomery Borough
Gregg Township, Union County

Greater Williamsport Alliance Multi-Municipal Comprehensive Plan

City of Williamsport
South Williamsport Borough
Armstrong Township
Duboisstown Borough
Old Lycoming Township
Loyalsock Township

Lower Lycoming Creek Multi-Municipal Comprehensive Plan

Lewis Township
Lycoming Township
Hepburn Township
Old Lycoming Township
Loyalsock Township

Each plan is arranged around a series of "Issues" with a corresponding list of strategies, projects, and initiatives to address the issue. During the 2016 comprehensive plan review process, the current adopted plans were found to still be valid but the issues identified within each plan were re-prioritized to better reflect current conditions. This process was conducted by Planning Advisory Teams within each multimunicipal planning area. Additionally, issues were linked between the multimunicipal plans by a set of broad, thematic statements that were derived from the more specific local issues. These thematic issues were formulated as "problem statements." The county and each of the multi-municipal planning area prioritized different issues with varying levels of impact or interrelationship with the transportation system. The county and five of the multimunicipal planning areas identified the following as a priority area to be addressed:

Our multi-modal transportation system has deficiencies in safety, physical condition, and availability of facilities.

Within each multimunicipal area that prioritized a number of projects were identified that were anticipated to help solve the problem identified in the issue statement. These projects are listed below, classified by their current status in regards to completion.

Countywide Plan	Greater Williamsport Alliance	Montoursville - Muncy	Muncy Creek	US-15 South	US-220 West
Airport Terminal	Construct new airport terminal	Construct new airport terminal	Muncy Main & Water St Intersection improvement	CSVT Impacts study	Address structurally deficient bridges and low clearance rail bridge over US-220
Bridge Bundling	Pathway to Health streetscape project	Fairfield Rd safety improvements		Implement Timber Run access road	US-220 Corridor safety project
Completion of I-99	Reconstruction of Millionaire Dr access to Williamsport High School	John Brady Drive access management plan		Bald Eagle Mountain Ridge Trail	Implement Jersey Shore Active Transportation Plan
CSVT Impacts study	Miller's Run Greenway	Extend River Walk / Loyalsock / Montoursville bikeway		Establish communication forum with the Amish community to discuss transportation concerns	Support completion of I-99
Genesee-Susquehanna Greenway	Conversion of RVT bus fleet to CNG fuel			Develop complete streets policies where appropriate	Regional passenger rail reassessment
Communication forum with Amish	Trail connection from Susquehanna State Park to South Reach Road			Improve signage and wayfinding	
	Develop and implement Complete Streets policies Basin Street/Commerce Park Dr. Connection				
	Explore shared parking opportunities				
	Reach Rd/Wahoo Dr connection				
	Improve connection to Rose St LERTA				
Status Key			Completed	In Progress	Not Started

Other Plans

Lycoming County Hazard Mitigation Plan

The [Lycoming County Hazard Mitigation Plan](#) was last updated in 2015. It includes extensive consideration of transportation crashes of various modes as a moderate human-made hazard within Lycoming County. The Hazard Mitigation Plan states that crashes will increase with any growth in the natural gas industry, citing a 2013 study by Resources for the Future that found that each new well drilled correlates with a 0.6% increase in fatal motor vehicle crashes.

The plan recommends a high priority for traffic safety because of the extremely high frequency of crashes and the potential impact on emergency services response times. A specific recommendation of the plan is to focus on improving safety at “dangerous intersections” to mitigate the overall crash rate.

Lycoming County Comprehensive Recreation, Parks & Open Space/Greenway Plan

Non-motorized mobility is emphasized within the [Lycoming County Comprehensive Recreation, Parks & Open Space/Greenway Plan](#) because of the considerable overlap between the recreational and transport uses of trails, walkways, and bikeways. The plan identifies the following two “key issues” within Lycoming County open space, trails, and greenways needs that have significant importance for transportation planning:

- **Susquehanna Trail**. A multi-county interconnected bikeway system along the Susquehanna River will provide an outstanding recreational experience and a non-motorized vehicle transportation alternative to reduce traffic congestion and maintain clean air which will contribute to an overall improvement in the quality of life in Lycoming County. This initiative is now known as the Susquehanna Greenway trail.
- **Community walking and biking trails**. Safe walking and biking trails in communities that connect schools, parks, and neighborhoods remains the highest priority recreation need for this region.

The recreation plan further emphasizes that development of this infrastructure will provide links between communities and safe routes to schools and parks for youth.

PennDOT Central Regional Operations Plan

Transportation Systems Management and Operations (TSMO) is a set of integrated strategies used to increase the reliability and mobility of existing roadway infrastructure without adding capacity. To meet statewide TSMO goals, Pennsylvania is divided into four regions each containing a Regional Traffic Management Center (RTMC). WATS is located within the Central RTMC area. Each RTMC region produces a Regional Operations Plan (ROP) to identify specific projects to improve system reliability.

The Central ROP was fully updated in 2018 with an interim update completed in 2021. The following projects located within Lycoming County are currently identified as priorities within the Central ROP:

Project Location	Description
I-180 Market Street Interchange, Williamsport	Install queue warning system on westbound I-180 approaching the Market Street off-ramp. Add queue preemption to I-180 westbound off-ramp leg of the single-point urban interchange traffic signal and to the westbound off-ramp to Maynard Street. Timing improvements should also be included to improve excessive queue for northbound left turn from Market Street to I-180 westbound on-ramp.
US 15 southbound to I-180, Williamsport	Install Dynamic Curve Warning system on southbound US 15 ramp to eastbound I-180. Curve warning alerts will be broadcast via 1 full-color Type A DMS located upstream on southbound US 15. Side-mounted radar detection will be utilized to determine speeds.

Project Location	Description
US-15 Corridor, Williamsport North to Tioga County	Install CCTV cameras and Dynamic Message Signs at key locations along the US 15 corridor, between US 6 and Williamsport.
SR 2014 (Broad Street), Montoursville	Full traffic signal equipment upgrade at the SR 2014 (Broad Street) intersections with Walnut Avenue and with Willow Street. Add corridor to the Unified Command/Control network.
SR 2014 (East Third Street), Loyalsock Township	Full signal equipment replacement and retiming along SR 2014 (Third St.) in Loyalsock Township. This includes seven intersections spanning from Country Club Road to Northway Road. In addition, also retime signal at Third St. and Shiffler Ave. Consider installation of CCTV cameras at Faxon interchange (I-180 Exit 25) and connection of traffic signals to the Unified Command and Control network via this camera.

Central Susquehanna Valley Transportation Project Special Impact Study

The Central Susquehanna Valley Transportation project, or "CSVT", is a major public works project currently under construction within the region. With full construction expected to be completed in 2027, the CSVT project is anticipated to create major impacts to the highway system south of Lycoming County. While the project will improve highway safety, lessen congestion, and reduce travel time for freight haulers and the public, it will naturally create unintended consequences beyond the project area.

The purpose of this special study was to evaluate the overall land use and transportation system impacts resulting from the completion of the Central Susquehanna Valley Transportation Project on the growth areas of Lycoming County. Focus was placed on the Interstate 180 corridor from the Lycoming/Northumberland County line to its connection with US 15 as well as the US 15 corridor between the Lycoming/Union County line and its connection with Interstate 180. As a result of this study an action plan was developed to help ensure orderly land development patterns, smart growth and a safe and efficient multi-modal transportation system that is responsive to changed traffic patterns.

The following priority transportation projects within the scope of this LRTP were identified in the Impact Study:

Recommended Project	Project Description
Safety Projects	
Pavement Markings – Entire I-180/PA 147 Corridor	Update pavement markings at exit and entrance ramps and gores to meet current PennDOT and MUTCD Standards. Add painted chevrons in selected gore areas.
Signing at I-80/I-180/PA 147 Interchange	Reevaluate advance guide sign and lane designation configuration to provide updated advance guide signing for Freeway-to-Freeway Interchange (Per MUTCD figure 2E-34)
Susquehanna Trail Interchange (Exit 1/ I-180)	Basic countermeasures for stop-controlled intersection
Warrensville Rd/3rd St Interchange (Exit 23/I-180)	Revise EB off-ramp terminal configuration and related signal
WB On-Ramp at Faxon Interchange (Exit 25/I-180)	Reconstruct WB on-ramp and merge areas
WB Off-Ramp Speed Change Lane(s) at Basin St. Interchange (Exit 26/I-180)	Revise guide signing and clarify pavement markings for Exits 26 and 27A. Consider wayfinding and service signing.

Recommended Project	Project Description
US 15 South/Market St Interchange (Exit 27A/I-180)	Evaluate and install intersection and traffic signal enhancement/conspicuity measures for unusual intersection configuration
Operations Projects	
Regional Wayfinding Signage for Trucks	Evaluate signage needs for trucks traveling through the corridor and those destined for points west of the Susquehanna River
Regional Wayfinding Signage for Regional Travelers	Develop a regional wayfinding initiative to enhance visibility and promote visits to historic, shopping, dining, and recreation destinations in area
US 15 Traffic Signal Re-Timing	Conduct studies to revise traffic signal timings along the corridor based on changes to traffic volumes due to completion of CSV
Intersection Improvements at PA 54/ Susquehanna Trail Intersection	Evaluate need for intersection control modifications at PA 54/Susquehanna Trail Intersection.
Intersection Improvements on PA 405	Implement recommendations from the Muncy Area Corridor Management Plan on PA 405 including signal modifications and additional through/turn lanes
Improvements on Lycoming Mall Drive and Lycoming Mall Road	Implement recommendations from Muncy Area Corridor Management Plan on Lycoming Mall Drive and Lycoming Mall Road including capacity and signal improvements
US 220 Improvements	Spot safety improvements and shoulder widening along US 220 east of I-180 to Hughesville
CSV Emergency Access	Evaluate improvements or other protocols to ensure emergency vehicles have access to incidents within the corridor
Regional Wayfinding	Develop a regional wayfinding initiative to enhance the visibility and promote visits to historic, shopping, dining, and recreation destinations in the study area.
Traffic Signal Upgrade and Replacement	Support funding needed for traffic signal improvement projects in the study area through PennDOT Green Light Go.
Other Transportation System Improvements	
Support Existing Transit Demonstration Projects and Reevaluate Fixed Route Service	Continue to support existing effort to expand shared ride, on demand, and microtransit services. Based on outcomes, reevaluate regional fixed route service in the future.

Demographic Profile

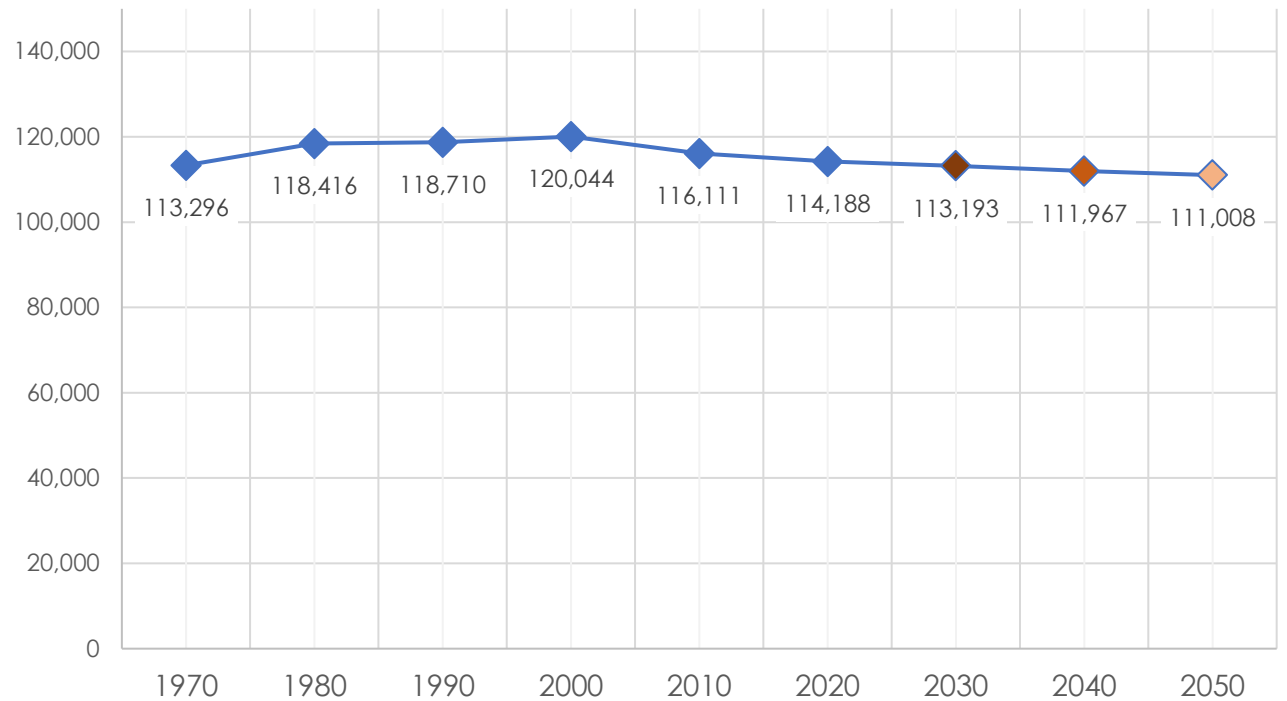
Population Change

As of the 2020 United State Census, Lycoming County had a population of 114,188. It is notable that the demographic analysis conducted for the 2018 WATS LRTP update forecast a population of 114,166 in 2020. After reviewing population trends within each of Lycoming County's 52 municipalities, the most likely scenario for Lycoming County to 2050 will be a modest continued population loss. By 2050, it is projected that Lycoming County will have around 111,000 persons. This scenario will be considered the "neutral" scenario for the purposes of this plan. In addition, future transportation system needs for the county will consider two additional scenarios of more rapid population decrease and a modest increase in population.

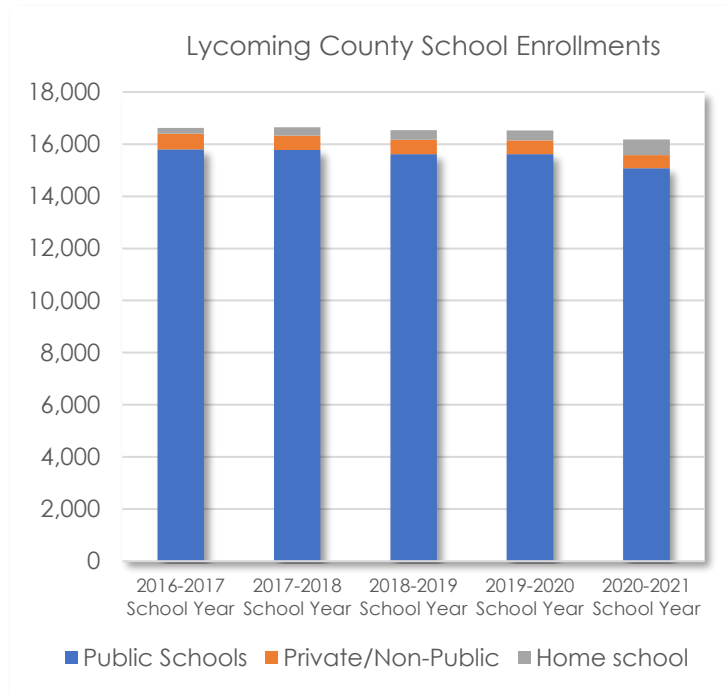
While Lycoming County decreased in population overall by 1,923 persons between 2010 and 2020, it must be noted that the decrease was not uniform. Of the 52 municipalities in Lycoming County 19 municipalities increased in population (by 1,485 persons), 32 decreased in population (by 3,408 persons), and one municipality (Jackson Township) saw no change.

For the past 20 years, population growth within Lycoming County has centered on the I-180 corridor east of Williamsport to Muncy. This includes the townships of Loyalsock, Fairfield, Muncy, Muncy Creek, Wolf, and Moreland and the boroughs of Montoursville and Hughesville.

Lycoming County Population Change and Projections,
1970-2050

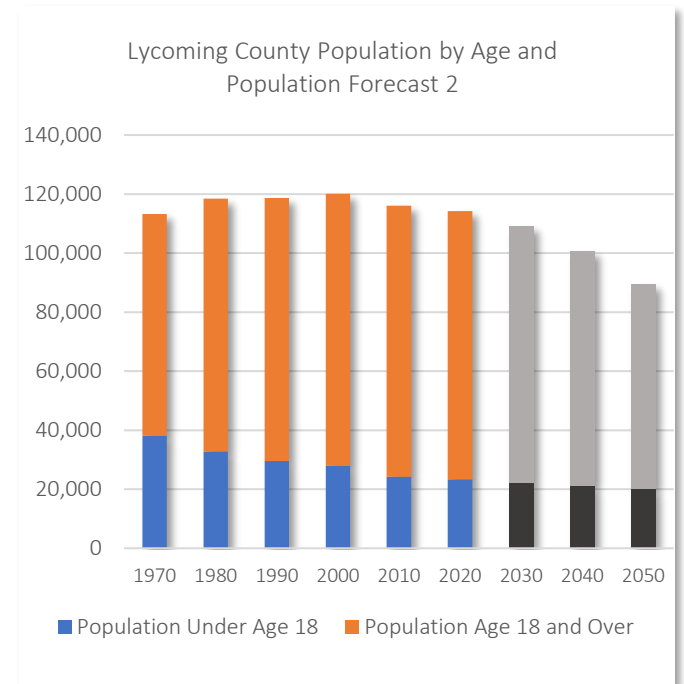


One of the most striking demographic trends in Lycoming County has been the aging of the population and the loss of youth population. From 1970 to 2020 the proportion of the population under the age of 18 has decreased from 34% to just 20%. This is also reflected in Pennsylvania Department of Education Data showing a steady decline in students in Lycoming County (the total of public school enrollments, private/nonpublic school enrollments, and homeschooling) from 2015-2019. Over the last 10 years, there has been a steady decline in the birth rate in Lycoming County along with an



increase in mortality as the population ages. Taken together, these factors provide a second scenario for future population change in Lycoming County where there is 22% overall decrease in population from 2020 to 2050.

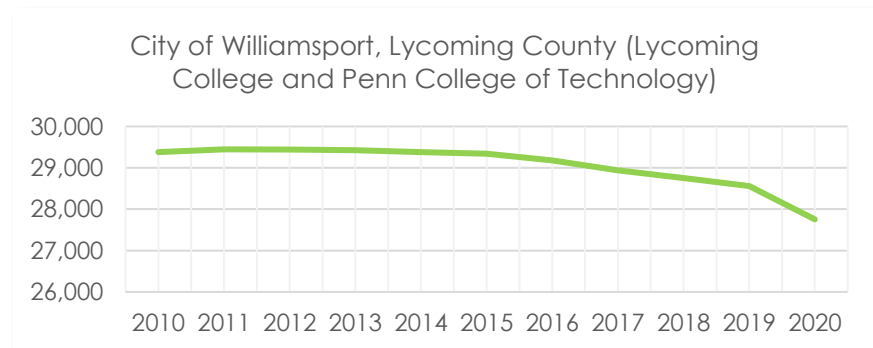
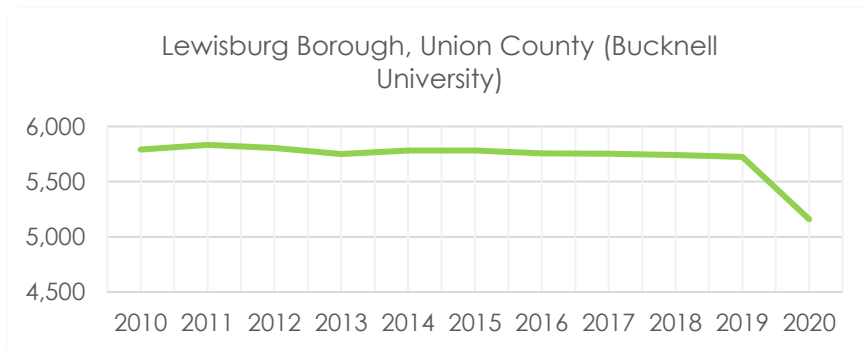
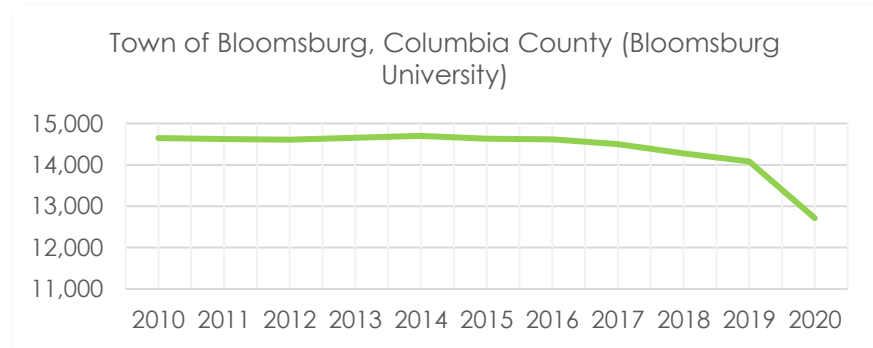
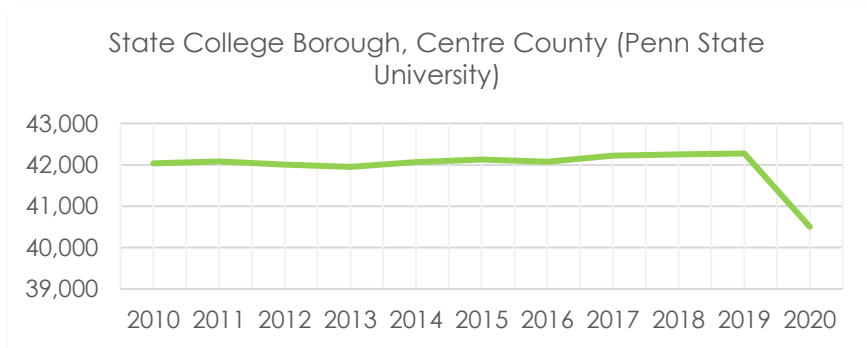
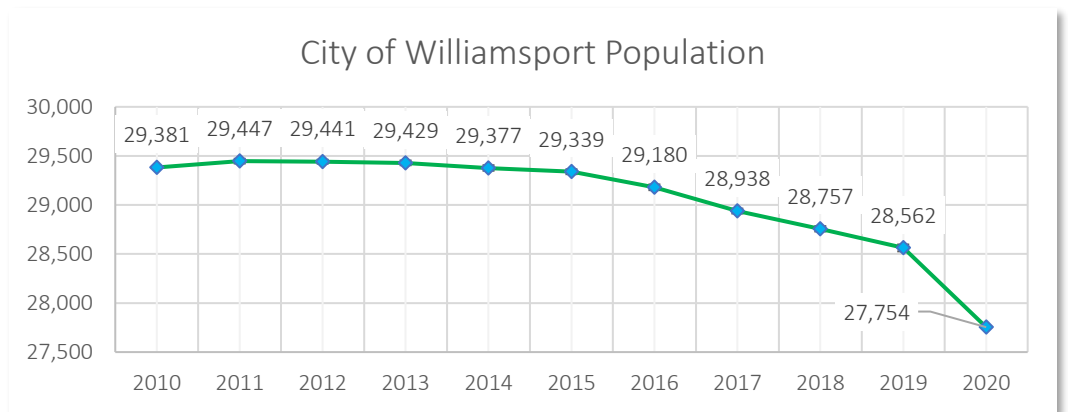
Another important element of understanding and attempting to forecast population change in Lycoming County is population trends in the City of Williamsport. Williamsport currently accounts for 24% of the total population of Lycoming County. As previously illustrated, Lycoming County population had a net decrease of 1,923 persons from 2010 to 2020. Breaking this down to the municipal level, 19 municipalities gained a total 1,485 persons and



32 municipalities lost a total 3,408 persons. 48% of the loss of population was in the City of Williamsport which lost 1,627 persons between the 2010 census and 2020 census. However, looking at the population trend for Williamsport between the decennial census counts reveals an anomaly that should be addressed.

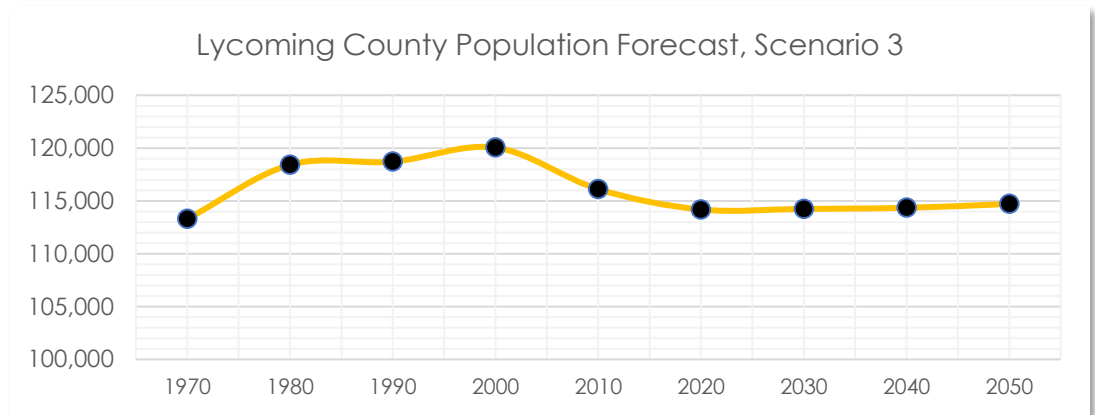
American Community Survey population estimates for Williamsport are typically very accurate with an error range of about +/- 25 persons. Using these annually updated numbers reveals a staggering drop-off in population for the City of Williamsport occurring in a single year from 2019 to 2020. In fact, almost half of the 1,627 person population decrease between the 2010 and 2020 Census appears to have happened in a single year.

There is strong evidence to believe that this large single decrease is not a permanent population loss. The City of Williamsport hosts two college campuses: Lycoming College and the Pennsylvania College of Technology. When the 2020 census was conducted, many colleges had started moving to remote instruction due to COVID-19. Therefore, it seems reasonable to conclude that many of the 808 persons who "left" Williamsport between 2019 and 2020 were in fact college students who otherwise would have been counted. A sample of nearby communities also hosting colleges of various sizes show a very similar sudden drop in population between 2019 and 2020.



To try and account for this feature of 2020 census data, a third population projection scenario will be used for examining potential future transportation system needs in Lycoming County that is identical to the “neutral scenario” except for the key difference that it assumes a flat population for the City of Williamsport. Making this single change to the model produces a modest population increase of 527 persons from 2020 to 2050.

The three population change scenarios previously identified will be referenced again in Chapter 4 (Implementation) of this plan as we pull together system condition, planning context, and demographics to determine the likely future multimodal transportation needs of Lycoming County.



Racial and Ethnic Composition

The racial and ethnic composition of Lycoming County in the 2020 Census are provided on the following tables:

	2020 Population	Percent of Population
Population of one race:	108,454	95.0%
White alone	100,428	87.9%
Black or African American alone	5,835	5.1%
American Indian and Alaska Native alone	221	0.2%
Asian alone	933	0.8%
Native Hawaiian and Other Pacific Islander alone	31	0.0%
Some Other Race alone	1,006	0.9%
Population of two or more races:	5,734	5.0%

Lycoming County's racial composition is predominantly white. The 12.1% of the population identified as non-white is substantially lower than the 25% statewide nonwhite population figure. However, this proportion of the population has nearly doubled from 7.4% since 2010.

	2020 Population	Percent of Population
Hispanic or Latino	2,374	2.1%
Not Hispanic or Latino	111,814	97.9%

Persons of Hispanic or Latino minority ethnicity comprised 2.1% of Lycoming County's population according to the 2020 Census which is considerably lower than the Pennsylvania statewide 8.1% Hispanic or Latino minority population figure. However, this represents a significant increase since the 2010 census when Hispanic or Latino persons were 1.3% of Lycoming County's population.

2016-2020 American Community Survey (ACS) Estimates for Other Demographics

American Community Survey (ACS) is a demographics data collection program managed by the US Census Bureau. ACS collects information annually from a sample of the population to produce estimates of various community characteristics. It is considered the best available authoritative source for community data. It is important to note that ACS measures are **estimates** and not counts.

Limited English Proficiency

According to ACS 2016-2020 5-year estimates, there were 107,838 persons in Lycoming County aged five years and older. Lycoming County has significantly lower proportions of the population speaking languages other than English at home or speaking English less than "very well" than the statewide and national estimates.

	Total Population 5 Years and Over	Speaks a Language Other Than English At Home	Percentage	Speak English Less Than "Very Well"	Percentage
Lycoming County	107,838	3,823	3.5%	1,070	1.0%
Pennsylvania	12,092,654	1,393,559	11.5%	529,640	4.4%
United States	306,919,116	66,093,076	21.5%	25,312,024	8.2%

Disability

In terms of the total Civilian Non-institutionalized population of Lycoming County, there are 110,518 persons residing in the County, where 17,568 persons (15.9%) have a physical or mental disability. The 65 years and over age group of this population grouping is estimated at 19,120 persons with 34% having a physical or mental disability. Lycoming County population disability percentages are slightly higher than the state-wide disability estimates of 14% of the population with a disability and 33.3% over age 65 with disability. The estimated proportion of the population of Lycoming County living with a disability is significantly higher than the estimated proportion nationwide at 12.7%.

Total civilian noninstitutionalized population of Lycoming County	110,518	
With a disability	17,568	15.90%
With a hearing difficulty	5,595	5.10%
With a vision difficulty	3,232	2.90%
With a cognitive difficulty	6,316	6.10%
With an ambulatory difficulty	8,420	8.10%

Poverty

There are an estimated 107,234 persons in Lycoming County for whom poverty status is determined. Of this number, 14,574 persons (13.6%) were determined to be falling below the poverty level which is slightly higher than the Pennsylvania 12% poverty level estimate and higher than the national estimate of 12.8%.

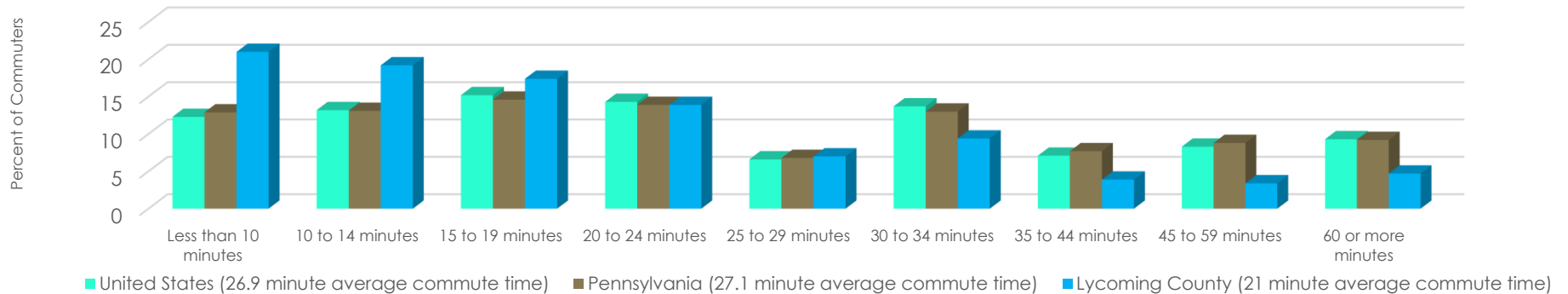
Households

There are an estimated 46,160 households and 30,030 families in Lycoming County. The average household size is 2.33 persons. The average family size is 2.82 persons.

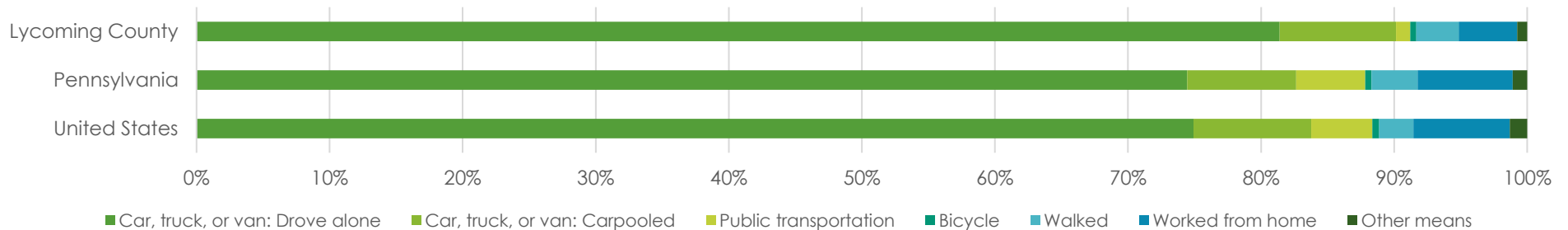
Commuters

Commuters in Lycoming County overwhelmingly rely on motor vehicles driven alone for commuting to work. An estimated 4% of workers age 16 and over have no vehicle available in their household. Commute times in Lycoming County are extremely short compared to state and national averages and over half of commuters in Lycoming County have commutes shorter than 20 minutes.

Commute Times



Commuter Mode Share



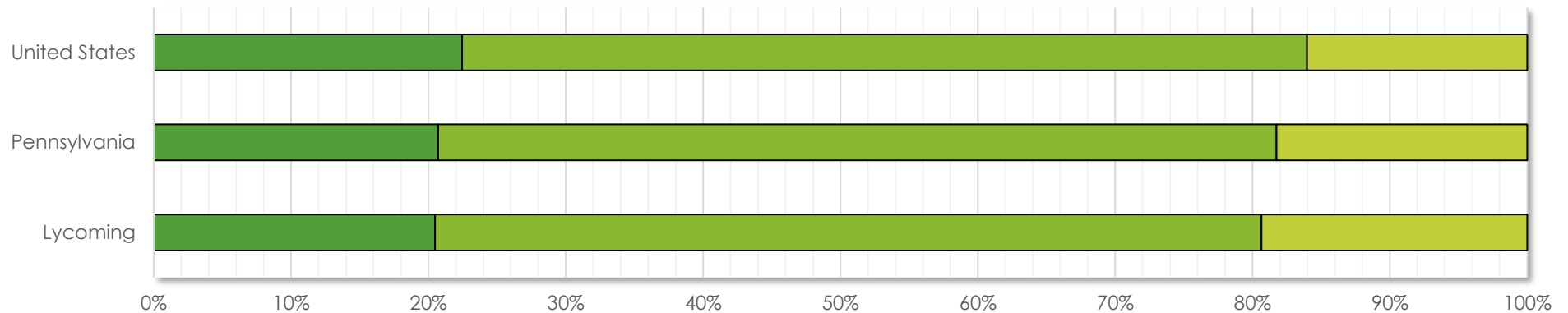
Age Structure

Lycoming County's population has aged significantly in just 10 years and all indications are that this pattern could continue (see page 10). Lycoming County has a lower proportion of the population that is youth and a larger proportion of the population that is senior than Pennsylvania or the United States as a whole.

Change in Age Structure



■ Under 18 Years ■ 18-64 Years ■ 65 Years and Over

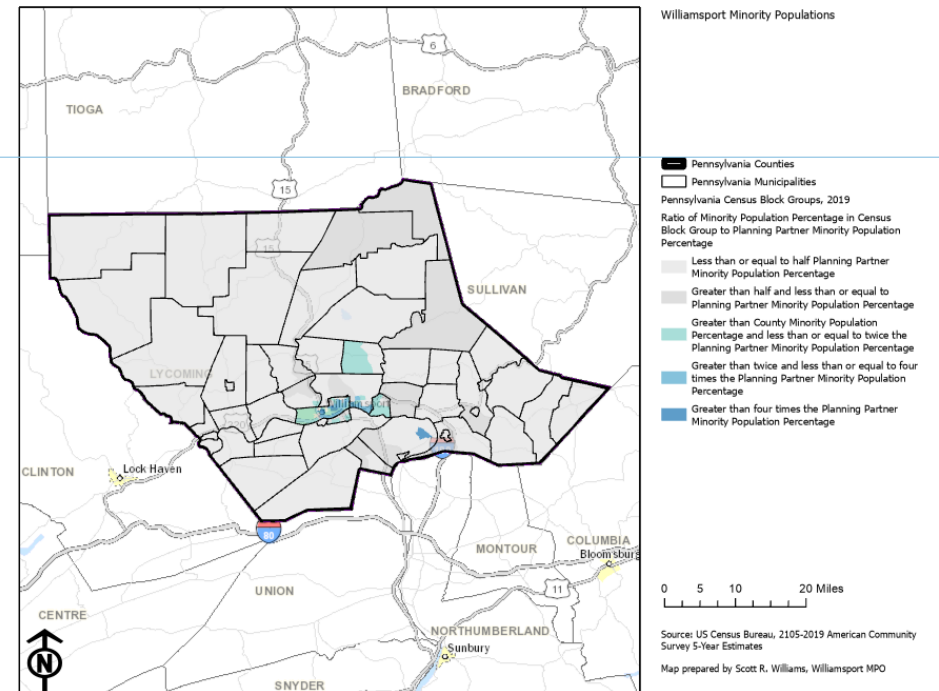
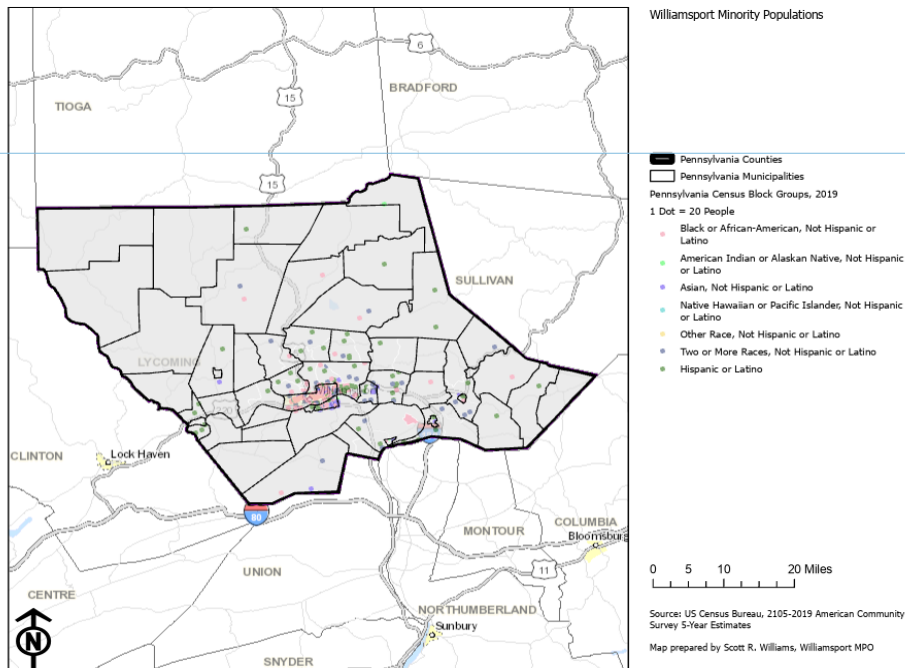


Environmental Justice

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

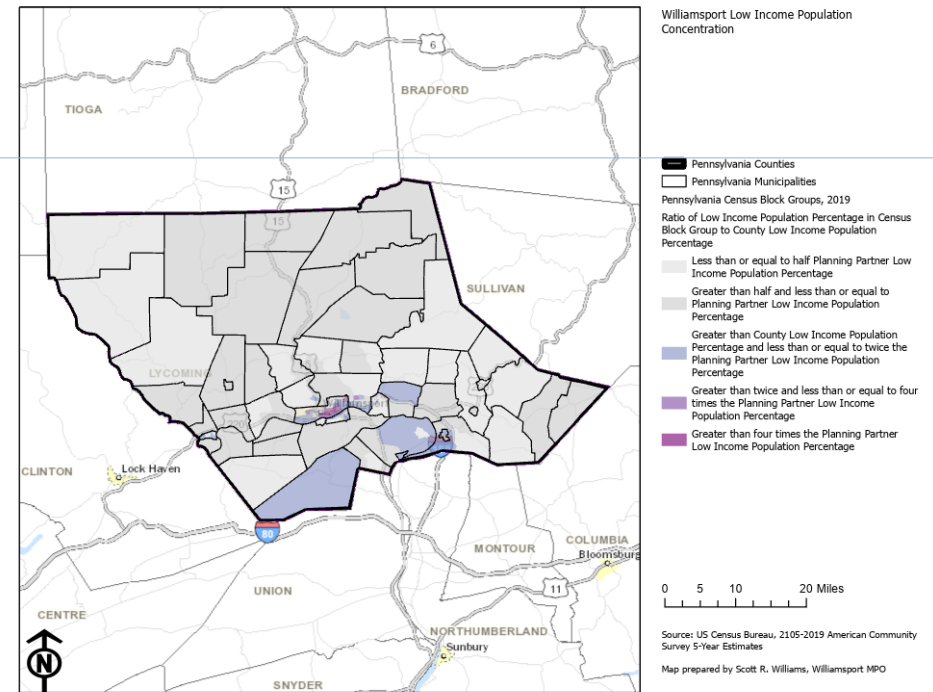
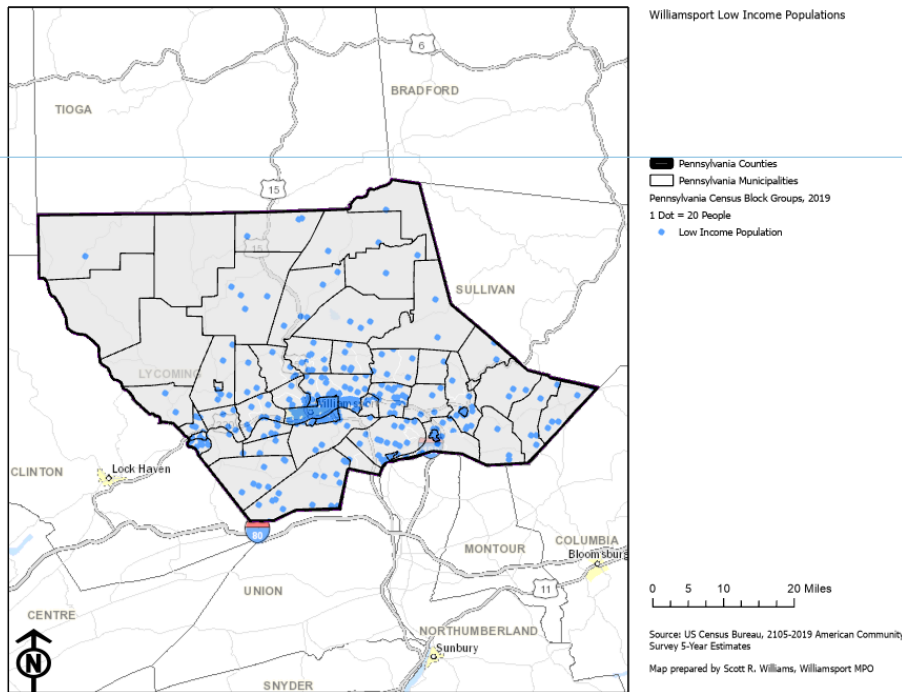
Minority: Any individual or group that self-identifies as a member(s) of the racial categories of Black/African American, Asian American, American Indian/Alaskan Native, Native Hawaiian/other Pacific Islander and the ethnic category Hispanic/Latino.

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



		Less than or equal to half of Lycoming County Minority Population Percentage	Greater than half Lycoming County Minority Population Percentage and less than or equal to Lycoming County Minority Population Percentage	Greater than Lycoming County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage	Greater than twice Lycoming County Minority Population Percentage and less than or equal to four times the County Minority Population Percentage	Greater than four times the Lycoming County Minority Population Percentage
Ratio of Minority Population Percentage in Census Block Group to Lycoming County Overall Minority Population Percentage						
Number of Block Groups		53	23	20	12	5
Transportation System by Interval	Federal Aid Road Segment Miles	169.00	75.93	24.50	15.35	0.96
	Share of Federal Aid Road Segment Miles	59.15%	26.57%	8.57%	5.37%	0.34%
	Federal Aid Road Segment Miles with Poor IRI	0.31	0.26	0.20	0.00	0.00
	Percent of Federal Aid Road Segments with Poor IRI	0.19%	0.35%	0.82%	0.00%	0.00%
	Share of Total Federal Aid Road Segment Miles with Poor IRI	40.36%	33.94%	25.70%	0.00%	0.00%
	Federal Aid Road Segment Miles with Poor OPI	0	0.2712	0.3659	0	0
	Percent of Federal Aid Road Segments with Poor OPI	0.00%	0.36%	1.49%	0.00%	0.00%
	Share of Total Federal Aid Road Segment Miles with Poor OPI	0.00%	42.57%	57.43%	0.00%	0.00%
	Bridges	720	181	78	71	3
	Share of Bridges	68.38%	17.19%	7.41%	6.74%	0.28%
	Poor Condition Bridges	61	8	0	1	0
	Percent Poor Condition Bridges	8.47%	4.42%	0.00%	1.41%	0.00%
	Share of Total Poor Condition Bridges	87.14%	11.43%	0.00%	1.43%	0.00%
	Reportable Crashes (2015-2019)	2,992	1,172	1,081	1,215	248
	Share of Total Reportable Crashes (2015 - 2019)	44.60%	17.47%	16.12%	18.11%	3.70%

Ratio of Minority Population Percentage in Census Block Group to Lycoming County Overall Minority Population Percentage		Less than or equal to half of Lycoming County Minority Population Percentage	Greater than half Lycoming County Minority Population Percentage and less than or equal to Lycoming County Minority Population Percentage	Greater than Lycoming County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage	Greater than twice Lycoming County Minority Population Percentage and less than or equal to four times the County Minority Population Percentage	Greater than four times the Lycoming County Minority Population Percentage
	Persons Involved in Reportable Crashes (2015 - 2019)	5,716	2,419	2,675	2,979	593
	Share of Total Persons Involved in Reportable Crashes (2015 - 2019)	39.74%	16.82%	18.60%	20.71%	4.12%
	Crash Fatalities (2015 - 2019)	52	8	4	6	2
	Share of Total Crash Fatalities (2015 -2019)	72.22%	11.11%	5.56%	8.33%	2.78%
	Crash Suspected Serious Injuries (2015 - 2019)	139	35	26	29	2
	Share of Crash Suspected Serious Injuries (2015 - 2019)	60.17%	15.15%	11.26%	12.55%	0.87%
	Bicycle or Pedestrian Crashes (2015 - 2019)	52	21	44	67	21
	Share of Total Bicycle or Pedestrian Crashes (2015 - 2019)	25.37%	10.24%	21.46%	32.68%	10.24%
Population Shares by Interval	Population	56,777	21,454	20,279	10,353	5,467
	Share of Total Lycoming County Population	49.66%	18.76%	17.74%	9.06%	4.78%
	Minority Population	1,127	1,440	2,757	2,824	2,566
	Share of Total Lycoming County Minority Population	10.52%	13.44%	25.73%	26.36%	23.95%
	Percent Minority	2.0%	6.7%	13.6%	27.3%	46.9%



Ratio of Low Income Population Percentage in Census Block Group to Lycoming County Overall Low Income Population Percentage		Less than or equal to half of Lycoming County Low Income Population Percentage	Greater than half Lycoming County Low Income Population Percentage and less than or equal to Lycoming County Low Income Population Percentage	Greater than Lycoming County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage	Greater than twice Lycoming County Low Income Population Percentage and less than or equal to four times the County Low Income Population Percentage	Greater than four times the Lycoming County Low Income Population Percentage
Number of Block Groups		38	40	22	10	3
Transportation System by Interval	Federal Aid Road Segment Miles	79.70	158.43	54.77	8.33	0.00
	Share of Federal Aid Road Segment Miles	26.46%	52.59%	18.18%	2.76%	0.00%

Ratio of Low Income Population Percentage in Census Block Group to Lycoming County Overall Low Income Population Percentage		Less than or equal to half of Lycoming County Low Income Population Percentage	Greater than half Lycoming County Low Income Population Percentage and less than or equal to Lycoming County Low Income Population Percentage	Greater than Lycoming County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage	Greater than twice Lycoming County Low Income Population Percentage and less than or equal to four times the County Low Income Population Percentage	Greater than four times the Lycoming County Low Income Population Percentage
Federal Aid Road Segment Miles with Poor IRI		0.27	0.31	0.36	0.00	0.00
Percent of Federal Aid Road Segments with Poor IRI		0.34%	0.20%	0.66%	0.00%	0.00%
Share of Total Federal Aid Road Segment Miles with Poor IRI		28.53%	32.89%	38.57%	0.00%	0.00%
Federal Aid Road Segment Miles with Poor OPI		0.2712	0.2712	0.3659	0	0
Percent of Federal Aid Road Segments with Poor OPI		0.34%	0.17%	0.67%	0.00%	0.00%
Share of Total Federal Aid Road Segment Miles with Poor OPI		29.86%	29.86%	40.28%	0.00%	0.00%
Bridges		387	478	164	48	1
Share of Bridges		35.90%	44.34%	15.21%	4.45%	0.09%
Poor Condition Bridges		23	38	11	1	0
Percent Poor Condition Bridges		5.94%	7.95%	6.71%	2.08%	0.00%
Share of Total Poor Condition Bridges		31.51%	52.05%	15.07%	1.37%	0.00%
Reportable Crashes (2015-2019)		1,615	2,785	1,463	791	204
Share of Total Reportable Crashes (2015 - 2019)		23.55%	40.61%	21.33%	11.53%	2.97%
Persons Involved in Reportable Crashes (2015 - 2019)		3,195	5,670	3,492	1,851	485
Share of Total Persons Involved in Reportable Crashes (2015 - 2019)		21.75%	38.59%	23.77%	12.60%	3.30%

Ratio of Low Income Population Percentage in Census Block Group to Lycoming County Overall Low Income Population Percentage		Less than or equal to half of Lycoming County Low Income Population Percentage	Greater than half Lycoming County Low Income Population Percentage and less than or equal to Lycoming County Low Income Population Percentage	Greater than Lycoming County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage	Greater than twice Lycoming County Low Income Population Percentage and less than or equal to four times the County Low Income Population Percentage	Greater than four times the Lycoming County Low Income Population Percentage
	Crash Fatalities (2015 - 2019)	27	30	7	7	2
	Share of Total Crash Fatalities (2015 -2019)	36.99%	41.10%	9.59%	9.59%	2.74%
	Crash Suspected Serious Injuries (2015 - 2019)	68	105	36	18	1
	Share of Crash Suspected Serious Injuries (2015 - 2019)	29.82%	46.05%	15.79%	7.89%	0.44%
	Bicycle or Pedestrian Crashes (2015 - 2019)	42	53	51	53	19
	Share of Total Bicycle or Pedestrian Crashes (2015 - 2019)	19.27%	24.31%	23.39%	24.31%	8.72%
Population Shares by Interval	Population	34,762	40,611	22,234	7,823	2,444
	Share of Total Lycoming County Population	32.22%	37.65%	20.61%	7.25%	2.27%
	Low Income Population	1,383	4,058	4,393	3,148	1,709
	Share of Total Lycoming County Low Income Population	9.41%	27.62%	29.90%	21.43%	11.63%
	Percent Low Income	3.98%	9.99%	19.76%	40.24%	69.93%

Land Use

As indicated earlier in this chapter, Lycoming County comprehensive planning efforts include six multi-municipal growth area plans along with a countywide plan encompassing the non-growth area covering the remaining geographic portion of the County. The portion of the county outside of the growth areas is referred to as the special resource protection area. Part of the development of the comprehensive plans and the review has been development of Future Land Use maps. These maps were all updated in late 2016-early 2017 to reflect current conditions and the evolving community vision for future land use patterns. Future Land Use categories are defined as the general type of community character desired for areas within the planning area. These categories are used to guide growth and future development. The land use categories are split into those used to characterize lands for desirable and suitable growth (growth areas) from lands to be used for rural use applications (rural resource areas). The primary determining

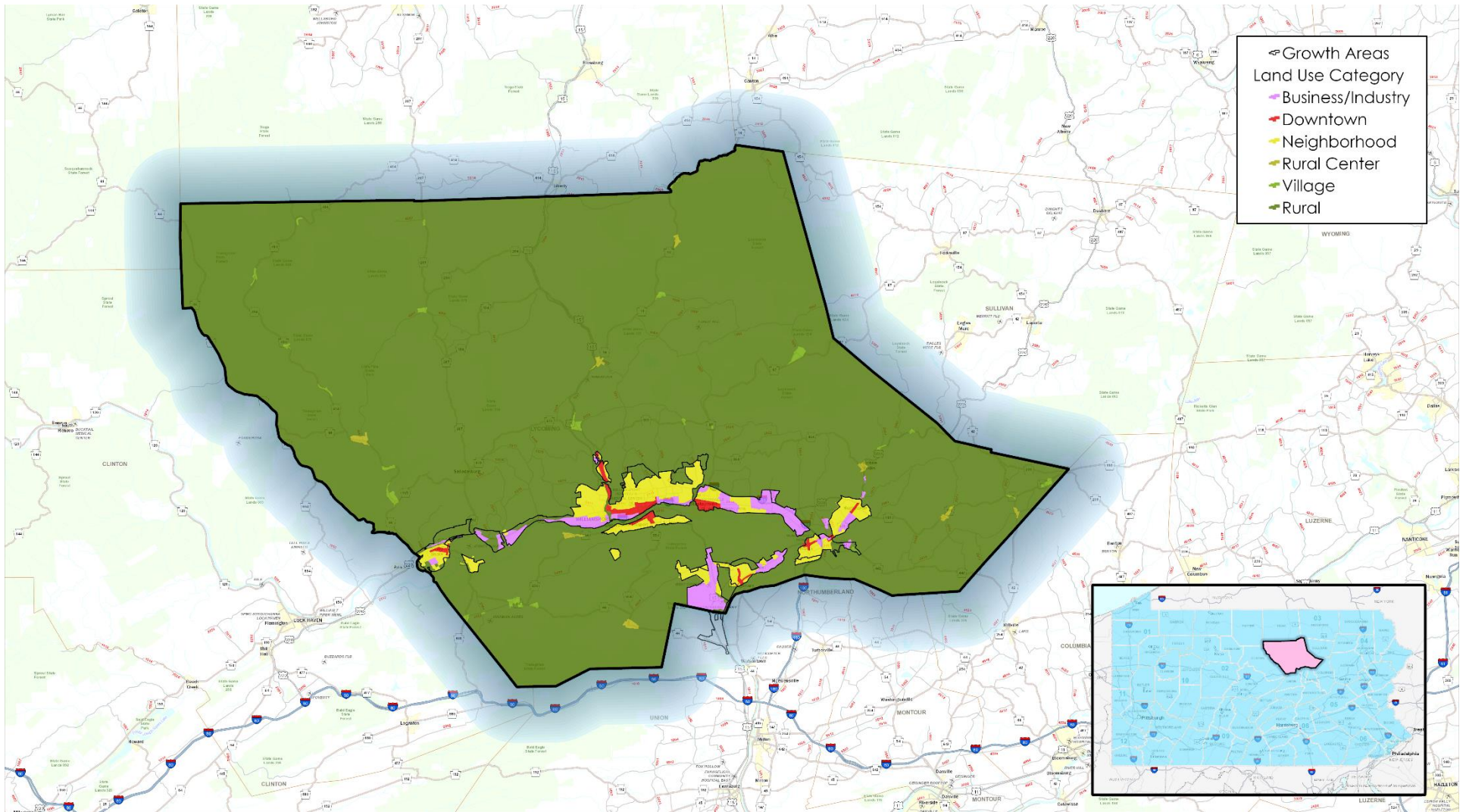
factor for whether or not an area is designated a “growth” area or a “rural resource” area is the existing or planned presence of necessary infrastructure to support development. This includes public water, public sewer, other utilities, and especially transportation infrastructure. Other considerations include specific property occupancy types and density of development.

The following table lists and defines the land use categories used during the most recent comprehensive plan:

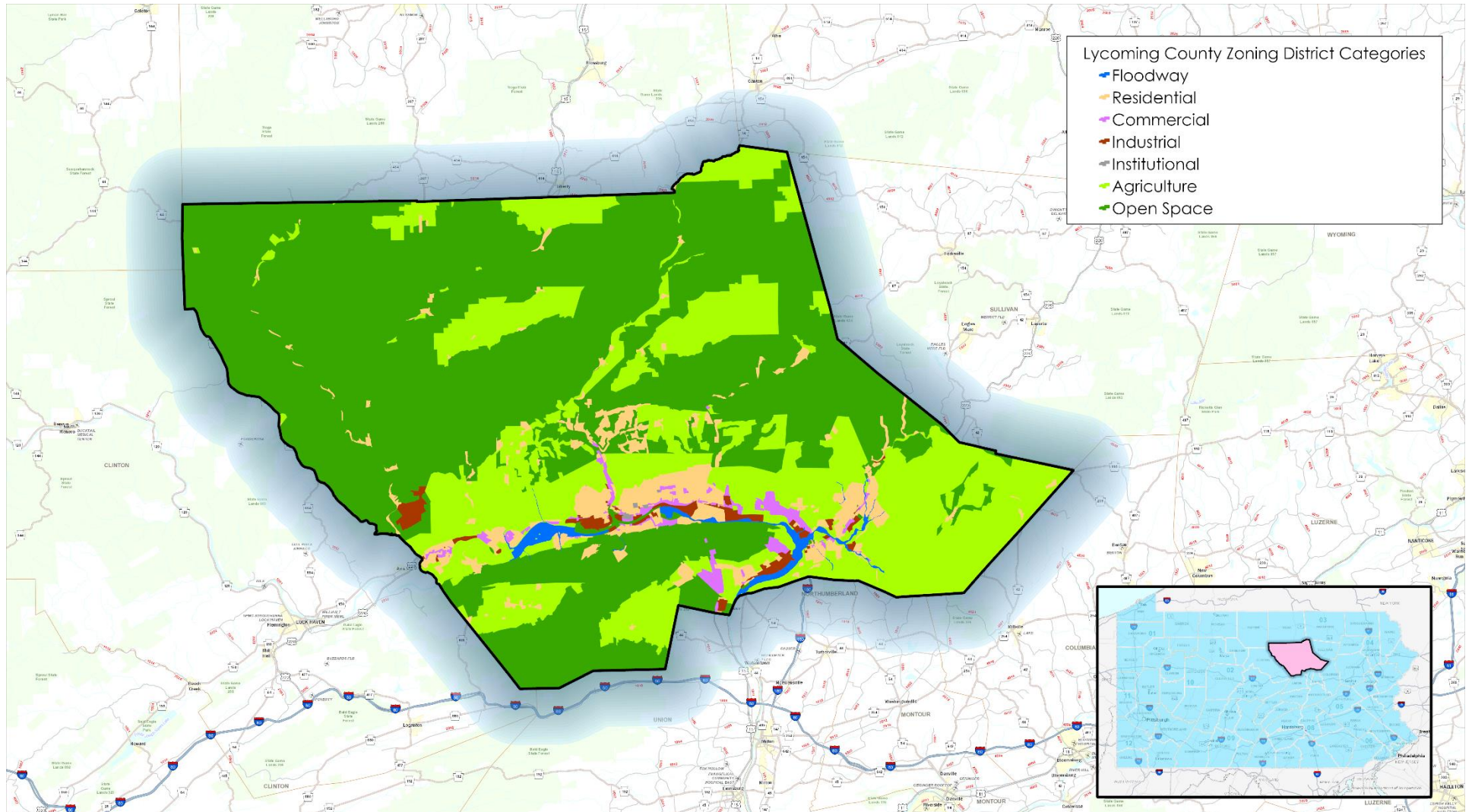
	<i>Future Land Use Category</i>	<i>Purpose</i>
<i>Growth Areas</i>	Business/Industry	To function as centers of commerce supported by industrial activity, and accompanied by institutional facilities and infrastructure
	Downtown	To serve as the diverse community center of mixed uses including commercial activity, civic and institutional facilities, cultural amenities, and affordable housing opportunities
	Neighborhood	To accommodate residential neighborhoods interspersed with public and private services
<i>Rural Resource Areas</i>	Rural	To support traditional agriculture, forestry, and other natural resource production/extraction uses and to accommodate supporting activities
	Rural Center	To concentrate a variety of residential uses and small-scale retail and service activities that support rural communities
	Village	To preserve concentrated residential uses as rural neighborhoods

In addition to these six future land use designations, there are three land use special overlays to provide special protection or development guidance for specific resources or locations. The overlays are:

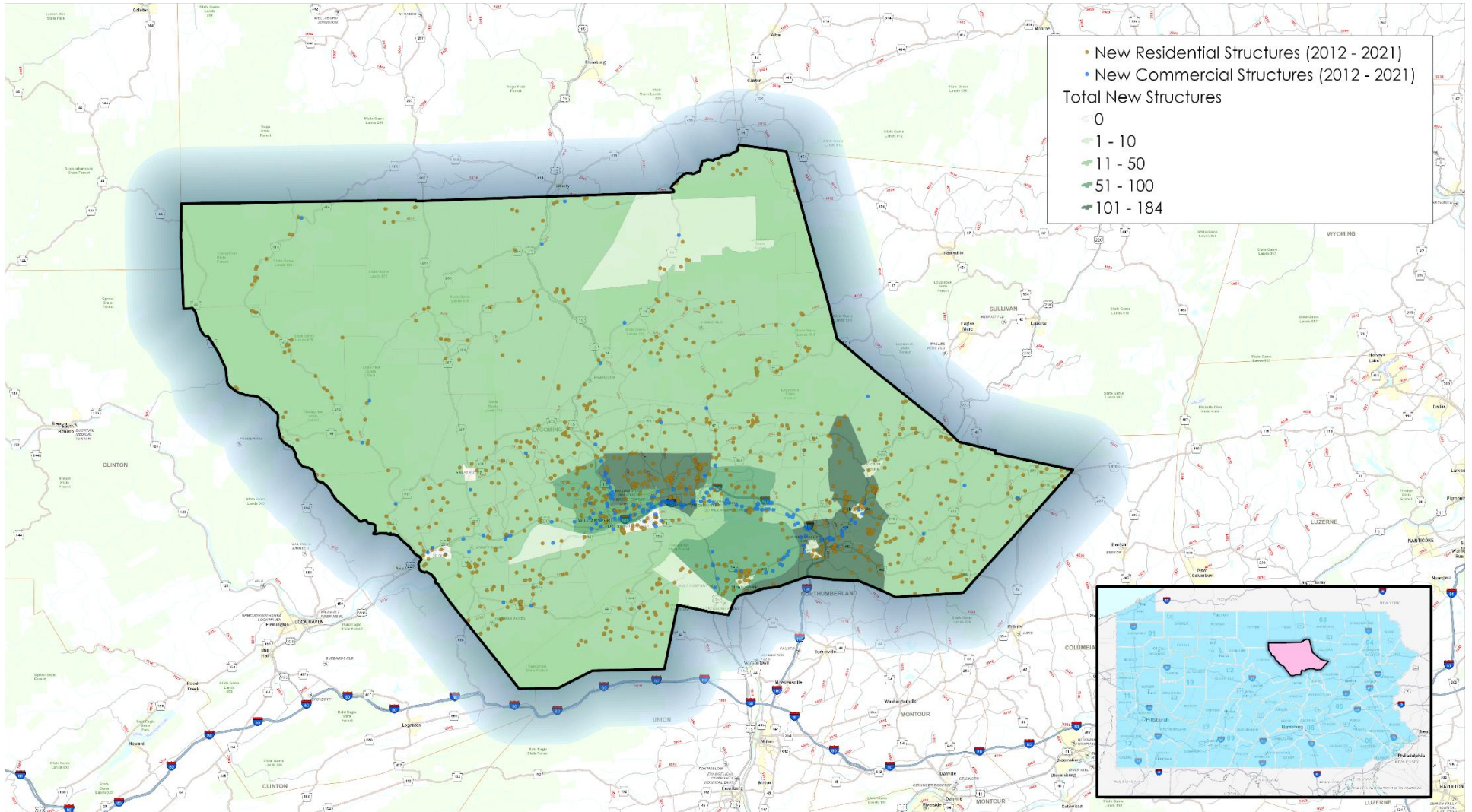
	<i>Overlay</i>	<i>Purpose</i>
	<i>Gateway</i>	To provide special land use and development guidance at the major (and historic) entry points to communities
	<i>Scenic Area</i>	To protect significant natural resources, including stream corridors, high quality watersheds, woodlands, wetlands, groundwater recharge areas, steep slopes (>25%), prime agricultural soils, and scenic areas through special land use and development guidance.
	<i>Floodplain</i>	To conserve lands areas naturally affected by flood events



Periodically, zoning district boundaries are compared to the future land use areas and the overlays. Comparing the desired uses from the future land use categories and overlays, as shown in the previous tables, to existing land use and current zoning illustrates where zoning ordinance revisions will need to be implemented to enable the future land use pattern to happen.



Based on Lycoming County Assessment records, new development in the ten year period 2012-2021 has been most pronounced along the I-180 corridor.

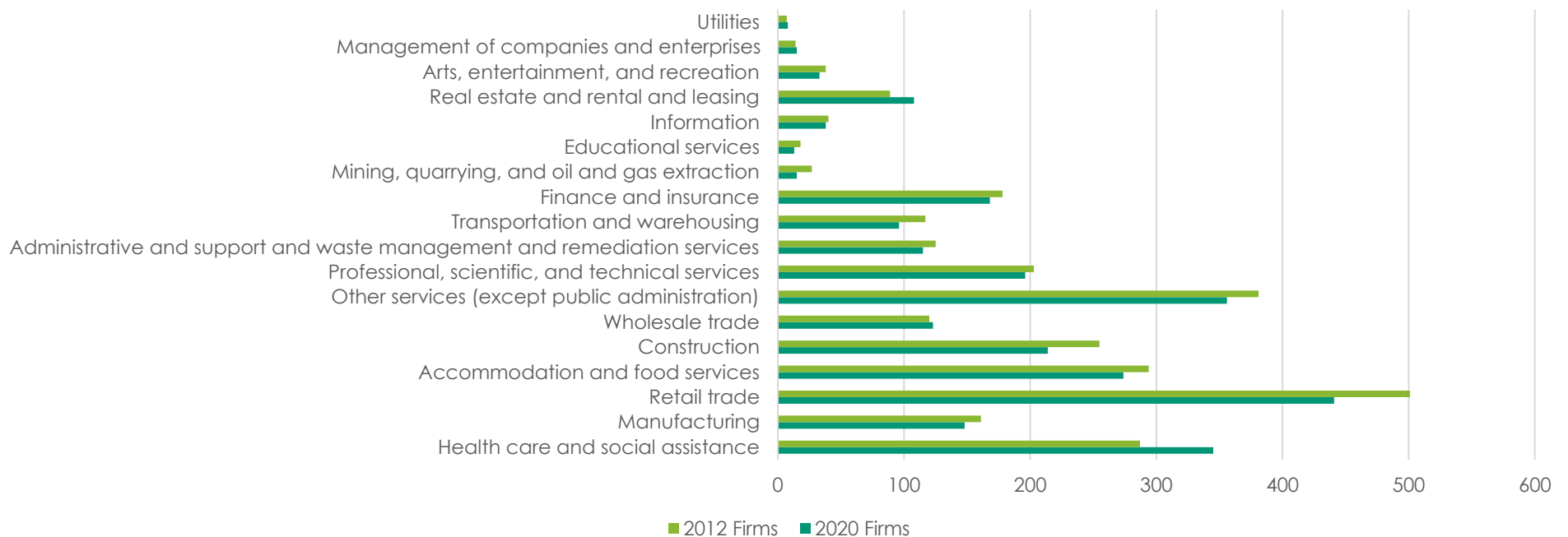


Economic Development and Employment Trends

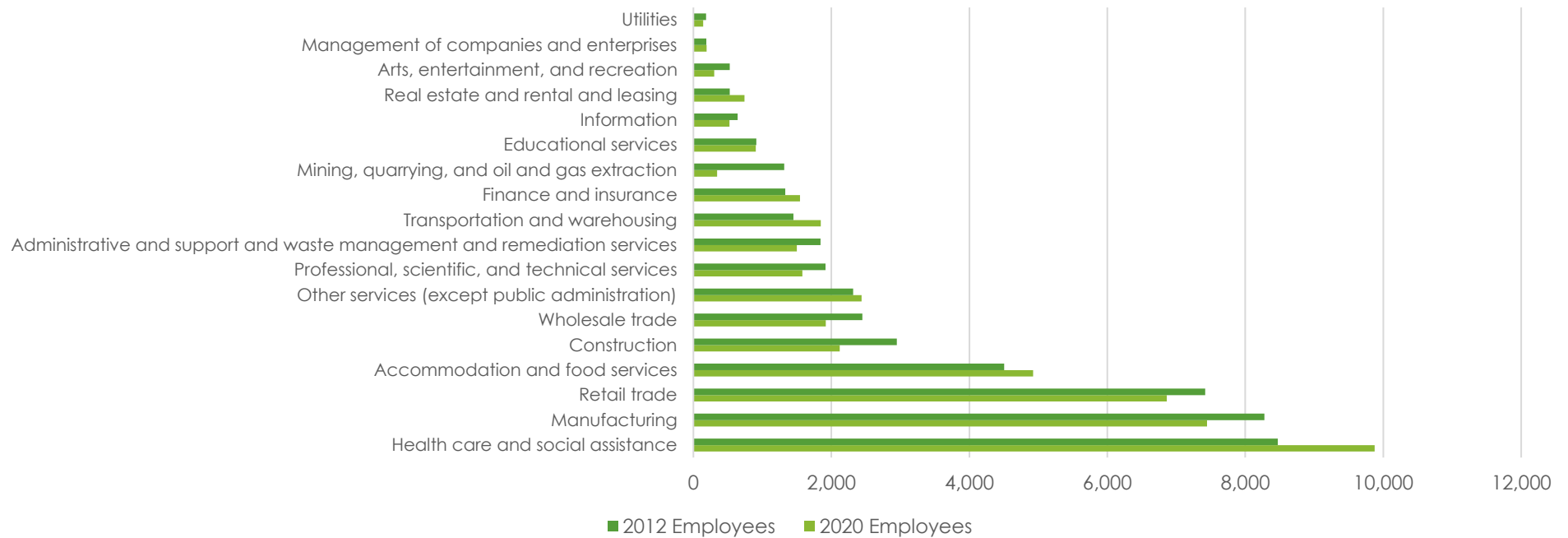
Historically, Lycoming County developed in response to demand for lumber. More recently, steel fabrication, manufacturing, plastics-related industry, outdoor recreation and tourism, and natural gas extraction have become more prominent. Agriculture has also been a constant, major component of the region's economy. Approximately 29% of Lycoming County is currently zoned for agricultural use. The Williamsport metropolitan area serves as an administrative and services hub for north central Pennsylvania and hosts major elements of federal, state, and county governments, including courthouses and the county prison and to major educational and healthcare facilities.

Comparing US Census Bureau County Business Patterns data from 2012 to 2020 reveals some patterns in employment and business development. The manufacturing sector of the Lycoming County economy has been decreasing both in numbers of business establishments and in the number of paid employees continuing a trend highlighted in the last WATS L RTP update. Despite these overall decreases, manufacturing is a large and critical component of the local economy and Lycoming County is home to one of the top freight generating areas in the state of Pennsylvania in the Reach Road industrial area in the city of Williamsport. With the growth of online retail, “brick and mortar” retail trade is also declining both in the number of firms and the number of employees.

US Census Bureau, County Business Patterns



US Census Bureau, County Business Patterns



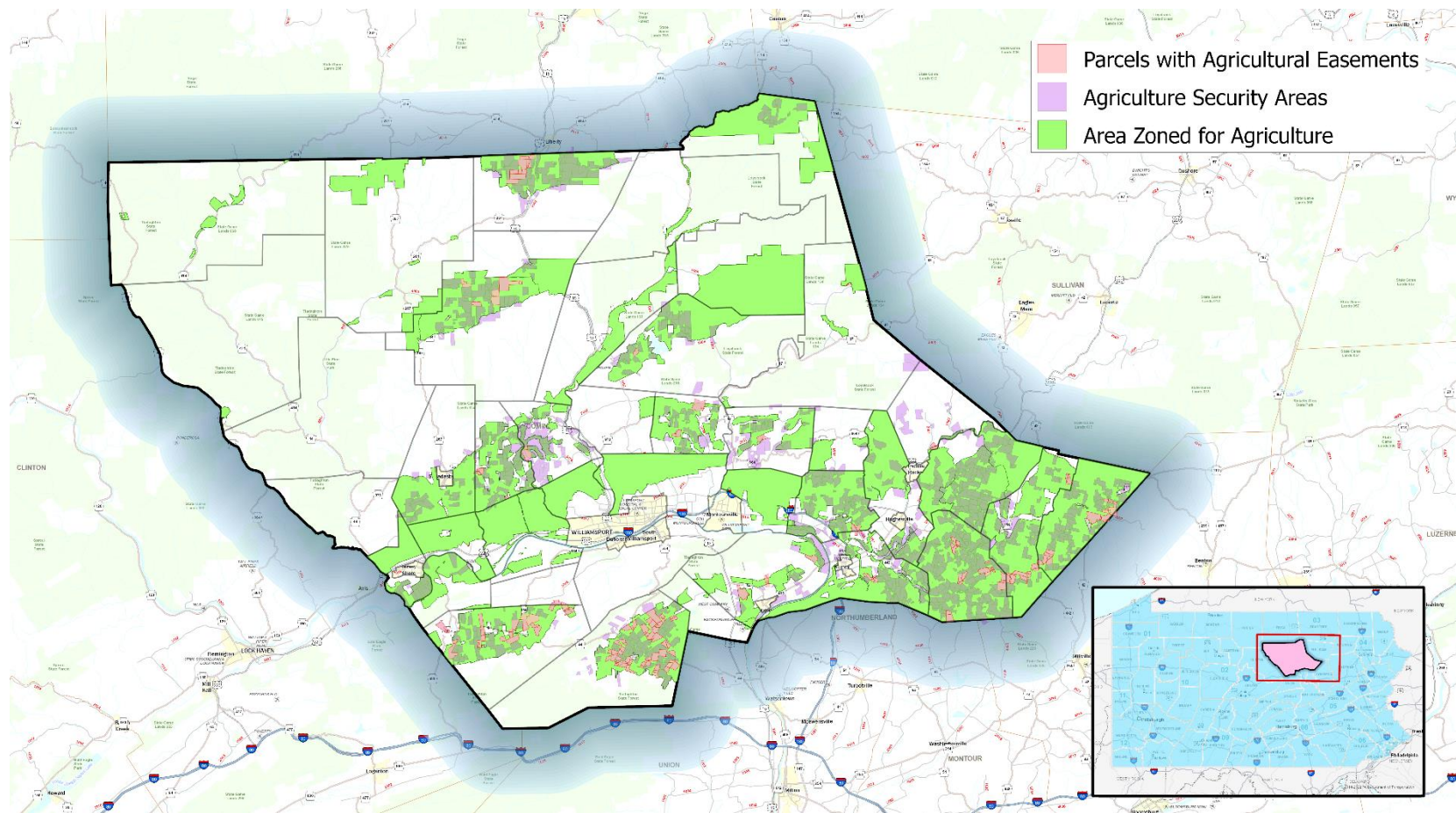
While retail trade and manufacturing have declined both in the number of firms and number of employees, there has been continued growth in employment in the transportation and warehousing sector and large gains in health care and hospitality. Growth in the hospitality sector is especially important for Lycoming County because of its potential for attracting outdoor recreation tourism.

Outdoor Recreation and Tourism

As noted in the 2018 LRTP, Lycoming County serves as a convenient gateway to the [PA Wilds region](#), a tourism promotion region in northcentral Pennsylvania. According to Pennsylvania Department of Conservation and Natural Resources data, Lycoming County has 295 miles of hiking trails, 202 miles of biking trails and routes, and about 250,000 acres of public lands. There are 16 public boat launches according to Pennsylvania Fish & Boat Commission information. Lycoming County also has vast tracts of state forest and state game lands and world class hunting and trout fishing opportunities. The county also contains numerous historic and cultural resources, not the least of which is the annual Little League World Series and the headquarters of Little League International. Because of its central location in the northeast, Lycoming County would be a natural site for large events such as sports tournaments and music festivals.

Agriculture

Every five years, the United States Department of Agriculture conducts a "[Census of Agriculture](#)." The most recent census results available during the preparation of this plan were acquired in 2017. The results of that census reinforce the importance of agriculture to the economy of Lycoming County. In the 2017 Census of Agriculture, Lycoming County had 1,043 farms with a total area of 186,130 acres. This represents a stunning 23% of the total land area of the county. The total value of agricultural products produced in Lycoming County in 2017 was \$63,713,000 up from \$53,381,000 ten years prior (a 19.4% increase). The major commodities produced in 2017 in Lycoming County by value were grains, greenhouse/floriculture, dairy products, and hogs/pigs. As part of the central region of the Commonwealth, Lycoming County as identified in the Pennsylvania Comprehensive Freight Movement Plan as an area where growing international demand for United States food products would produce slow and steady growth in the agriculture industry with strong ties to a growing segment of the economy devoted to producing prepared foods.



Environmental, Natural, and Cultural Resources

Lycoming County is rich in scenic and natural resources, including mountains, woodlands, wildlife, vegetation, agriculture and water sources. These resources form unique and scenic landscapes. Natural resources are discussed in two broad categories: water resources and land resources. The major development centers of the county are located along the West Branch of the Susquehanna River. An abundance of open space lands exists adjacent to developed communities as well as within the floodplain.

Projects in Lycoming County are assessed in their potential impact to these resources using the [PennDOT OneMap](#) online mapping tool. The following layers are currently available within the map:

Mussel Management Streams	Navigable Waters
Trout Stocking Streams	Water Trails
Class A Trout Streams	Floodplains
Wilderness Trout Streams	Exceptional Value Watersheds
Trout Natural Reproduction Streams	Non-attaining Watersheds
Stocked Trout Lakes	Major River Basins/Watersheds
Existing Use High Quality/Exception Value Streams	Small River Basins/Watersheds
Designated Use High Quality/Exceptional Value Streams	Total Maximum Daily Load Watersheds
National Wetlands Inventory	Total Maximum Daily Load Streams
Hydric Soils	Total Maximum Daily Load Lakes
Modeled Primary Wetlands	Erosion and Sedimentation Control Facilities
Underground Storage Tank Locations	Non-attaining Lakes
Act 167 Plan Areas	Non-attaining Streams
DCNR Trails	MS4 Municipalities
Farmland Soils	Public water supply areas
Protected Federal Lands	Local Parks
State Forests	Historic Properties
State Game Lands	Stafford Act Properties
State Parks	

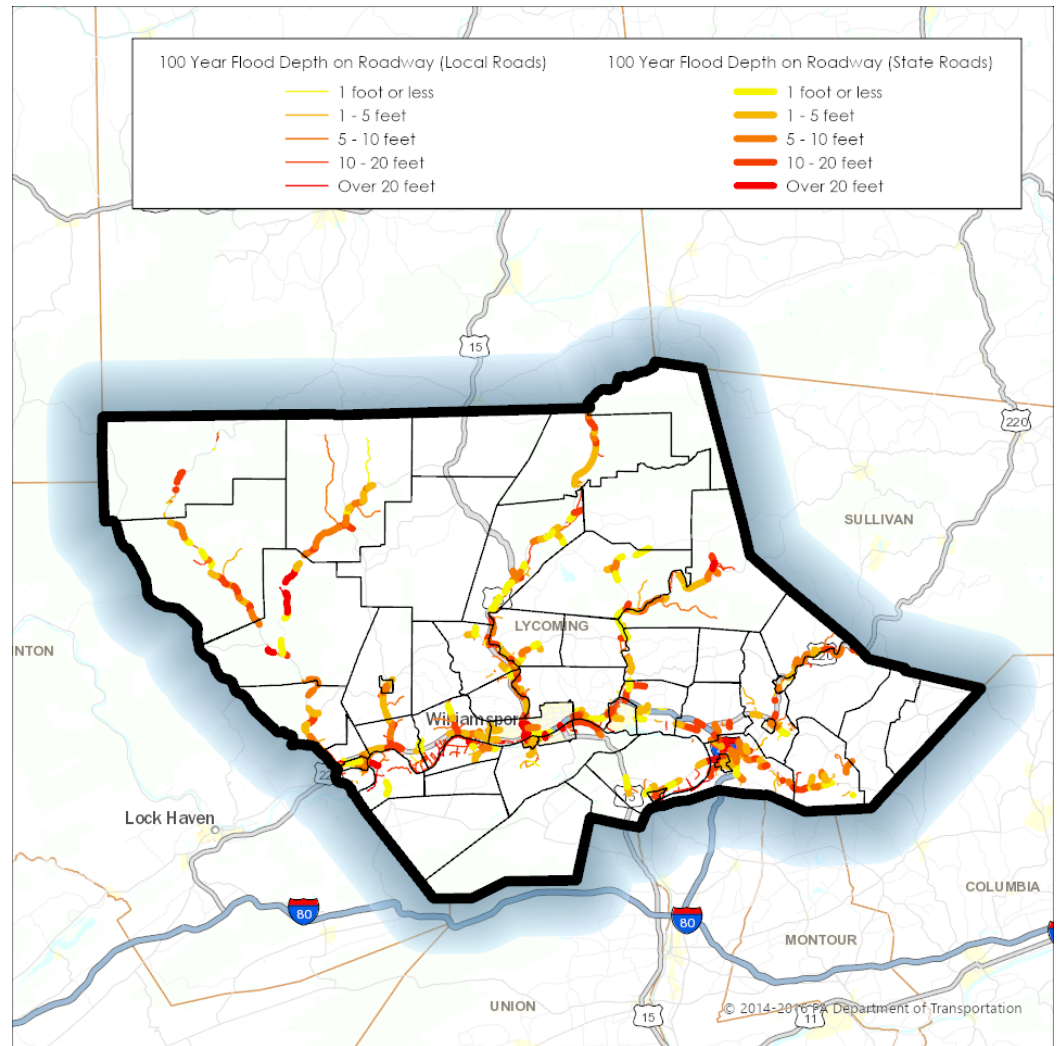
Transportation System Resiliency

In 2005, Lycoming County was the first county in the Commonwealth to work with the Federal Emergency Management Agency and PA Emergency Management Agency to prepare and adopt a comprehensive Hazard Mitigation Plan. The Plan was most recently updated in 2021. This plan identifies and prioritizes hazards that may affect the County and its municipalities, assesses vulnerability to these hazards, identifies mitigation actions that can reduce that vulnerability and develops strategies for implementing needed actions, including parties responsible for plan implementation. WATS staff have been involved in all countywide hazard planning activities to ensure that the impacts of various hazards on the transportation system are considered.

Flooding

The most common hazard occurrence that causes long term and costly recovery is major damage to transportation facilities attributed to major floods. Floods are generally categorized based on the annual probability of a certain severity flood event. "Floodplain" is commonly understood to be all areas with at least a 1% annual probability of seeing a flood event. In Lycoming County, there have been three flood events of a scale meeting or exceeding the 1% annual probability extent since 1996: the January, 1996 flood, the September, 2004 Tropical Storm Ivan flood and the September, 2011 Tropical Storm Lee flood. This last flood cause nearly \$ 50 million in public transportation infrastructure damages. Heavy rain events in 2016 caused severe localized flooding in the north central part of Lycoming County and caused damage to many roads and bridges.

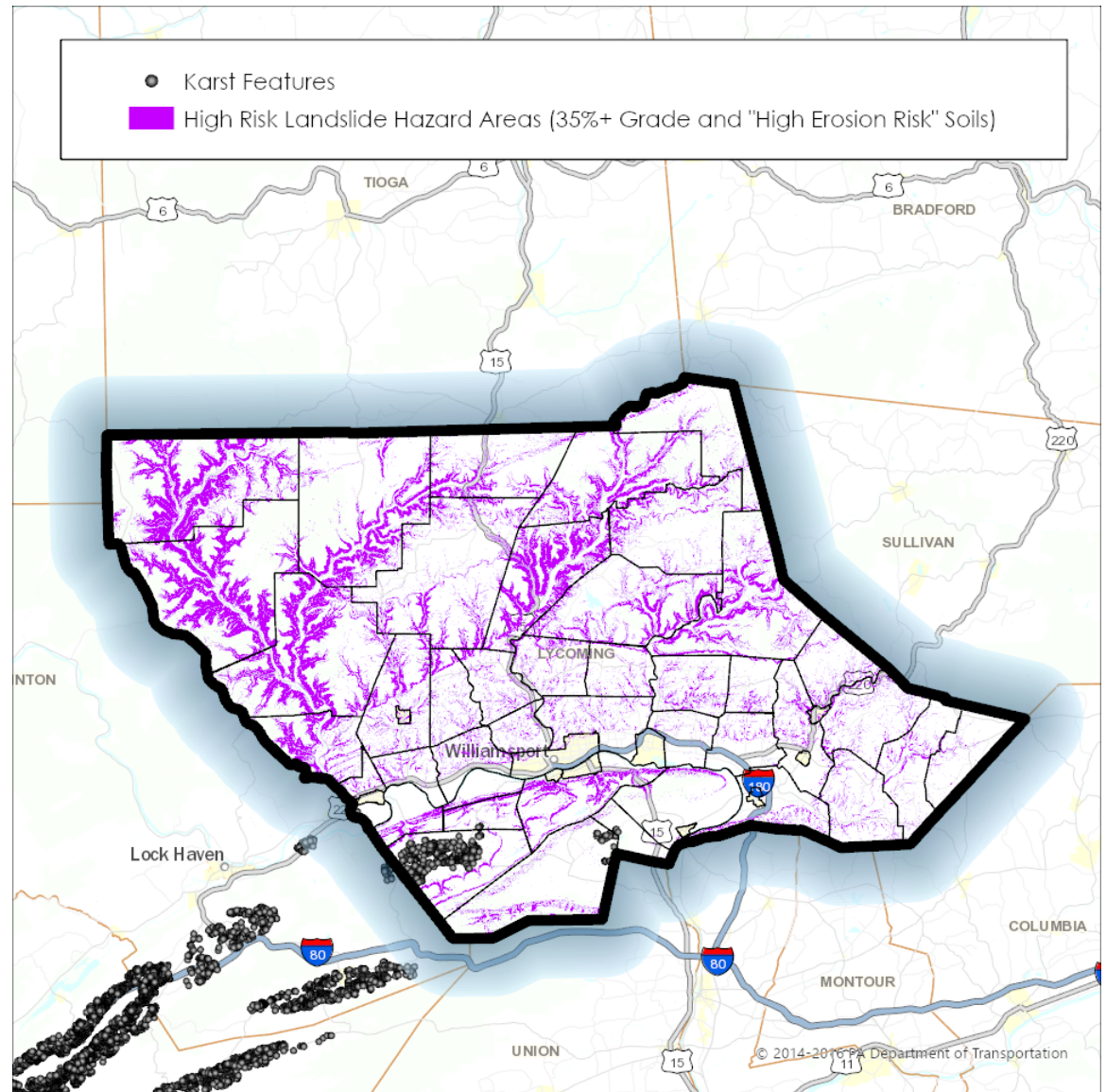
In 2016, Lycoming County completed a multiyear effort to update and enhance local flood data. One outcome of this effort was an updated flood risk database that was used to assess the flood risk to all road segments in Lycoming County. The resulting analysis was then provided to PennDOT and used in an innovative extreme weather vulnerability pilot study along with Philadelphia and Allegheny County. This study produced a database showing the future flood risk to both state and local roads at the segment level and gives WATS the ability to analyze the road system in terms of future high flooding risk countywide.



Landslides and subsidence

Lycoming County is characterized by a terrain of mountains and valleys. The West Branch of the Susquehanna roughly bisects the county into two geologic regions with the northern part of the county dominated by shale and sandstone that can be prone to landslides and the southern part of the county featuring limestone bedrock dotted with karst features and prone to subsidence events. Since the 2018 update to the WATS LRTP, there has been a pronounced increase in incidence of landslide and subsidence events impacting Lycoming County roadways. Warrensville Road (SR 2039) was closed for several years while a multimillion-dollar repair project was completed. Multiple slides on Little Pine Road (SR 4001) in Cummings Township have impacted access to Little Pine State Park and threatened one of the few roadways connecting communities in the rural northwest corner of Lycoming County. To assist in planning for future events, WATS has produced a database identifying karst areas as well as all areas of the county with steep slopes (derived from 2017 statewide LiDAR elevation data) and soils most vulnerable to erosion. PennDOT District 3 also maintains a list of all known active slide locations for monitoring.

It is highly likely that due to increased rainfall in the winter and spring under current most likely climate forecasts, that slide and subsidence events are likely to increase in Lycoming County over the next 25 years.



Chapter Three

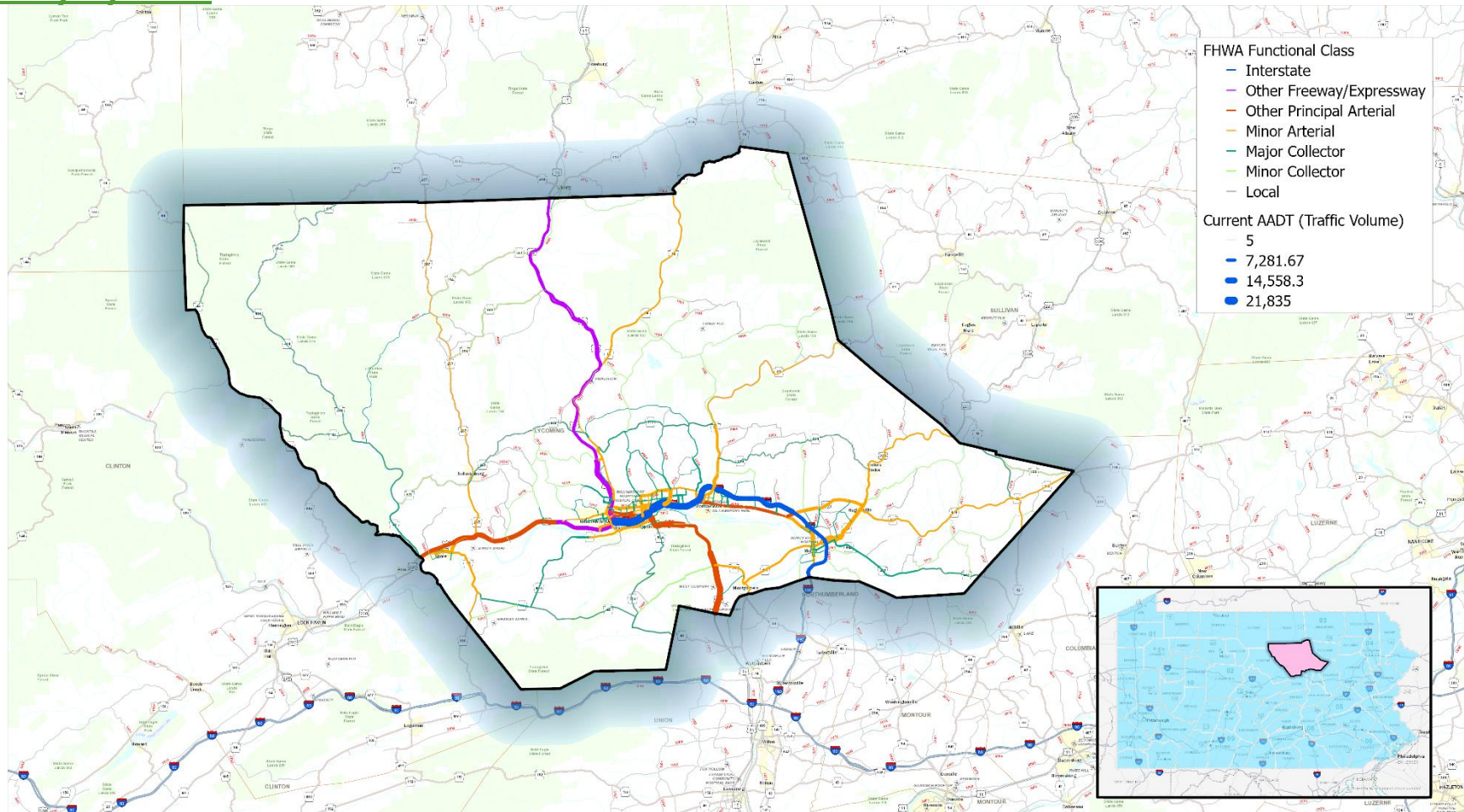


Multimodal Transportation System

Multimodal Transportation System Inventory

This Chapter of the WATS Long Range Transportation Plan provides a description of the existing multi-modal transportation system in Lycoming County encompassing highways and bridges, public transportation, airports, railroads, and active transportation facilities. There are no waterway or inland ports located in the County. An inventory of current transportation assets by transportation mode will be provided, including a current physical condition and operational performance needs assessment. This data driven inventory and assessment is important to properly address transportation asset management needs and to improve operational performance of the overall system in terms of public safety, security, efficiency and cost effective movement of people and goods.

Highway System



Highway Designations / Classification System

According to PennDOT data, there are 2,098 linear miles of publicly owned roadways throughout Lycoming County. PennDOT owns 903 linear miles, (43%) of public roadways in Lycoming County. In addition, there are 1,195, (57%) of locally-owned roadways owned by 52 different local municipalities included on the PennDOT Liquid Fuels System. Other agencies own the remainder of roads in the County, notably DCNR who own and operate many miles of state forestry roads that provide critical connections in the most rural parts of the county. Lycoming County government only owns two roads which are County Farm Road at the Lysock View county complex housing the Department of Public Safety (911 center), Pre-Release and county farm and an entrance road to the White Deer Recreation Complex. There are federal designations and classifications established for highway systems in the nation as noted in the following sections.

Road Functional Classification System

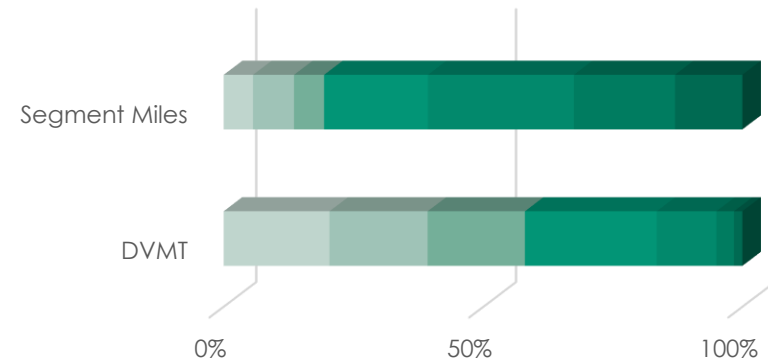
The Federal Highway Administration, PennDOT and Metropolitan & Rural Planning Organizations cooperatively establish and update maps that delineate various road classifications which group roadways along a spectrum based on the type of highway service provided. The idea is that our roadway network must simultaneously meet two contradictory goals: mobility and access. The functional classifications indicate where a particular road exists along the spectrum between pure mobility (e.g. limited access, high speed highways intended for long distance travel) and pure access (e.g. low speed neighborhood streets). The hierarchy of functional classifications established by the Federal Highways Administration, from the most mobility-centric to the most access-centric is as follows:

Interstates: “Limited access, divided highways offering high levels of mobility while linking the major urban areas of the United States”

Other Freeways and Expressways: “Directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections”

Other Principal Arterials: “Serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Abutting land uses can be served directly.”

State Highway System by Functional Classification



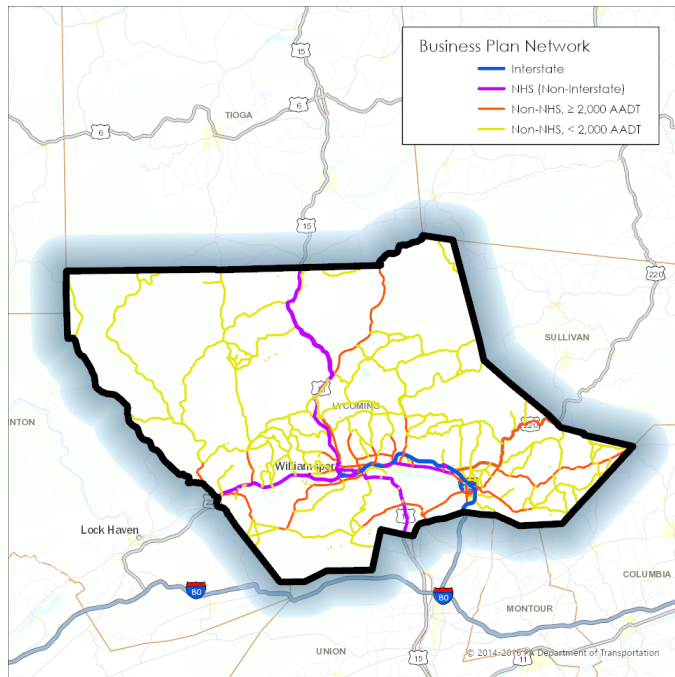
	DVMT	Segment Miles
Interstate	476,611	48.66
Other Freeway/Expressway	441,839	67.92
Other Principal Arterial	438,564	49.75
Minor Arterial	595,937	172.01
Major Collector	269,190	242.05
Minor Collector	79,337	167.80
Local	37,686	111.92

Minor Arterials: "Provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system."

Major and Minor Collectors: "Gather traffic from Local Roads and funnel them to the Arterial network. Major Collector routes are longer in length, have lower connecting driveway densities, have higher speed limits, are spaced at greater intervals, have higher annual average traffic volumes, and may have more travel lanes than Minor Collectors"

Local Roads and Streets: "Not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land"

The only federally designated Interstate highway in Lycoming County is Interstate 180 which is 19.5 miles long between US-15 in the City of Williamsport and the Lycoming/Northumberland County line. I-180 continues through Northumberland County terminating with Interstate 80, the longest coast to coast east-west Interstate highway in the nation connecting the Atlantic and Pacific Oceans.



Of the PennDOT managed highway system in Lycoming County, the majority of road mileage (63%) is classified as either local roads or collectors. The remaining mileage is classified as arterial or interstate/freeways underscoring the vast rural nature of the county-wide road system. Of the total road system, approximately 499 linear miles of roadway (25%) are on the approved federal-aid system. The National Highway System, (NHS) consists of roadways important to the nation's economy, defense and mobility including the Interstate Highway System as well as other roads important to National defense. The NHS is developed by the US Department of Transportation in cooperation with States, local officials and metropolitan planning organizations, such as WATS. Originally, I-180, US-15 and a portion of US-220 were identified as NHS routes. MAP-21 created an Enhanced NHS where a portion of SR 2014 was added to the system.

A portion of federal funding authorized under MAP-21 is dedicated to the maintenance, preservation and upgrade of the National Highway System referred to as the National Highway Performance Program, (NHPP).

PennDOT classifies its roadway assets into four Business Plan Networks which conveniently categorize roadways in a way that incorporates both the relative hierarchical functional role and the funding eligibility of the roadway:

Business Plan Network 1 – Interstate

Business Plan Network 2 – National Highway System (NHS), Non-Interstate

Business Plan Network 3 – Non-NHS with Average Daily Traffic, (ADT) greater than 2,000

Business Plan Network 4 – Non-NHS with Average Daily Traffic, (ADT) less than 2,000

Roadway Condition Assessment

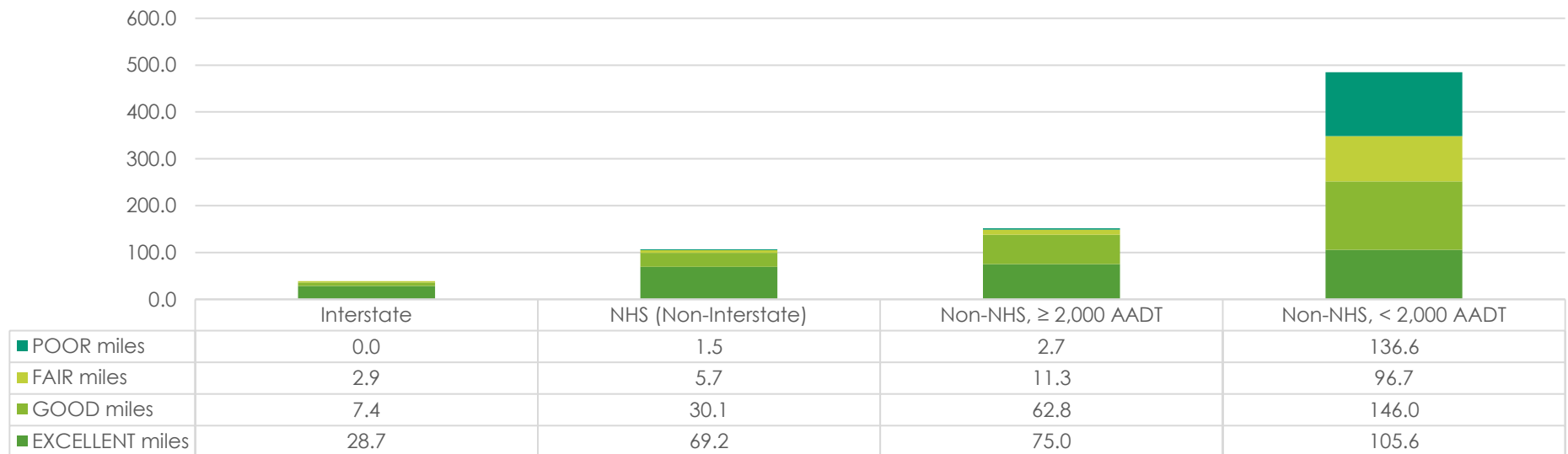
Details of pavement conditions in Lycoming County are only known on PennDOT owned roadways. Comprehensive pavement condition data and assessments are not available on locally owned roadways as 52 different local municipalities own these roads and each has their own asset management data and approach to maintenance and preservation of roads under their ownership. To meet the goals of federal transportation

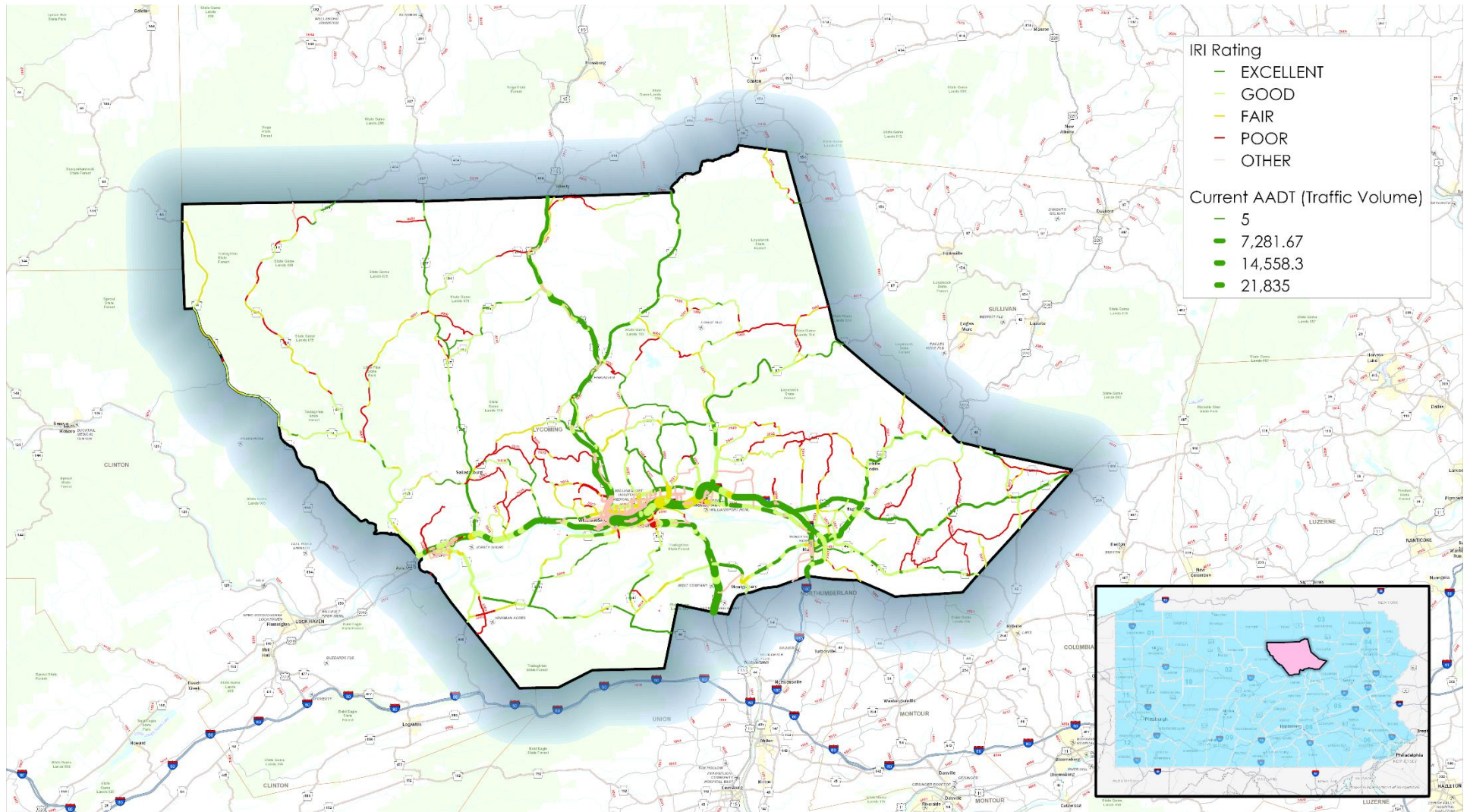
legislation beginning with MAP-21, PennDOT has developed Performance Measures Annual Reports for State-owned Highways as a key tool to assist in proper asset planning and management – collectively known as PM-2. These reports are used by PennDOT and MPO/RPO planning partner agencies, including the WATS MPO to provide key measures to formulate investment decisions in meeting pavement asset management needs.

The state highway system in Lycoming County has met performance measure targets on both the interstate and overall National Highway System every year since 2017. These performance measures are PennDOT's state-wide performance measure targets and the WATS MPO has agreed to support these PM's. The primary performance measures to assess roadway pavement conditions consist of International Roughness Index (IRI) data. IRI is a worldwide standard for measuring pavement smoothness. This index measures pavement roughness in terms of the number of inches per mile that a laser, mounted in a specialized van, jumps as it is driven across the roadway system. The lower the IRI number, the smoother the ride. IRI pavement conditions are then classified as excellent, good, fair or poor for each of the four Business Plan networks.

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Interstate Percent Poor IRI	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Target	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
NHS Percent Poor IRI	2.10%	1.80%	2.60%	2.30%	2.30%	0.49%	0.34%	0.53%	0.06%	0.01%
Target	0.20%	0.20%	0.20%	0.20%	2.30%	2.30%	2.30%	2.00%	2.00%	2.00%

IRI by Business Plan Network

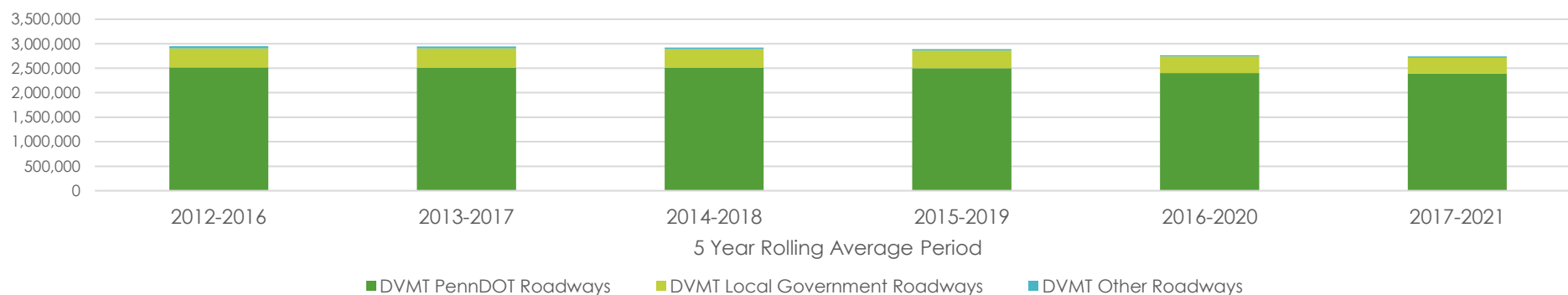




There are very few road segments in Lycoming County with high traffic volumes and low pavement quality.

Operations

When assessing the adequacy of the roadway network, it is important to look beyond pavement conditions when identifying improvement needs. There also needs to be a focus on improving highway safety and promoting efficient traffic flows to manage congestion. It is essential to utilize data driven methods to evaluate highway safety and efficiency and to determine appropriate strategies to enhance overall system performance. First, it is important to note that there has been a continued trend of a decrease in traffic volume in Lycoming County that supports the demographic modeling showing a continued decrease in population.



WATS has supported the PennDOT Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) as described in Chapter 2.

WATS Travel Time Reliability

	2017	2018	2019
Interstate Reliability	100%	100%	100%
Non-interstate Reliability	98.30%	98.30%	97.40%
Truck Reliability	1.16	1.18	1.19

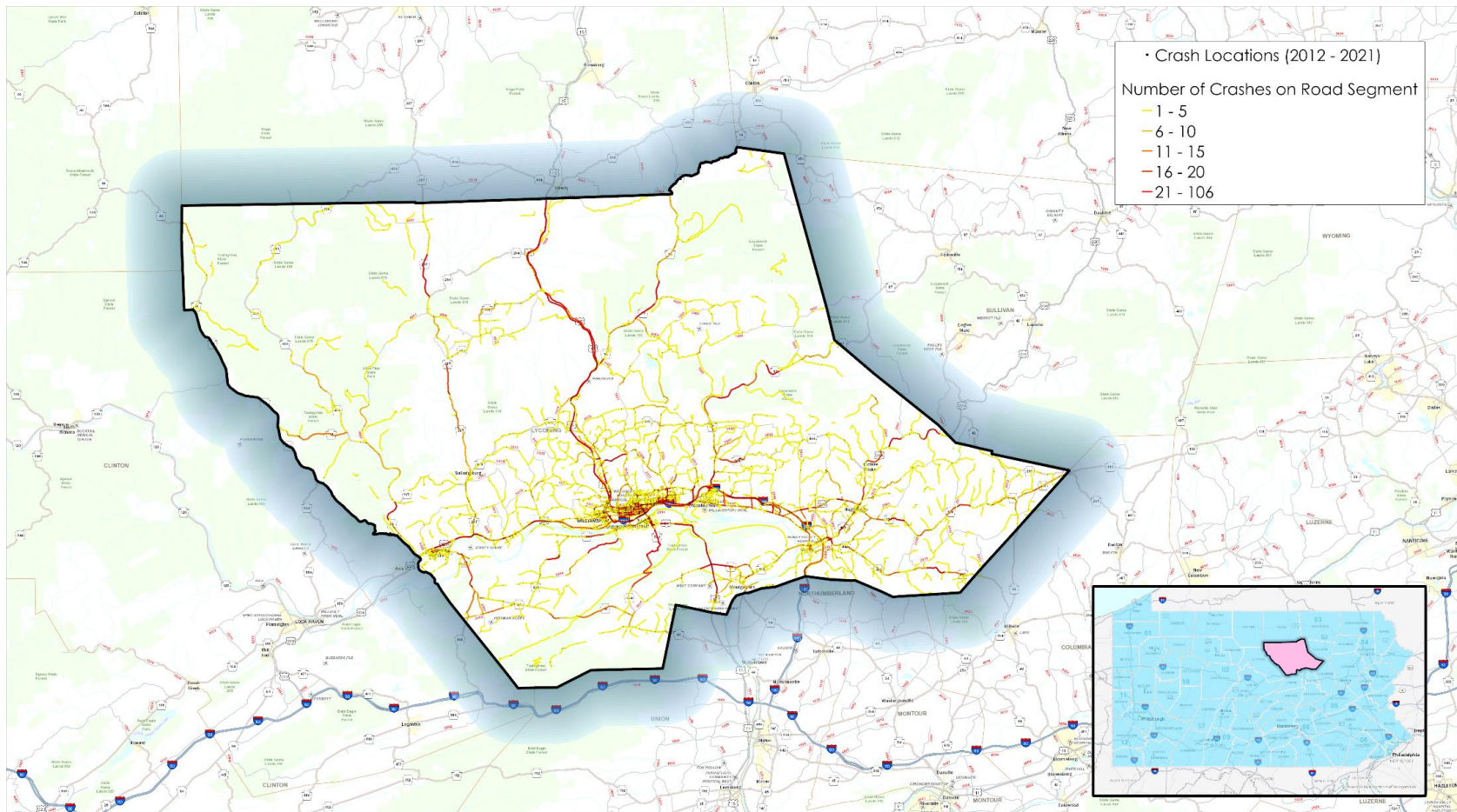
Pennsylvania Travel Time Reliability

	2017	2018	2019
Interstate Reliability	89.8%	89.6%	89.9%
Non-interstate Reliability	87.4%	88.2%	88.4%
Truck Reliability	1.34	1.39	1.36

Congestion management is broadly tracked and monitored through the PM-3 performance measures. Of these measures, three apply to WATS: Percent of Person-miles Traveled on the Interstate System that are Reliable, Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable, and Interstate System Truck Travel Time Reliability Index. Historically, interstate reliability has been excellent on I-180 in Lycoming County. However, the other two measures have been trending marginally worse (although better than the overall statewide measures). It is anticipated that implementation of projects in the Central Region ROP and the CSVT Impact Special Study identified in Chapter 2 will have an impact in addressing these trends.

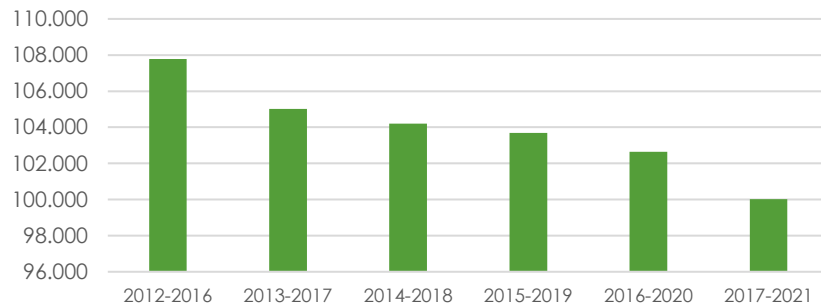
Highway Safety

The FAST Act federal legislation placed high significance on highway safety mandating the development of State Strategic Highway Safety Plans, dedicated federal funding for a Highway Safety Improvement Program, (HSIP) to drive investment decisions by States in cooperation with MPOs and RPOs, and requiring state DOTs to set specific performance targets related to safety – these performance measures are collectively known as PM-1.

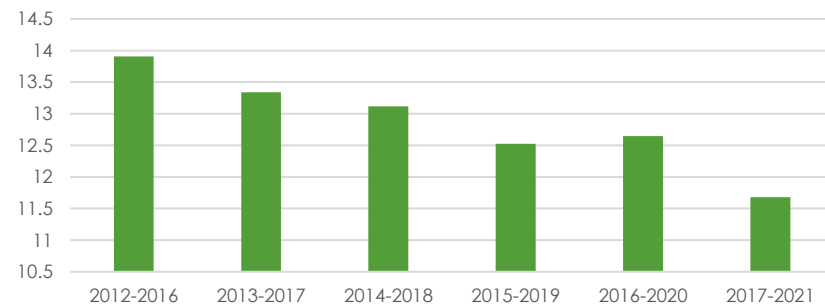


As stated in Chapter 2, the three primary focus areas of the current Pennsylvania Strategic Highway Safety Plan are lane departures, impaired driving, and pedestrian involved crashes. We are proud to report that even when taking overall traffic volume decreases into consideration, the rates of these crash types have been declining in Lycoming County. The overall crash rate in Lycoming County has also been declining steadily.

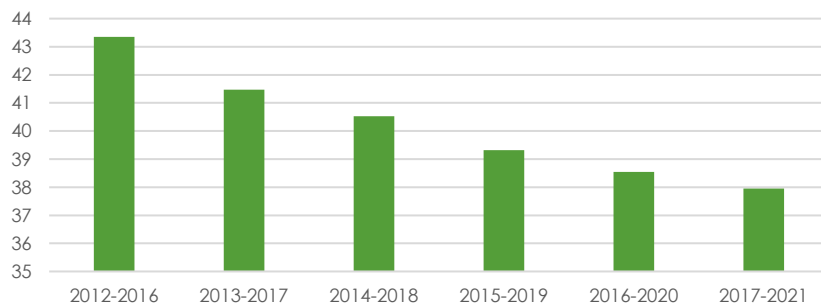
Total Crashes per 100 Million Miles Traveled



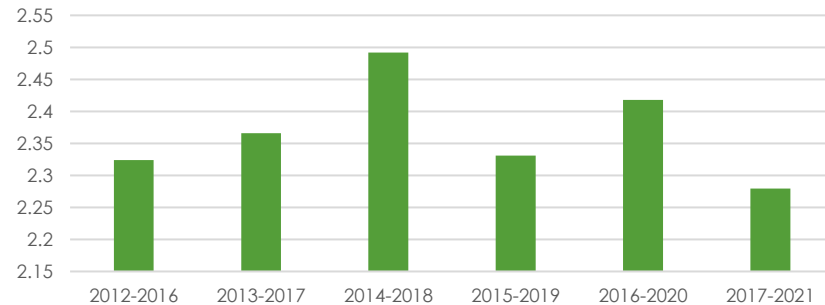
Impaired Driver Crashes per 100 Million Miles Traveled



Lane Departure Crashes per 100 Million Miles Traveled

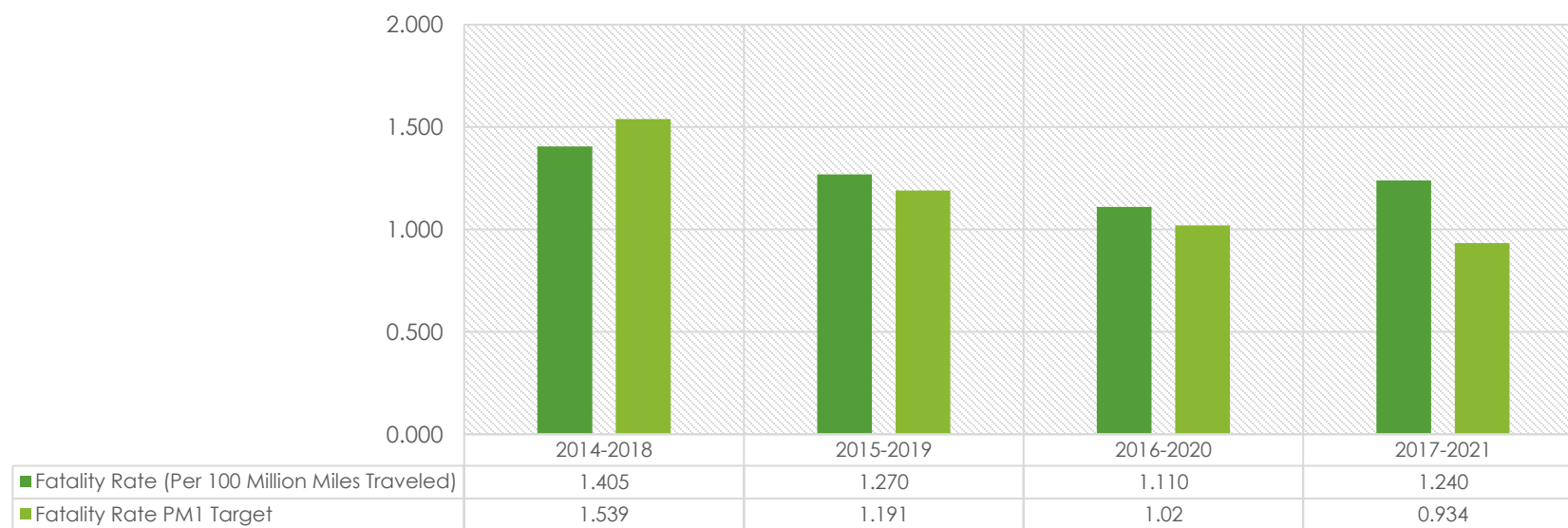
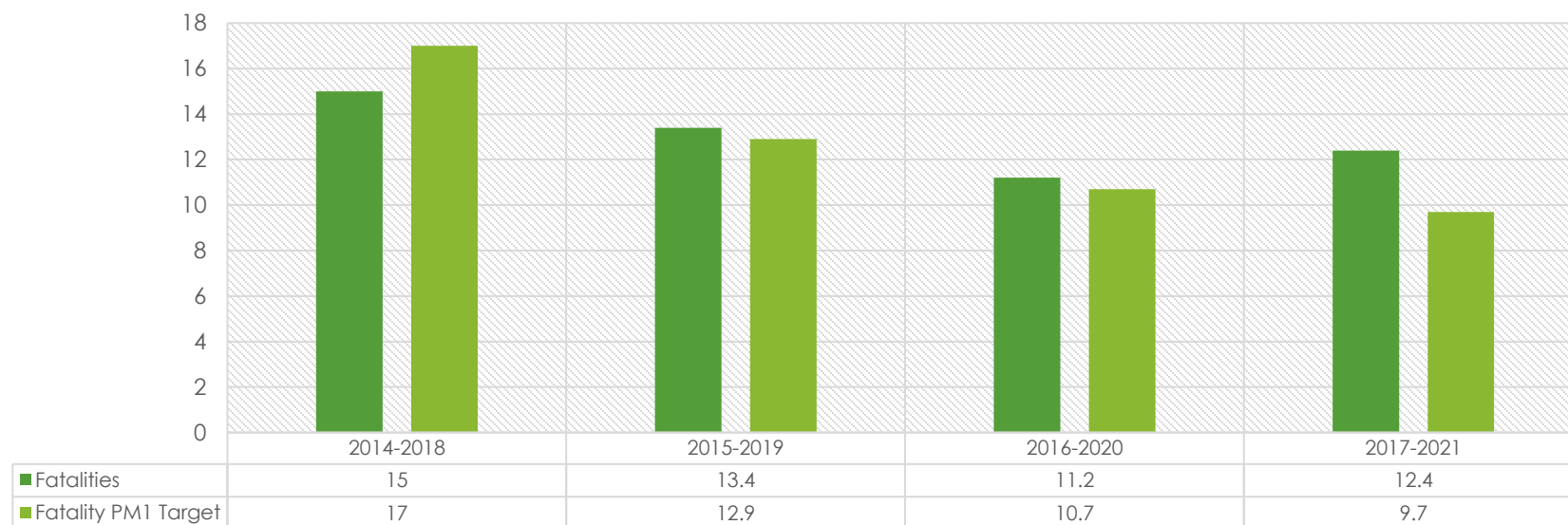


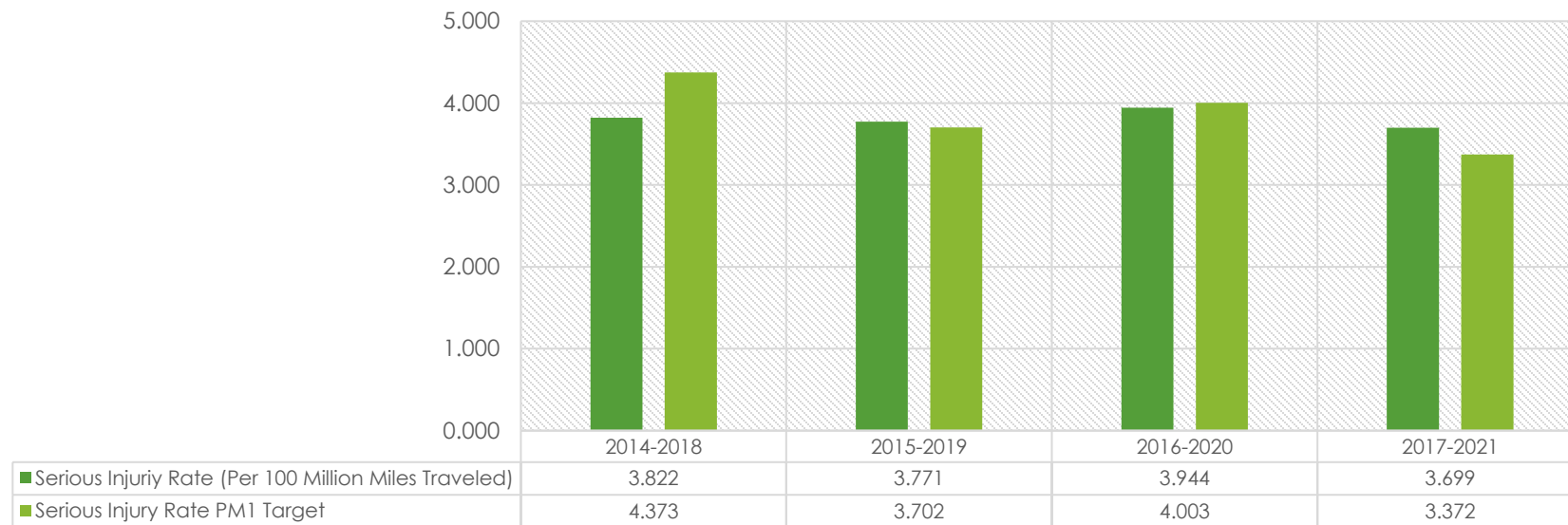
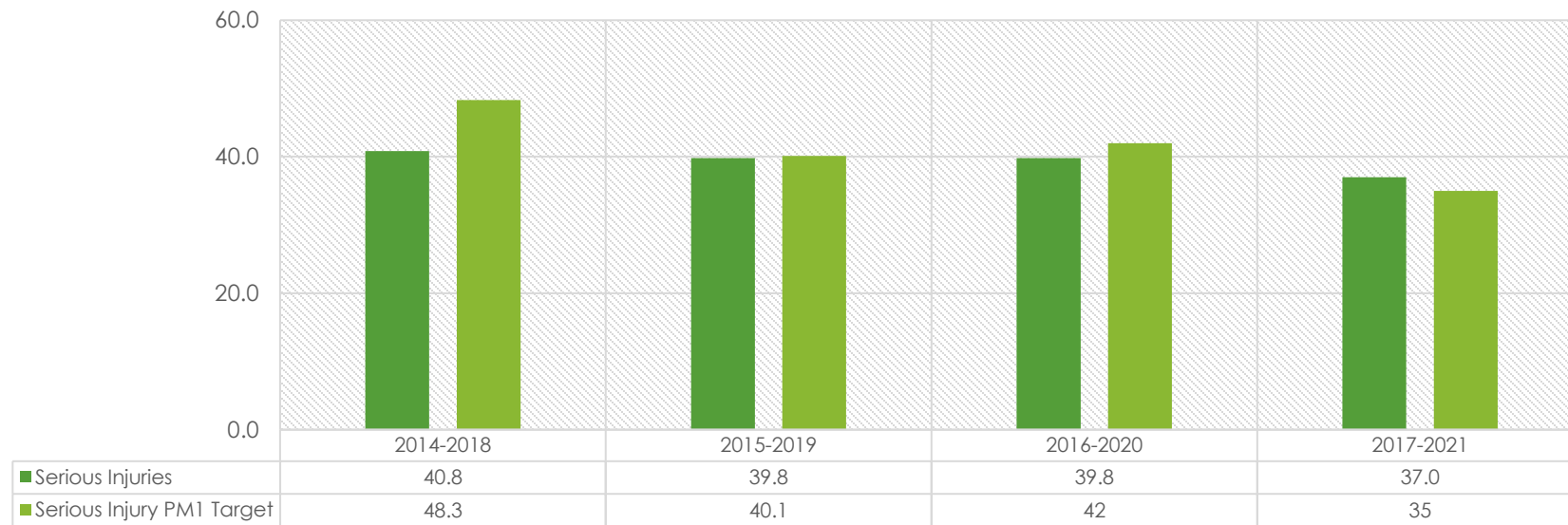
Pedestrians Involved in Crashes per 100 Million Miles Traveled

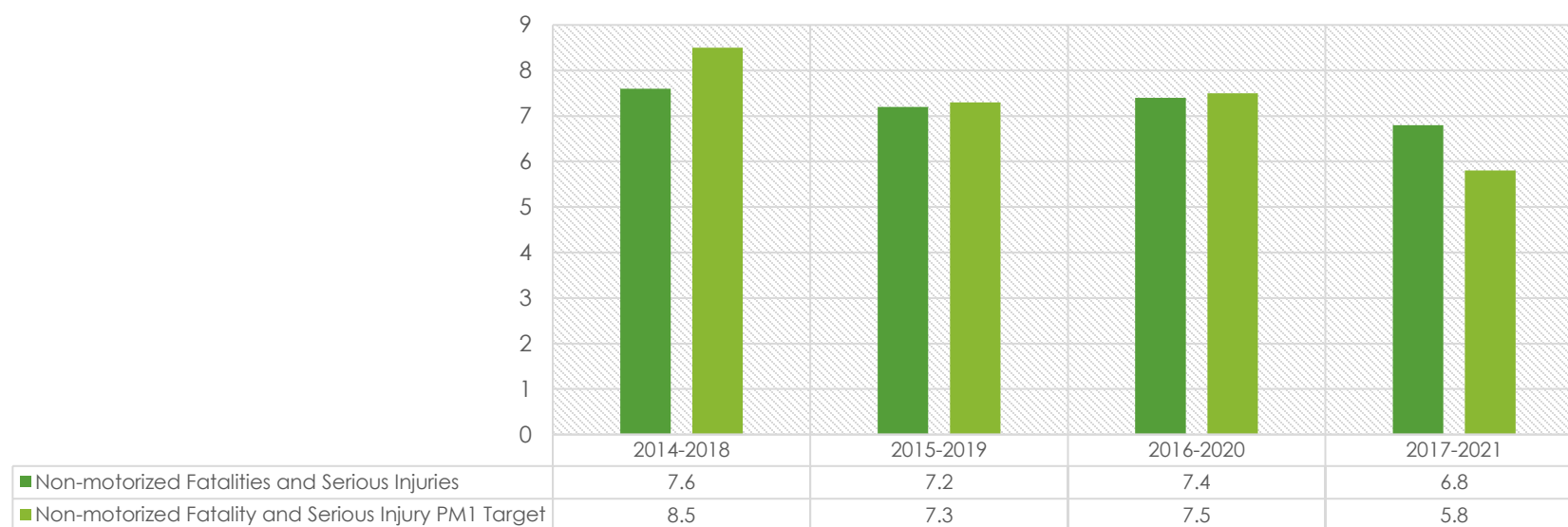


FHWA has established five performance measures to track progress toward improved highway safety. These are reported as the five-year rolling averages of the following measurements:

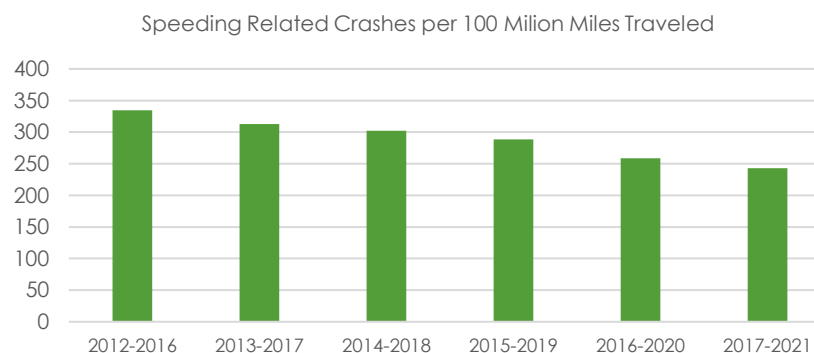
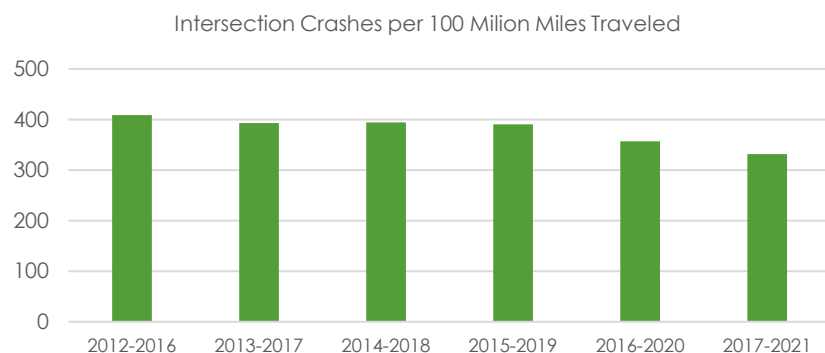
1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries



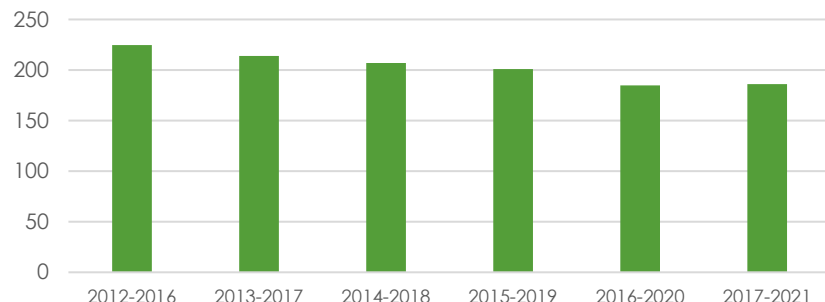




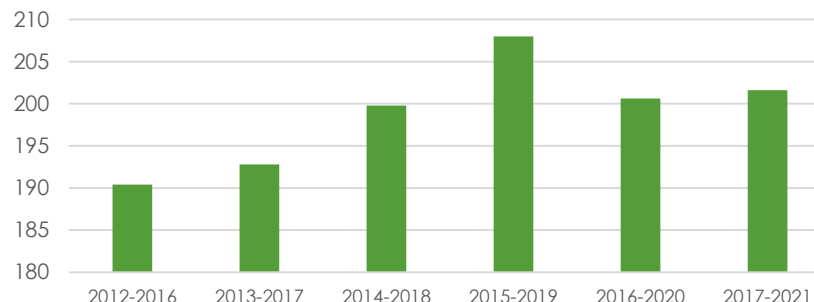
While most crash statistics for Lycoming County show a trend of improvement, these incremental improvements have been insufficient to meet the aggressive target setting. In an attempt to find additional focus areas where infrastructure improvements within the scope of this plan could assist in meeting safety performance measure targets, four other crash types were studied.



Young Driver Crashes per 100 Million Miles Traveled



Mature Driver Crashes per 100 Million Miles Traveled



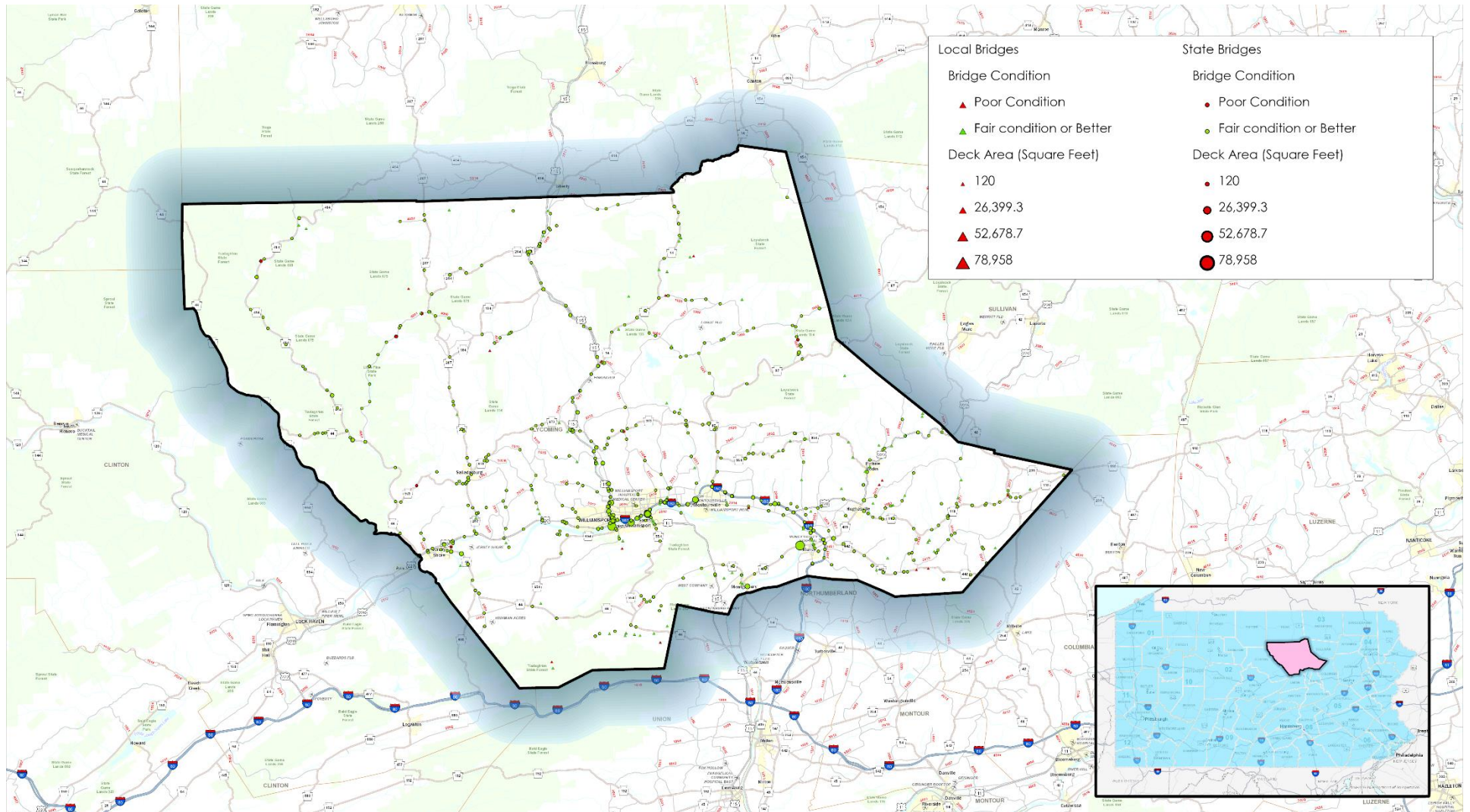
As is apparent from the data, intersection and speed related crashes have been in steady decline so a focus on countermeasures in these areas would be beneficial but not have an outsized immediate impact on overall rates. However, when looking at crash rates involving young drivers and mature drivers we see concerning trends. After years of declining crash rates involving young drivers, there has been a recent increase. As noted in the 2018 WATS LRTP the rate of crashes involving mature drivers has increased. While driver education efforts are outside the scope of this plan, an effort that could benefit these groups of drivers that could be pursued within the scope of WATS in the expansion and promotion of transit service to these groups.

Bridges

The bridge system is of extreme importance to the transportation system serving Lycoming County. As stated in Chapter 2, Lycoming County is the largest county in Pennsylvania in terms of geographic square miles and also has over 2,200 miles of river, creeks and tributaries where the highway system must cross which creates the need for many bridges. There are 729 bridges either owned by PennDOT, Lycoming County or local municipalities that are 8 feet in length or greater. A total of 515 bridges (70%) are PennDOT-owned structures. Local municipalities and Lycoming County own 214 bridges. It should be noted that other bridges exist and are owned either by railroads, other government agencies (such as PA DCNR which owns 76 bridges), or are privately owned. Those bridges are not addressed in this plan as funding sources for those bridges are typically outside the jurisdiction of the WATS transportation planning process.

	Local	State	Total
Under 20' Length	110	156	266
Over 20' Length	104	359	463
Total	214	515	729

In terms of the overall state of repair regarding the bridges in Lycoming County, the situation is better than the Commonwealth as a whole. In terms of federal performance measures, bridges are assessed in terms of the percentage of National Highway System bridge deck area in poor condition. As of 2021, WATS had no National Highway System bridge deck area in poor condition.



Lycoming County served as a PennDOT pilot by conducting a first ever inventory of all smaller locally-owned bridges between 8 and 20 feet in length in 2010. Although other MPO/RPO planning partners are also conducting similar inventories of small local bridges in their regions, Lycoming County is the only County that has also decided to systematically inspect the condition of these 8-20 foot long small local bridges using NBIS standards even though Federal law does not require inspection of these structures. The County uses its Liquid Fuels funding to perform these inspections with no federal or municipal reimbursement of bridge inspection costs. All inspection data for locally-owned bridges in Lycoming County 8 feet in length or greater is entered into the PennDOT Bridge Management System 2, (BMS2) database. Therefore, the quality and comprehensiveness of bridge inspection data

available regarding bridges in Lycoming County is the best in PA since no other planning region has NBIS quality data for locally owned bridges between 8-20 foot span lengths. Quality and complete bridge inspection data is essential to accurate assessments of bridge conditions.

Public Transportation

Lycoming County is served by an excellent public transportation system consisting of fixed route bus service, community shared ride service, intercity bus service, and ride hailing services. This section of the plan will provide an overview of each type of transit service that is provided.

Fixed Route Bus Service

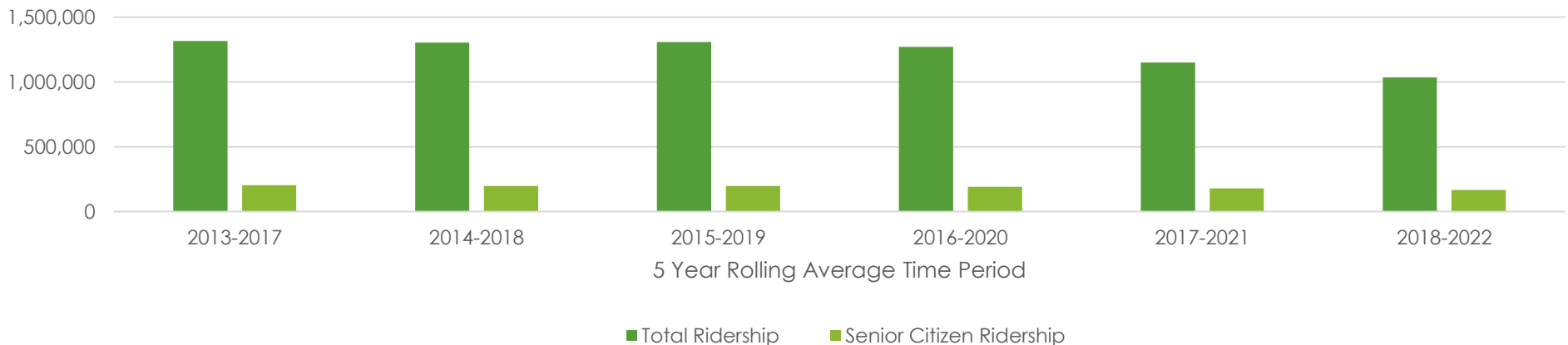
River Valley Transit (RVT) is the only fixed route bus service provider in Lycoming County. The system is comprised of a fully accessible fleet of 40 buses consisting of standard 35 and 40 foot long transit coaches, including 18 Compressed Natural Gas (CNG) buses.

The RVT primary service area includes most of the growth areas of Lycoming County serving over 70,000 residents. Approximately half (54%) of the current urbanized area of Lycoming County is within 1,000 feet straight-line distance of a transit stop. Parts of 21 of Lycoming County's 52 municipalities are within the urbanized area which includes 77% of the county's total population. It is estimated that half of the population of this urban core of the county is within 500 ft straight line walking distance of an RVT transit stop. In total, approximately 43,750 people (38% of the total county population) is within ideal walking distance of a transit stop.



RVT Ridership Characteristics and Trends

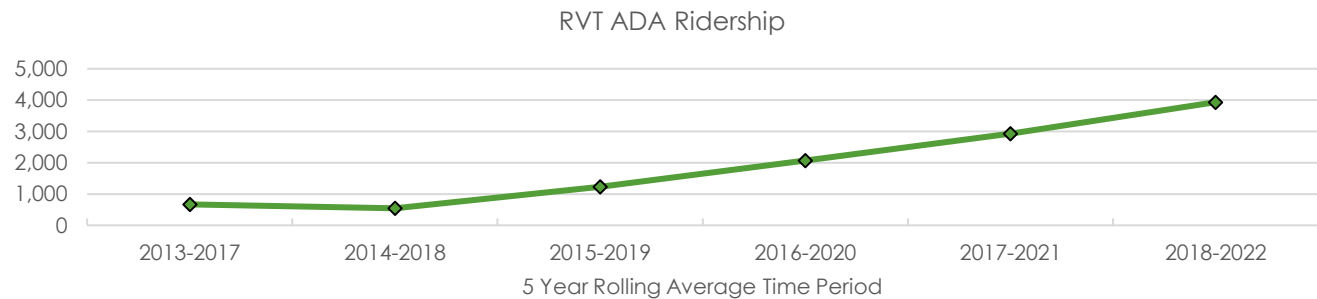
Fixed route transit ridership in Lycoming County peaked in 2012 with 1,406,478 riders. Since then, there has been a small decline in ridership, however any analysis of ridership trends is heavily impacted by the effect of COVID-19 lockdowns and suspensions of service in 2020 and into 2021. A key component of RVT ridership is senior citizen riders who have not declined as a source of riders to the same extent as overall ridership.



River Valley Transit Plus, under contract with STEP, Inc. provides complimentary demand responsive van service as required by the Americans with Disabilities Act of 1990, (ADA) since 1992. This service continues to meet the needs for individuals with disabilities in the RVT service area and has transported more than 40,000 passengers since its inception. Ridership had been

declining during the past decade as programs have been initiated by other agencies to transport persons with disabilities along with increased ADA eligible passenger use of RVT low-floor buses equipped with lift ramps. RVT has seen a large steady increase in ADA ridership in recent years.

RVT also provides special transit services to support a wide variety of activities and community events throughout their service area including Lycoming County Fair, Little League World Series, Williamsport Crosscutters minor league baseball games, Penn College Earth Science Center, Lycoming College Homecoming and other college functions along with charter services using a process that complies with FTA regulations.



RVT Fares

Below is the RVT fixed route fare structure. RVT traditionally has one of the lowest transit fare structures in Pennsylvania in order to ensure accessible and affordable public transit service to those that need it. However, it must also be recognized that fare increases will be necessary in order to keep pace with increasing operating costs. The RVT goal is to raise fares when needed with only minimal disruption of ridership, and thus RVT has moved to a policy of more frequent, incremental increases in selected categories rather than more dramatic across-the board fare hikes which have tended to drive more patrons away from the system.

EZ Fares

One-Day EZ Pass from Trade & Transit Center	\$2.25
One-Day EZ Pass from Driver	\$2.50
2-Ride pass from Trade & Transit Center	\$2.25
2-Ride pass from Driver	\$2.50
7-Day EZ Pass	\$12.00
10-Ride EZ Pass	\$12.00
20-Ride EZ Pass	\$22.00
31-Day EZ Pass	\$40.00

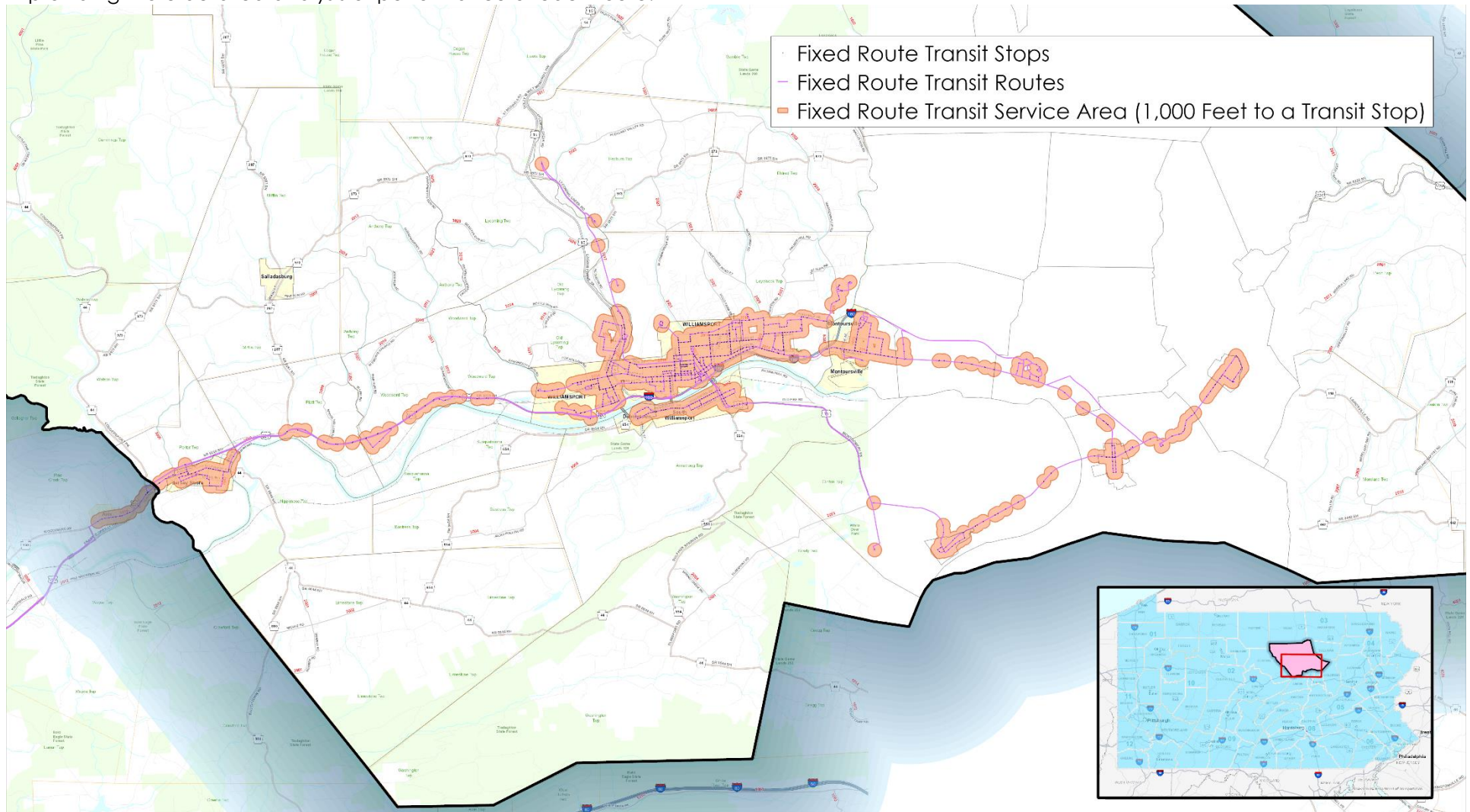
Standard Fares

Cash	\$2.00
Tokens (4 for \$5.00)	One
Senior 65+ (with I.D.)	Free
Youth (17 and under)	\$1.00
Disabled (with I.D.)	\$1.00
Child (age 5 and under)	Free
Transfers	Free

Recently, RVT has started to move toward app-based fares which will provide a much more convenient option for purchasing fares for those with access to a smartphone.

RVT Fixed Route System

RVT manages a bus network of 25 fixed routes operated in-house by RVT employees. Due to varying service levels within the fixed route transportation system, there is considerable variation among these routes in terms of scheduling operations, ridership, revenue. System performance on these routes changes over time. All RVT transit vehicles have electronic validating fareboxes which record passengers as the board and pay fares thus assisting RVT in providing more detailed analysis of performance of each route.



RVT Facilities

RVT owns and operate four properties to support its operations

Garage & Office Facility

In 2011, RVT completed a \$ 12 million project to renovate and double the size of its garage and office facility located at 1500 West Third Street in the City of Williamsport. The new facility will meet RVT's operational, administrative, and fleet maintenance needs for the foreseeable future. Numerous "green" technology features were incorporated as part of the project such as geo-thermal heating and cooling, time controlled lighting, rapidly rising and dropping garage doors to reduce heating and cooling costs, etc.

In 2011, RVT was awarded \$ 3.5 million through FTA's Clean Fuels Program further retrofit this maintenance facility to create a fast-fill CNG fueling station that will accommodate CNG fueled vehicles that will accommodate RVT's strategy to eventually replace all of its diesel buses with CNG buses to significantly lower its operating costs and reduce carbon emissions while capitalizing on the Marcellus Shale natural gas resources abundant in the County. This CNG fueling facility will be completed in September, 2013 which can be open for business to other municipalities, private companies and the general public.

Church Street Transportation Center

Opened in April 2012 the Church Street Transportation Center is a Williamsport Parking Authority parking deck facility. The four level building provides 350 parking spaces and houses Fullington Trailways, an intercity motorcoach company. The facility offers state-of-the art, self-service ticketing and payment options, elevators and a security system. Park and ride facilities supporting RVT's Downtown Connector and bus bays are included along with public art depicting the heritage of Lycoming County.

Trade and Transit Centre

The Williamsport Trade and Transit Centre was dedicated in 1999 as an intermodal transportation facility in the heart of the Williamsport Central Business District. This facility accommodates about 4,100 RVT riders daily and includes bus bays, a restaurant, community meeting room, and a community theater. The completion of this project led to a 16% increase in transit ridership of the RVT system so planning began in 2001 to further expand this facility as part of Trade and Transit Center II.

Trade and Transit Centre II

This expansion began with the demolition of the existing 300 vehicle Mid-Town Parking Deck which was in severely deteriorated condition. The new building greatly enhanced the utility and function of the existing Trade and Transit Centre by including a



drivers lounge, second passenger waiting area, community room, additional commercial areas rented to small retail outlets, three additional bus bays. Additionally, a large open public square was created to enhance the walkable public space in the Williamsport Central Business District.

Community Shared Ride Program

Incorporated in 1966, the Lycoming-Clinton Counties Commission for Community Action (STEP), Inc. is a private, non-profit community action agency. Success Through Engagement and Partnership is achieved in two ways. First, STEP's Programs engage individuals, families and communities in their own strategies for success - the customers become involved directly, and truly own that which they achieve. Secondly, because no single organization can "do it all", success is achieved through partnerships with the complementary groups and entities that can also assist these individuals, families and communities. One of the many social services STEP, Inc. provides is shared ride demand responsive transportation services to the residents and visitors of Lycoming and Clinton Counties. According to STEP, their vision is "to provide safe, dependable and timely transportation services".

Service Description

STEP Transportation provides door-to-door, shared ride service from 5:30 AM – 6:00 PM Monday through Friday except STEP observed holidays. The exception to this is for "life-sustaining" medical appointments funded by Medical Assistance such as Dialysis. Formerly until 2012, service was provided 24 hours daily/ 7 days per week, however due to limited funding resources and overall system ridership declines, service cut-backs were deemed essential to preserve the overall future financial viability of the system. Transportation is available for trips within the primary service area consisting of Lycoming and Clinton Counties with special services within Centre, Union, Northumberland, Columbia, Snyder, and Montour counties. STEP services cover 5,004 square miles and serving a population base of 155,349 with 16.4% of the population comprising senior citizens aged 65 and older. Twice per day service to Geisinger Medical Center (GMC) is available with the van arriving at GMC at 8:30 am and 12:15 pm, departing at 12:00 pm and 4:00 pm. Transportation is also available to K&C Dentures in Lamar on Tuesdays and Thursdays. Consumers must reserve their ride with STEP before 2:00 pm on the preceding business day.

Through the Medical Assistance Transportation Program, (MATP), transportation is provided on an as-needed basis to serve medical appointments throughout the Commonwealth. STEP provides service throughout the Commonwealth for MATP consumers on specific days. Although all residents and visitors within Lycoming and Clinton Counties are eligible for transport by STEP, some consumers may be eligible in transportation sponsoring programs, such as Persons with Disabilities, Medical Assistance Transportation Program, Area Agency on Aging, Shared Ride and Employment Transportation Programs making fares more reasonable.



STEP operates a vehicle fleet which is housed in two locations. The majority of vehicles are located at Fairfield Ford of Williamsport, with the remainder housed at the Clinton County Community Center. The vehicles were used to provide over 76,722 total shared ride passenger trips between July 2021-June 2022. Of these total trips, 30,242 were senior citizen (aged 60+) or 39% of total trips which declined over the past two years, primarily related to the pandemic. There has been an actual increase in Program Year 21-22 of trips under the Persons with Disabilities (PWD) program and the Americans with Disabilities Act (ADA) Program which is operated through a contract with River Valley Transit Authority. Those trips totaled 12,254 trips or 16% of total trips. In addition, STEP Transportation provides contracted services to a number of organizations including UPMC Williamsport for Hospital Discharges and Geisinger Medical Center through a contract with Rabbit transit. As part of the MATP Program, STEP provides Mileage Reimbursement and Transit Pass Assistance.

Fares

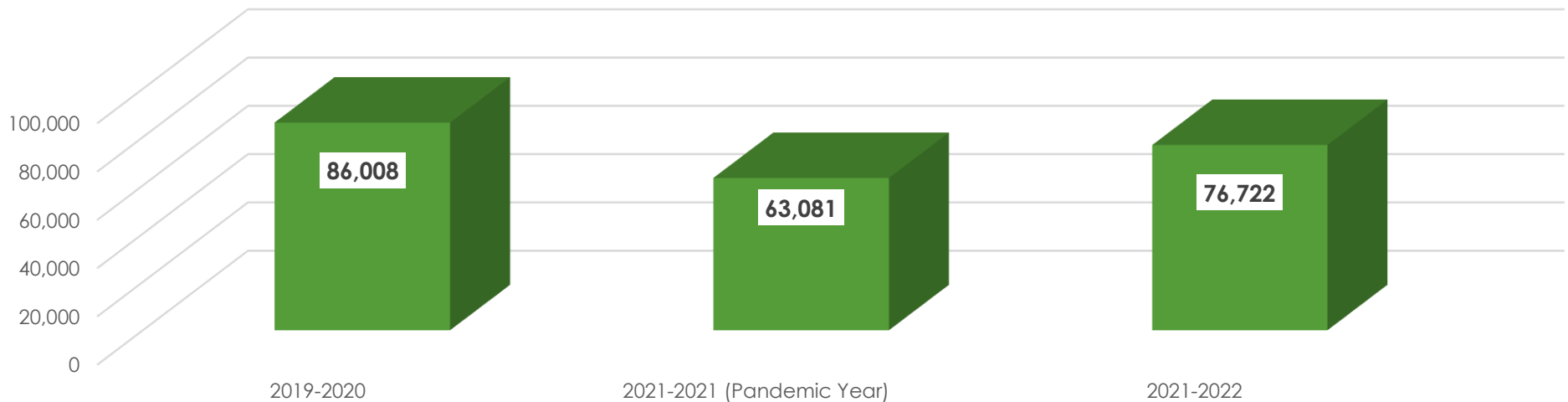
Transportation fares per one-way trip are based on ride sponsorships and a zone-based, miles-driven fare structure.

Medical Assistance Transportation Program-Sponsored Trip	No Charge
Age 60-64 STEP Office of Aging-Sponsored Trip	Refer to Fare Structure
Age 65+ STEP Office of Aging-Sponsored Trip	No Charge
General Public (Full Fare) and Third Party-Sponsored Trip	Refer to Fare Structure

Mileage Zone	General Public (Full Fare)	Persons with Disabilities and Americans with Disabilities Sponsored Trips	Lottery Sponsored (65 and Older but not Office of Aging Sponsored)	Age 60-64 (STEP Office of Aging Sponsored Trip)
Less than 5 Miles	\$18.30	\$4.00	\$2.75	\$1.00
5 to 10 Miles	\$20.00	\$4.00	\$3.00	\$2.00
10 to 15 Miles	\$25.00	\$4.00	\$3.75	\$3.00
15 to 25 Miles	\$30.00	\$4.50	\$4.50	\$4.00
25 to 35 Miles	\$45.00	\$6.75	\$6.75	\$5.00
Over 35 Miles	\$50.00	\$7.50	\$7.50	\$6.00

Ridership Trends

The impact STEP has on the communities it serves is tremendous as there are thousands of consumers who maintain their health and independence by using shared ride services. This also includes employed persons seeking transportation to and from employment and Pre-school children and their families being connected to school readiness activities through transportation services.



Similar to RVT, STEP ridership dipped significantly during the COVID year of 2020-2021, but it has rebounded since.

Rail Service

Lycoming County is served by two freight railroads, Norfolk Southern Railways and the Lycoming Valley Railroad. This section of the plan will further discuss both of these railroads which are a critical component of the region's multi-modal transportation system.

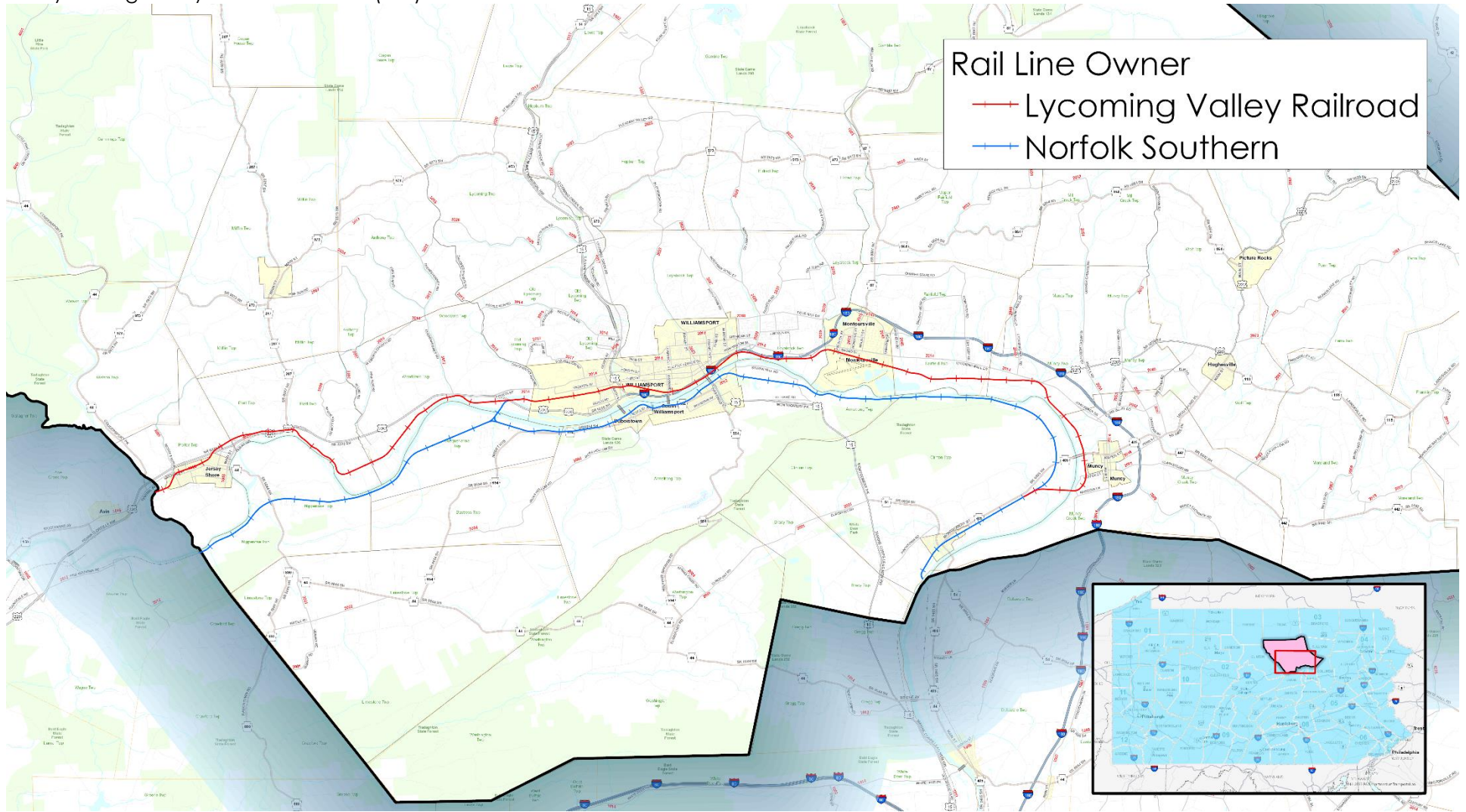
Norfolk Southern Railway

Norfolk Southern Corporation (NS) is a Class I railroad in the United States, owned by the Norfolk Southern Corporation with headquarters in Atlanta, Georgia. Since 1982, this company owns and operates over 19,300 route miles in 22 eastern states, the District of Columbia and the province of Ontario, Canada. In 1999, the system grew substantially with the acquisition of over half of Conrail. NS operates throughout the eastern United States; primarily hauling commodities categories including: agriculture, chemicals, metals, automotive, coal, and intermodal



There are two other Class I railroads operating in the Commonwealth, (CSX Transportation and Canadian National), however Norfolk Southern is clearly the largest in terms of route miles operated and ton miles of freight hauled annually. There are seven different main lines operated by Norfolk Southern

in Pennsylvania. The only line traversing Lycoming County is the Harrisburg-Buffalo, New York Mainline connecting at the southern end to the Harrisburg (Rutherford) large intermodal rail yard serving Central PA. Service from this facility includes seven-day-per week trains to/from Chicago, Elizabeth (NJ), Kansas City, Los Angeles, Norfolk, San Bernardino, and St. Louis. This facility handles Trailer-On-Flat-Car, (TOFC) and Container-On-Flat-Car, (COFC). In addition, 48 and 53 foot EMP containers are handed at the facility. The Harrisburg-Buffalo mainline can accommodate double stack intermodal unit trains and 286,000 pound car loadings. The next map depicts the 37 mile long Norfolk Southern rail system map within Lycoming County in blue and the Lycoming Valley shoreline rail line (red) to be discussed next.





Lycoming Valley Railroad

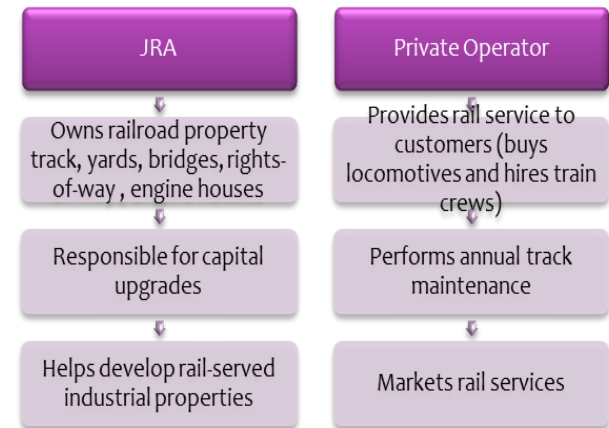
The Lycoming Valley Railroad, (LVRR) is one of numerous Class III shortline railroads serving the Commonwealth and is the only shortline railroad located in Lycoming County. This 38 mile long shortline runs generally west between Avis (Clinton County) and Muncy, PA. The LVRR is part of the North Shore Railroad system with headquarters in Northumberland, PA. The system has trackage rights via the Norfolk Southern line allowing LVRR to connect to the west with the Nittany and Bald Eagle Railroad at Lock Haven.

The SEDA-COG Joint Rail Authority, (JRA) owns the Lycoming Valley Railroad as part of an overall regional shortline rail system encompassing six rail lines with nearly 220 miles of track, land, rights-of way, engine houses, and various bridges, crossings and other railroad related structures traversing through a nine-county area consisting of Lycoming, Union, Northumberland, Montour, Mifflin, Columbia, Clinton, Centre, and Snyder Counties. The entire JRA system provides rail

freight service to approximately 95 shippers supporting over 12,000 good paying industrial jobs. The Lycoming Valley Railroad alone boasts over 30 customers and in 2022 handled over 10,000 carloads.

The JRA was created in 1983, under the PA Municipal Authorities Act of 1945 with each member County Board of Commissioners appointing two representatives to serve on the 18 member JRA Board. It should be noted that most of the rail-served companies are dependent on quality rail service offered by JRA and if such service were unavailable it is likely that many firms would close their doors or relocate to other areas having a substantial negative impact on the regional economy. In fact, the JRA and North Shore Railroad contract owner / operator arrangement has become widely recognized as a model for successful public-private rail partnerships on both the state-wide and national levels. Under the operator's agreement, the JRA provides the North Shore Railroad with the exclusive right to use the railroad facilities owned by JRA in exchange for an operating fee based on 10% of gross freight revenue, 15% of track usage rights by other Railroads and 25% of car storage paid to JRA by North Shore Railroad. The operator is responsible for all equipment, personnel, and maintenance necessary to provide safe and adequate rail service to the railroad's customers.

The JRA Strategic Plan provides an excellent asset management tool and working strategy for future delivery of rail freight services to address the growing rail service needs of companies within their large geographic service area. The summary of the JRA strategic plan is illustrated below.



SEDA-COG JRA Strategic Plan Summary

Vision: To provide Central Pennsylvania with a world-class railroad enterprise that affords its customers and partners with the most reliable, efficient, and safest short line system.

Mission: To preserve and foster rail service in Central Pennsylvania and to further economic development through the retention, improvement, and expansion of the infrastructure and the rail service it supports.

Core Values:

- Excellence
- Stewardship
- Safety
- Integrity
- Leadership

Core Functions:

- Rail System Preservation and Improvement
- Economic Development
- Collaboration

Guiding Principles:

- Plan and implement regional rail system projects with member county needs, private shipper needs, Rail Service Operator and other stakeholder interests in balance
- Conduct open public JRA Board meetings with a public forum agenda item at every meeting
- Adhere to state Right-to-Know Laws
- Exercise ethical procurement standards and procedures that go beyond that required by the Commonwealth
- Commit to a professional Code of Conduct and Ethics Policy for Board Members, Staff and Operator
- Maintain a culture of cooperative problem-solving and partnership with our local governments, utilities, shippers, economic development agencies and property owners

Railcar Traffic Trends

During the boom years of 2012-2014, the SEDA-COG shortline rail system saw double digit customer and volume expansion along the LVRR and the entire JRA system caused by the Marcellus Shale industry. Rail traffic related to Marcellus shale gas declined precipitously starting in early 2015. By 2016, Marcellus traffic had fallen to less than 5% of its peak in 2013. In 2017, the LVRR has begun to see a solid recovery of non-Marcellus traffic, with incremental volume increases have occurred along the system as the LVRR's existing customer business grew and the customer base grew through extensive marketing efforts and grant awards to improve new and existing rail serve infrastructure.

The following is a list of industries served by the LVRR

- | | |
|---------------------|-----------------------|
| • Agriculture | • Lumber |
| • Aluminum Products | • Marcellus Shale |
| • Chemicals | • Plastics |
| • Coal | • Railcar Repair Shop |
| • Construction | • Scrap Steel |
| • Finished Metals | • Steel Products |
| • Food Products | • Aggregate |

Newberry Rail Yard

Rail yards are essential to all railroad operations and are comprised of a series of parallel railroad tracks for storing, sorting, loading/unloading, and maintaining railroad cars and / or locomotives. The JRA owns and maintains six rail freight classification yards within its network. The Newberry Rail Yard is the only JRA yard in Lycoming County, however it is the largest among all six yards in terms of acreage (109 acres) and rail traffic. In fact, the Newberry Yard accommodates up to 1,200 railcars making it the largest yard between the Norfolk Southern Harrisburg and Buffalo Mainline System. The aerial photo shows the vast scale of activity occurring at the Newberry Rail Yard



Track and Bridge Condition

The JRA and its contract operator North Shore Railroad have excelled at its capital improvements program and maintenance-of-way program resulting in JRA owned trackage that is in good to excellent condition. The JRA retains a qualified railroad engineering consultant, Jannotti Rail Consulting, Inc. to conduct annual track inspections and prepare reports detailing existing conditions and recommending improvements on an annual basis to be performed by the contract operator. It should be noted that JRA maintenance-of-way standards exceed applicable Federal Railroad Administration standards. Similarly, the JRA utilizes the services of Stifler McGraw, Inc. to conduct routine JRA owned bridge inspections and overall these bridges are in a good state of repair. The JRA consistently improves the bridge infrastructure; investing over \$2M in 2022 and 2023 on the LVRR.



Beyond maintenance-of-way track maintenance and rehabilitation, bridge repairs and replacement projects, the SEDA-COG JRA has also aggressively pursued adding additional rail capacity through construction of numerous track sidings to serve industrial customer needs, upgrades to JRA switching, and lengthening of track runarounds. Total JRA track capital investments exceeded \$5M, since 2020.

Rail/Highway Grade Crossings

The PA Public Utility Commission, (PUC) is the regulatory body to approve any proposed alterations to railroad/highway grade crossings. The JRA and their operator have collectively upgraded over 25 rail-highway grade crossings system-wide since 2017. The JRA has also participated in Operation Lifesaver, which is a nationwide, nonprofit public information program dedicated to eliminating collisions, injuries and fatalities at rail/highway grade crossings and on railroad rights-of-way. In fact, the JRA was selected as one of only three nationwide demonstrations for the FRA's Pilot Emergency Notification System, (ENS) Rail-Highway Grade Crossings. Since 2000, there have been 5 reportable crashes involving a train in Lycoming County, 1 of which were fatal.

Rail Passenger Excursions

Although there are no scheduled commuter rail passenger services available in Lycoming County or within the JRA network, the SEDA-COG JRA does successfully offer special rail excursions to the general public in cooperation with sponsoring area tourist promotion agencies, such as the Williamsport- Lycoming County Visitors Bureau. The JRA establishes a set of operational guidelines governing the sponsor's advertising materials, print content on tickets and control of ticket sales in relation to seating capacity in cooperation with the sponsor and the rail operator. In 2022, there were 20 passenger excursion trips made in Lycoming County which represented 40% of all JRA excursions system-wide and the most offered within any county in the JRA service area. These excursions have proven very popular and have good public attendance.



Air Service

The Williamsport Regional Airport is currently classified as a Federal Aviation Administration (FAA) non-Primary reliever airport.



The Williamsport Regional Airport is located in the Borough of Montoursville approximately 5 miles east of the City of Williamsport. The airport was originally developed in 1929. On January 27, 1947 a joint resolution was adopted by the City of Williamsport and Lycoming County Commissioners creating the Williamsport Municipal Airport Authority incorporated under the 1945 PA Municipal Authorities Act. . The Airport Authority Board consist of seven members appointed by the Lycoming County

Commissioners who are responsible for determining airport policy and directing the overall airport operations employing full and part-time staff. On July 21, 1947 the airport land and improvements were deeded by the City of Williamsport to the newly created Airport Authority.

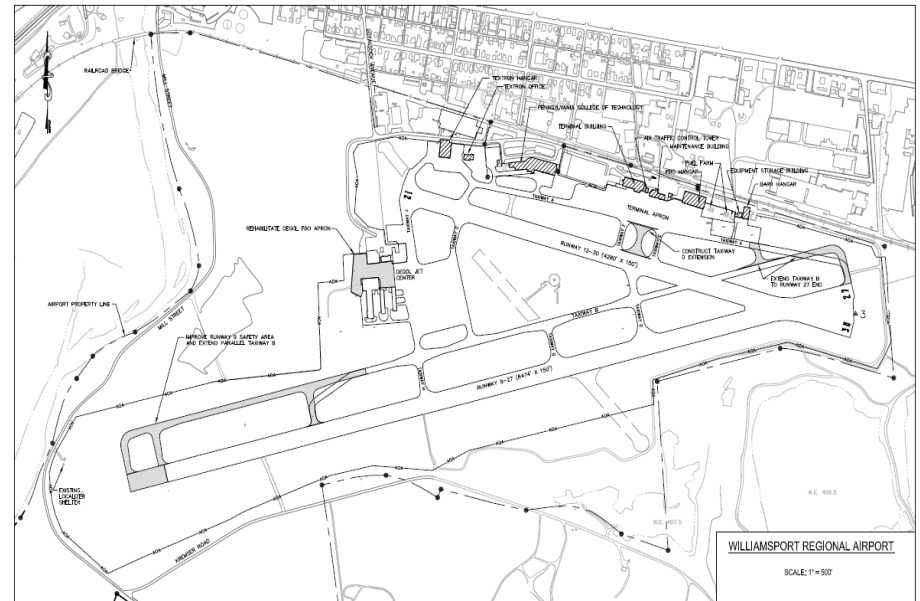
Major Airport Facilities Inventory

There is a large land area (735 acres) and numerous physical facilities that are under Airport Authority ownership and control. This area is depicted on the official Airport Layout Plan, (ALP) approved by the Federal Aviation Administration

Terminal Building

The Airport Terminal Building, completed in 2018, is a full-service single-story facility consisting of approximately 17,000 square feet of space. The public areas include seating restrooms, airline ticket counters, Car rental, baggage claim, a travel agency and office. The secured facilities include baggage screening, passenger security checkpoint, and secure passenger hold room with access to two aircraft boarding areas, one with a passenger loading bridge capable of servicing regional jets up to a 757.

Existing Airport Terminal Building with Air Traffic Control Tower





Air Traffic Control Tower, (ATCT)

The Airport has an air traffic control tower, originally constructed in 1959, to promote the safe, orderly, and expeditious flow of air traffic. The tower is operated through a contract operator, Midwest ATC and federally subsidized under the FAA Air Traffic Control Tower Cost Sharing Program with a county match. The hours of operation are from 6:00 a.m. to 9:00 p.m. daily.

Runways and Taxiways

Runway 09-27 is the primary runway at the Airport. This grooved bituminous paved runway is 6,825 feet long by 150 feet wide and is in good condition. The runway pavement strength is single wheel 65,000 lbs., dual wheel, 100,000 lbs. and single tandem wheel, 190,000

lbs. The system includes a full parallel taxiway system leading to the main aprons and other aircraft parking facilities, so it is in excellent condition. This runway is served by high intensity runway lights. All runway pavement markings are in accordance with FAA standards for Airport Markings. All signage is in compliance with FAA Part 139 requirements.

Runway 12-30 is the secondary runway at the Airport. This bituminous over concrete runway is scheduled for rehabilitation in 2023, current condition is fair. A parallel taxiway is available for this runway leading to the main aprons and other aircraft parking facilities. All lighting, signs and pavement markings are in compliance with FAA requirements.

Other runway related aviation navigational aids at the airport include High Intensity Runway Lighting (HIRL) for runway 9/27, Medium Intensity Runway Lighting (MIRL) for runway 12/20, a rotating beacon, lighted wind indicator, Medium Intensity Approach Lighting System, (MALSR), and Precision Approach Indicators (PAPIs). The facility has a precision Instrument Landing System (ILS) installed for approaches to runway 27 as well as non-precision approached to all the remaining runways.

Fixed Base Operator, (FBO)

There is one full service fixed base operator at the airport, Energy Aviation. The FBO provides a full range of general aviation services which include aviation fuel sales, aircraft ground handling, aircraft parking (ramp or tiedown), hangars, corporate passenger terminal and lounge, charter flights, flight training, aircraft rental and other services. 100 Low Lead and Jet A fuel is available.



Based Aircraft

As of December 2021, there are 46 based aircraft at the airport consisting of 34 single engine, 9 multi-engine, 2 jets, 1 helicopter.

Hangers

There are 10 hangers at the airport: 1 ten-unit T-hanger, 2 six-unit T-hangers, 4-unit hangers with combination hanger / office, and 3-unit hangars. All hangers are currently occupied. The Authority has a plan in place to create 10 additional T-hangers as well as make modifications to an existing large unit hangar to insulate and heat the facility for enhanced winter operations.

Other Airport Facilities

There are Aircraft Rescue and Firefighting, (ARFF) and Equipment Storage buildings that house fire and rescue and maintenance vehicles. There is a fuel farm and aircraft de-icing pad. The main vehicle parking area is located near the terminal building and provides 337 parking stalls. Long-term parking consists of 246 stalls of which 23 spaces are reserved for rental cars. Short term parking immediately adjacent to the terminal includes 67 spaces. There are also 8 handicapped spaces next to the building and 16 metered spaces available for use.

Lumley Aviation Center

The PA College of Technology owns and operates the Kathryn Lumley Aviation Center which provides college student instruction on aviation and avionics related programming.

Tenants

Currently, the Airport Authority leases building space or land to 14 different tenants operating at the airport.

Current Airport Tenants

Hertz Rent-a-Car

TSA

Michael D. Mertes, Inc.

Lycoming Engines

Geisinger Medical Center Life Flight FAA

Sooner Pipe

ABC Supply Company

Enterprise Rent-a-Car

Simply Savor on the Fly Café

World Travel International

AIRMAN HVAC Services

Energy Aviation, IPT

EXCO Resources

Civil Air Patrol



Airport Hazard Zoning

Pennsylvania's Airport Hazard Zoning Law, Act 164 of 1984, requires those local municipalities that fall within an airport hazard area to adopt, administer and enforce airport zoning regulations (ordinances) to ensure a safe and reliable network of public use airports as a key mechanism to preserve and protect these key transportation assets.

Twelve Lycoming County municipalities are required to enact an airport hazard zoning either as an amendment to their overall zoning ordinance or as a free standing ordinance. According to the PennDOT Bureau of Aviation, only three of these municipalities are in compliance with Act 164 as illustrated below:

MUNICIPALITY	Act 164 Ordinance	Ordinance on File with PennDOT Bureau of Aviation
MONTOURSVILLE BOROUGH	Yes	No
CLINTON TOWNSHIP	No	No
FAIRFIELD TOWNSHIP	No	No
HUGHESVILLE BOROUGH	No	No
LOYALSOCK TOWNSHIP	No	No
MILL CREEK TOWNSHIP	No	No
SOUTH WILLIAMSPORT BOROUGH	No	No
UPPER FAIRFIELD TOWNSHIP	Yes	No
CITY OF WILLIAMSPORT	No	No
ARMSTRONG TOWNSHIP	No	No
MUNCY TOWNSHIP	Yes	No
WOLF TOWNSHIP	No	No

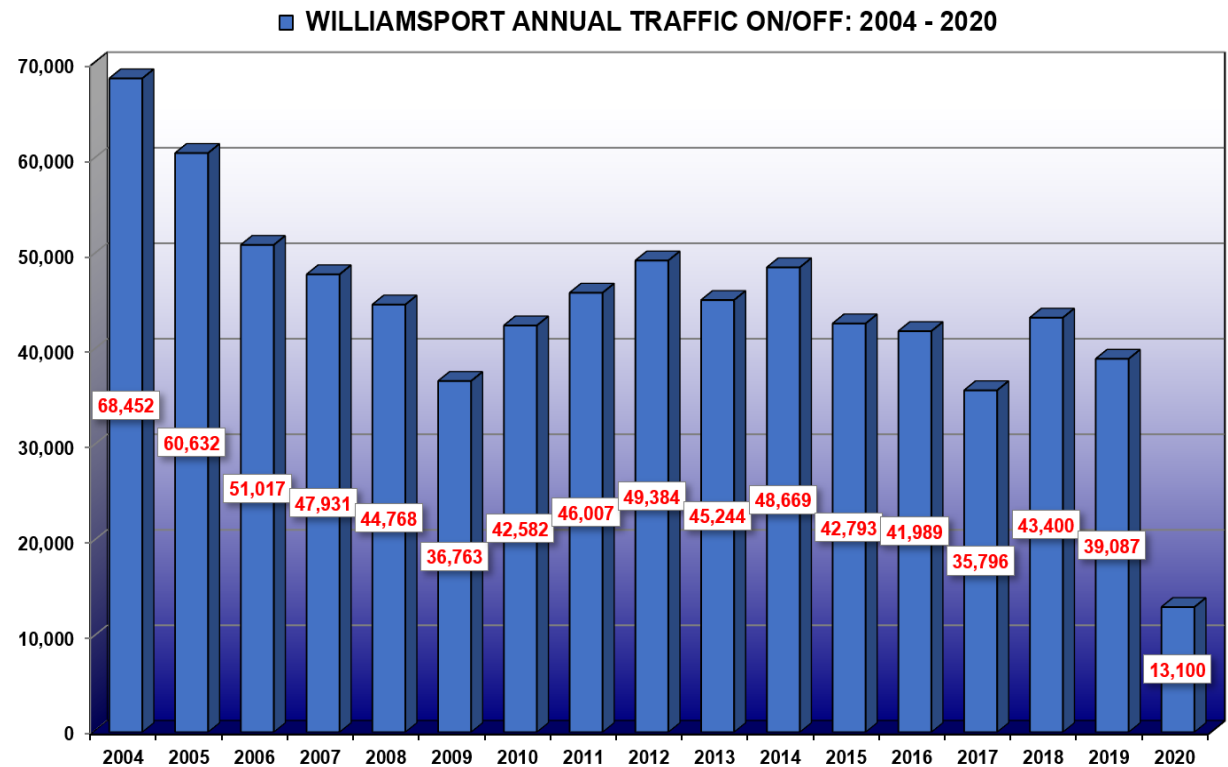
From a statewide perspective, only about 40% of PA municipalities required to enact airport hazard zoning are in compliance according to PennDOT BOA. The PennDOT, MPO/RPO and airport operators are now conducting additional municipal outreach to strengthen the compliance rate, including the WATS MPO and Airport Authority.

Commercial Air Service Description and Trends

The Williamsport Regional Airport had continuous scheduled airline service for 74 years. During that time, the nature and type of service has varied considerably. For example, in the 1970s, airline service was provided by Allegheny Airlines and Pocono Airlines with service to Pittsburgh, Philadelphia, Newark and Wilkes/Barre/Scranton providing as many as 15 arriving and 15 departing flights per day.

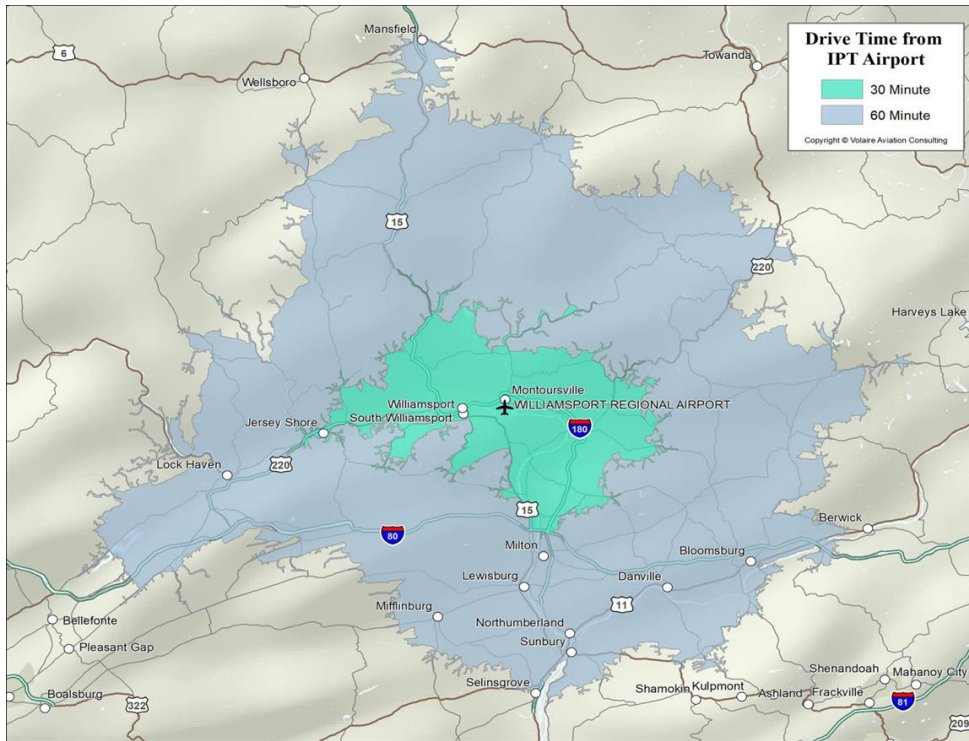
Air service in Williamsport has been negatively impacted by various event over the years. The 1978 Airline Deregulation Act resulted in numerous airline organizational restructurings with fewer offerings especially in small and rural markets. The reduced aviation demand stemming from 2001 terror attacks and other factors also impacted commercial service availability at the airport. The loss of a Pittsburgh International Airport (PIT) connection in 2004 when US Airways (US) downgraded PIT from a hub began a negative trend that impacted the market for 16 years. From 2004 thru November 2017, the airport commercial service package was limited to three or less daily round trip flights provided by US to their hub at the Philadelphia International Airport (PHL). Despite increases in enplanements beginning in 2010 due to the Marcellus Shale boom, the airline failed to respond appropriately and passengers begin to decline again in 2013. In 2014, American Airlines (AA) and US merged resulting in a US Airways management team operating under the American Airlines brand. While schedules and reliability did not substantially improve, AA began regular jet service at Williamsport, utilizing 50-passenger Embraer regional jets in 2015. American used these jets exclusively in Williamsport service until 2021. Due to the challenges posed by the COVID-19 outbreak and subsequent airline pilot and staffing issues, AA discontinued service to Williamsport in September 2021. The community and the Authority are actively recruiting a new carrier for the market.

The following chart illustrates historical passenger enplanement activity at the airport during the past 16 years. Prior to 2004, enplanements had been strong until the 9/11/01 terror attacks occurred which negatively affected national air travel and caused a steep passenger decline at the airport. Enplanements steadily rebounded during the Marcellus gas boom activity from 2009 -2012. However, service reliability suffered though the 20-teens with passengers responding by leaving to competing airports. In February 2020, American Airlines acknowledged the service challenges and the failure of Philadelphia as a viable hub for Williamsport and announced a service change to it Charlotte NC superhub planned for August 2020. As the COVID outbreak continued the service began but was suspended by AA management two days after it began. As a part of the airlines response to the pilot shortage by shedding their 50-seat jets, AA left the market in September 2021 when the federally supported Payroll Protection Plan funding ran out and AA was no longer required to provide service to the area.



To better understand the potential air service market opportunities, the Airport Authority hired a consultant to conduct a True Market Study for the Airport which was completed in January 2020. This study better defined the airport catchment area as shown below:

Using a variety of data sources such as air passenger ticket information, demographic and socio-economic data in the catchment area, consultant was able to determine the estimated air service demand within the catchment area and determine how much of this demand was actually captured by the Airport. The study concluded that only 8% total air travelers within the catchment choose the Airport as their originating airport when service ended. The area had over 373,000 customers traveling by air.



Given the facts of the market and passenger availability, the Authority successfully applied for a Department of Transportation Small Community Air Service Development Program grant. The grant will be used to provide a minimum revenue guarantee to a potential service provider for two years. While the industry is still adjusting to its new realities, the Authority is cautiously optimistic that it can recruit new service in the 2023-2024 timeframe.

Major Airport Facility Planned Improvements

The Williamsport Municipal Airport Authority has taken an aggressive approach toward modernizing airport facilities to ensure continued availability of safe convenient affordable and reliable air services for airport customers and tenants. Toward this end, the Airport Authority has adopted an Airport Master Plan and a supplemental Long Range Plan which defines and prioritizes proposed improvements. Major planned improvements are highlighted in this section.

- ➔ Revenue producing facilities.
 - 10-unit T-hangar.
 - Rehabilitation of exiting hangar for improved winter operations.
 - Plan to release current hangar used for equipment storage back to aeronautical use.
- ➔ Upgraded facilities.
 - Heavy equipment maintenance/storage for improved efficiency

- and modernized systems for energy conservation.
- Rehabilitate Runway 12.30 for increased safety and replacement of outdated electrical systems for energy conservation.
- Rehabilitation of General Aviation pavements for increased safety and better drainage.
- ➔ The FHWA approved federal earmark for improved airport access for the Montour Street Extension Project continues planning

Economic Impact of Airport

In 2022, the PennDOT Bureau of Aviation completed an Aviation Economic Impact Study. The economic impact findings for the Williamsport Regional Airport are summarized below.

Employment	296 jobs
Payroll	\$15,865,200
Economic Output	\$45,989,000

Nonmotorized Transportation

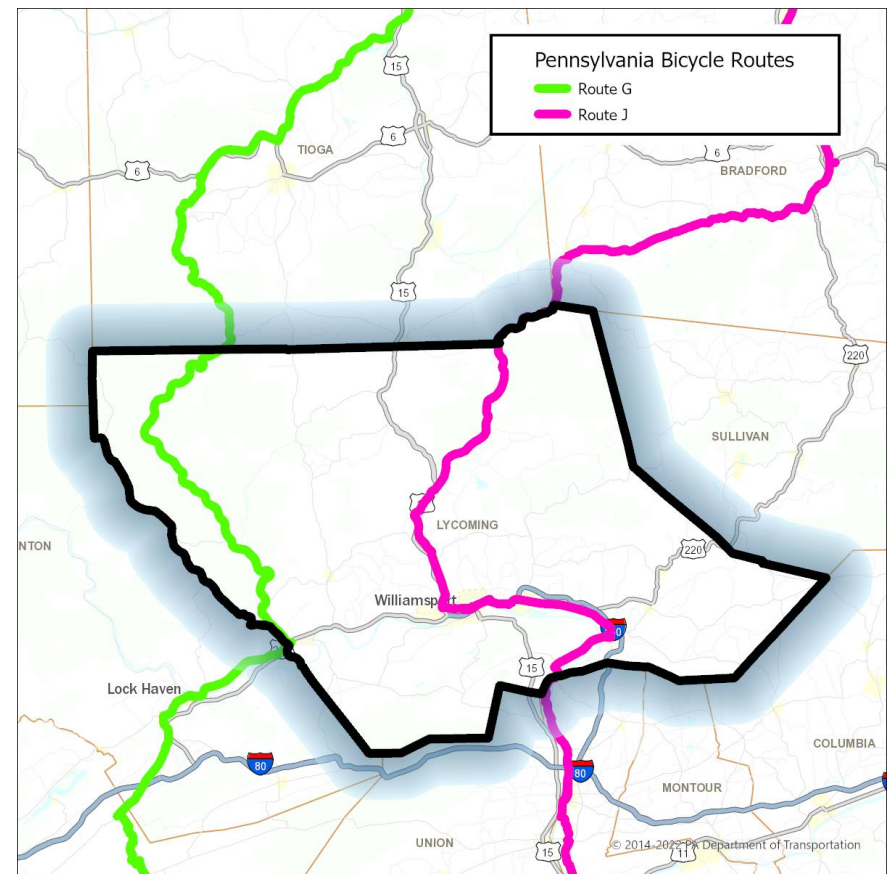
Nonmotorized transportation planning in Lycoming County occurs at two scales. First, there are projects that make it easier to travel around within communities by walking, cycling, or other forms of non-motorized or assistive transport. These facilities are generally located within the existing road right-of-way and take the form of sidewalks, crosswalks, and bike lanes. These projects are gathered under the umbrella of “complete streets” projects and are generally planned and managed at the local municipal level. Secondly, there are larger scale multi-use pathways that provide connections between communities. These facilities are generally fully separated and owned and maintained separately from the roadway network. Projects of this category are more likely to be a county or regional project.

Regional Nonmotorized Trails and Bikeways

The primary function of multiuse trails is to provide for safe, comfortable, and convenient non-motorized mobility between communities. Urban multiuse trails are usually paved and rural multiuse trails are usually compacted fine gravel. All multiuse trails also accommodate recreational uses along with transportation use which makes them a vital resource for communities. Lycoming County has several extensive multiuse trails already in place as well as plans to connect, extend, and improve access to these trails. Lycoming County has an extensive network of multi-use urban and rural trails that are both regionally connected and provide access to key local recreational resources. However, current facilities are disconnected. There are plans underway to further expand upon this network, focused especially on completing “gaps” in the network or to build additional connections to existing facilities.

PA Bike Routes

PennDOT in consultation with a statewide Bicycle/Pedestrian Advisory Committee has placed signage on nine Bicycle PA Routes throughout the Commonwealth. These routes were identified by experienced bicyclists to provide the public with information who wish to traverse the state with a guide to some of the Commonwealth's highways and rail trails. Despite this effort, very few of these routes were provided with bike lanes or other facilities designed for bicyclists and therefore have little utility for most users. In Lycoming County, in an effort to make the bike routes more accessible the route designations have been moved in several locations from roadways onto separated multiuse pathways. For example, an extensive section of PA Bicycle Route G is located on the Pine Creek Rail Trail





Regional multiuse trail strategy

Lycoming County continues to work closely with the Genesee River Wilds organization, the Susquehanna Greenway Partnership, the Middle Susquehanna Bicycle and Pedestrian Advisory Committee, SEDA-COG, and other organizations to advance a major trail system linking Rochester NY with the Chesapeake Bay in Maryland with Williamsport being roughly the midpoint. The Susquehanna-Genesee Greenway Trail System will eventually connect to the Pine Creek Rail Trail and the Susquehanna River Walk. Major multiuse trail projects in Lycoming County are primarily evaluated by how they provide linkages or access to this overall envisioned trail system.

Existing Multiuse Trails

Pine Creek Rail Trail

This is the longest and most significant regional trail found in Lycoming County and the entire 12 county [PA Wilds Region](#). The 62 mile long rail trail traverses Lycoming and Union Counties between Jersey Shore and Wellsboro, Jct. offering outstanding scenic views of the Pine Creek Valley. USA Today proclaimed this trail as one of the 10 best trails in the world. The trail surface is 12 foot wide with a compacted



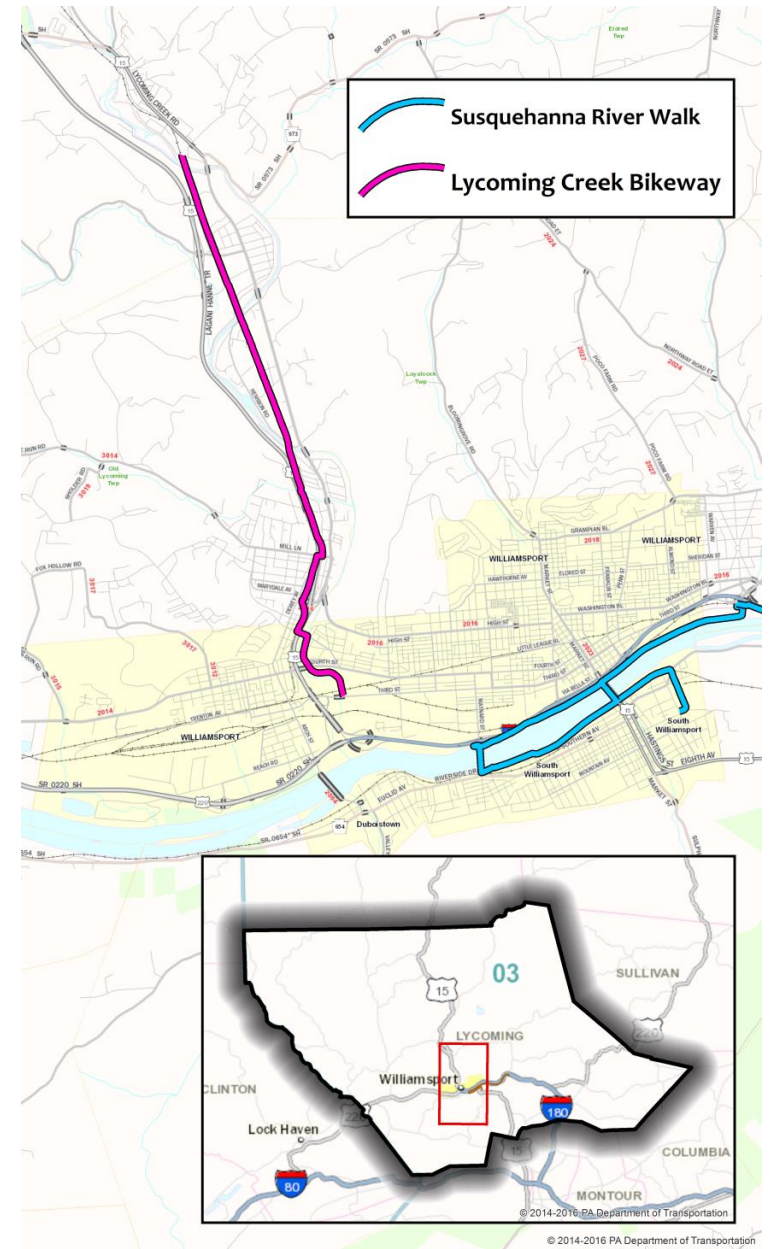
limestone fines surface and is relatively flat grade not exceeding a 2% slope as this corridor was once part of the former Conrail Secondary Rail Line owned and operated by Conrail until it was railbanked in 1990. PA DCNR now holds the lease for the entire trail property and maintains the trail. There are only non-motorized trail uses with no nighttime use or lighting. There are 12 public parking lots and 9 comfort stations along the trail. Given the significance of the trail, the PA General Assembly created a Pine Creek Rail Trail Advisory Committee involving state, county and local officials to oversee the 15 year project development process and to further develop and ensure proper trail maintenance and operations. The last section of the trail was opened for public use in 2006. The trail system with parking cost \$9 million to construct using PA Growing Greener, PA Oil and Gas Key 93 and Transportation Enhancement funds. Annual trail maintenance costs are approximately \$500,000 per year.

Lycoming Creek Bikeway

Another significant trail facility is the Lycoming Creek Bikeway constructed in 1991. This 5 mile long paved bikeway is owned and maintained by five different municipalities that the trail system traverses between Williamsport and Hepburnville. These municipalities are Hepburn Township, Lycoming Township, Loyalsock Township, Old Lycoming Township and the City of Williamsport. The bikeway connects to numerous public recreation facilities and attractions such as the Old Lycoming Township Recreation Park, Heshbon Park and historic Bowman Field Minor League Baseball Park. Portions of the bikeway are shared road facilities with the remaining sections built as separate use trail.

Susquehanna River Walk

The Susquehanna River Walk is a 6 mile paved bikeway and walkway situated on top of the Williamsport Area Levee System located in the City of Williamsport, Borough of South Williamsport and Loyalsock Township. This project was a key component of the Downtown Williamsport Revitalization Vision developed by the Lead Partners involving Lycoming County, City of Williamsport, Williamsport-Lycoming Chamber of Commerce, Our Towns 2010 and other organizations with initial planning begun in 2000 in conjunction with PennDOT's Market Street Bridge Replacement Project. Public outreach surveys at the time demonstrated strong support for the project as 97% of respondents wanted a reconnection between the downtown and the river. The County constructed 4.5 miles of the Riverwalk that opened for public use in 2010 while South Williamsport Borough completed the remaining 1.5 miles between the South Williamsport Recreation Complex and Market Street Bridge in 2011 which is under Borough ownership and maintenance responsibility. The \$3 million project was financed using Federal transportation earmark appropriations, Transportation Enhancement Funds and PA DCNR funding with a small County match. The county has entered into a Maintenance Agreement with the City and South Williamsport Borough to provide basic River Walk maintenance on the County-owned portion. The Riverwalk is also a venue for public art displays and educational kiosks depicting the region's heritage associated with lumbering has been financed and installed through the Lumber Heritage Region. Currently, the Riverwalk receives heavy public use in non-winter months as winter maintenance is not provided. The River Walk connects to the Loyalsock and Montoursville Bikeways providing a continuous trail link between Maynard Street Bridge in the city and PA Rt. 87 park-n-ride near Walmart in Montoursville.



Multiuse Trail Gaps

The existing major multiuse trails in Lycoming County are missing major linkages to allow full non-motorized travel through the urban core of the county. In 2009, the Lycoming County Planning Commission used consultant Larson Design Group to undertake a feasibility study of providing trail connections between Jersey Shore and Williamsport to connect the Pine Creek Trail with the River Walk as part of the overall Genesee-Susquehanna Greenway Trail System and to further connect the River Walk to communities east of Williamsport including Muncy and Montgomery as part of the Susquehanna Greenway Partnerships vision to extend the trail system throughout the remainder of the Susquehanna River Corridor to the Chesapeake Bay in Maryland. The feasibility study showed that the trail was then only feasible to construct as a combination shared road and separate use trail system. Considering different potential alignments and multiple potential phases, phases given the \$23 million estimated cost to complete the remaining trail sections in Lycoming County.

The Pennsylvania Department of Conservation and Natural Resources recognized the trail gap between the Lycoming Creek Bikeway and the Susquehanna River Walk in the city of Williamsport as one of the top 10 trail gaps as outlined in the [2020-2024 Statewide Comprehensive Outdoor Recreation Plan](#). In 2016, the Lycoming County Department of Planning and Community Development applied for and received a DCNR grant for design and engineering of a Susquehanna River Walk extension that will be a 2.4-mile, 10-ft wide, paved multi-purpose trail between the existing 4.5-mile River Walk at Maynard Street and the 20-acre riverfront Susquehanna State Park. The River Walk extension will also link directly to the Lycoming Creek Bikeway and provide for multiple new access points to the existing River Walk. An additional planned spur will also connect from the main River Walk trail into the Williamsport neighborhood of Newberry. An existing rail right-of-way exists that would make this extension feasible. This spur trail would provide a direct access point to the River Walk system from a major commercial and residential area of the city. The Susquehanna River Walk extension project is currently planned on extending to the eastern boundary of Susquehanna State Park. A further phase of the trail through the park and then to a PennDOT park and ride lot along South Reach Road will provide another necessary link in the future connection of Williamsport west to the Pine Creek Rail Trail in Jersey Shore while also opening up a new access point to and from the River Walk system from the major employment center of the Reach Road industrial area.

Additional Planned Multiuse Trail Access Improvements

Millers Run Greenway Trail

There is a multiphase project underway to establish a greenway and trail along Millers Run in Loyalsock Township to connect the Susquehanna River Walk with the township's schools and recreation center. The Millers Run Greenway will be a multi-use trail that connects the Susquehanna River Walk to multiple recreation assets in Loyalsock Township, including Bruce Henry Park, the Loyalsock Community Center, James Short Park, and the township's community swimming pool. The trail would be multi-functional and utilized for both transportation and recreational purposes. This trail would serve multiple users, including pedestrians, joggers, bicyclists, and others. Connectivity with residential developments, schools, recreation areas, and business districts also represent important functionalities of this trail. While some phases of the project have been funded and constructed, there is still a significant unfunded gap in this project to cross the extremely high traffic volume intersection of East 3rd Street and Northway Road.

Basin Street Access

Currently, there are limited access points to the Susquehanna River Walk from the downtown of the city of Williamsport and especially from the Lycoming College campus. The existing access points involve navigating either the busy US-15/I-180/Market St or Maynard St/I-180 interchanges or

exiting I-180 East at the Hepburn St. exit. Therefore, a two phased project is being developed to add a new access ramp at the southern terminus of Basin Street.

Bald Eagle Valley Trail Connection

Lycoming County and WATS MPO have also coordinated with Clinton County and SEDA COG MPO staff to explore options for connecting the Bald Eagle Valley Trail to the Pine Creek Rail Trail.

Complete Streets

Complete streets attempt to accommodate all modes of travel safely and equitably. They include provisions for motor vehicles, transit, walking, bicycles and users of all ages and abilities. Complete streets are also designed to meet American Disabilities Act (ADA) standards and regulations to accommodate all persons with disabilities. In contrast to the multiuse trails and bikeways described above, complete streets are primarily intended to improve conditions of travel within communities rather than between communities.

WATS Complete Streets Prioritization Criteria

Complete streets projects in Lycoming County will be prioritized for support by WATS by screening against the following criteria:

Is roadway located in a US Census designated urbanized area?

Has roadway already been identified for complete streets improvements through another planning process?

Is roadway functional classification appropriate for mixed mode transportation?

Does the roadway meet any of the following conditions:

Located in or adjacent to a college or other school campus

Located in a business district or mixed use commercial zone

History of at least 1 nonmotorized serious injury or fatality in the past 5 years

Located along fixed route transit service

Located in or adjacent to a high concentration low income, minority, or persons with disability census block group

It is the recommendation of WATS that all roadway projects in Lycoming County be screened through this set of questions to determine the suitability for complete streets improvements. WATS staff can provide advice and assistance on the suitability of projects. Roadway projects programmed on the WATS TIP will be screened for Complete Streets improvements as part of the project selection process. Additionally, TIP funded roadway projects will also undergo the PennDOT Connects process to better understand the community context and vision and assess the suitability of complete streets upgrades,

Chapter Four



Implementation

Strategic Direction

Taking into consideration the information in the preceding chapters, there is a remarkable degree of uncertainty surrounding what lies ahead for Lycoming County over the next 20 years in regards to demographic change. However, the following factors are known in guiding transportation policy, planning, and programming for the future.

Federal planning factors	Federal performance measures	Statewide long range transportation planning goals	Local planning priorities
<p>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency</p> <p>Increase the safety of the transportation system for motorized and non-motorized users</p> <p>Increase the security of the transportation system for motorized and non-motorized users</p> <p>Increase the accessibility and mobility for people and for freight</p> <p>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns</p>	<p>PM-1 safety measures: number of fatalities, number of serious injuries, number of non-motorized fatalities and serious injuries, rate of fatalities per 100 million VMT, rate of serious injuries per 100 million VMT</p> <p>PM-2 asset condition measures: percent poor pavement on interstate system, percent poor pavement on national highway system, percent national highway system bridge deck area in poor condition</p> <p>PM-3 operations measures: interstate travel time reliability, national highway system reliability, interstate truck reliability</p>	<p>Enhance safety and security for both motorized and non-motorized modes throughout Pennsylvania's transportation system.</p> <p>Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.</p> <p>Improve transportation access and equity throughout Pennsylvania.</p> <p>Strengthen Pennsylvania transportation resilience to climate change and other risks and reduce the environmental impacts associated with transportation improvements.</p> <p>Improve the condition and performance of transportation assets.</p>	<p>Implement projects identified within the county and multimunicipal comprehensive plans</p> <p>Implement projects identified by the CSVT Impact Special Study</p> <p>Implement projects identified in the central region ROP</p> <p>Implement other projects identified through local planning processes</p>

Federal planning factors	Federal performance measures	Statewide long range transportation planning goals	Local planning priorities
<p>Enhance the integration and connectivity across and between modes for people and freight</p> <p>Promote efficient system management and operation</p> <p>Emphasize the preservation of the existing transportation system</p> <p>Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and</p> <p>Enhance travel and tourism.</p>		<p>Structure transportation funding and finance approaches that allocate sufficient resources for system safety, maintenance, preservation, and improvement.</p>	

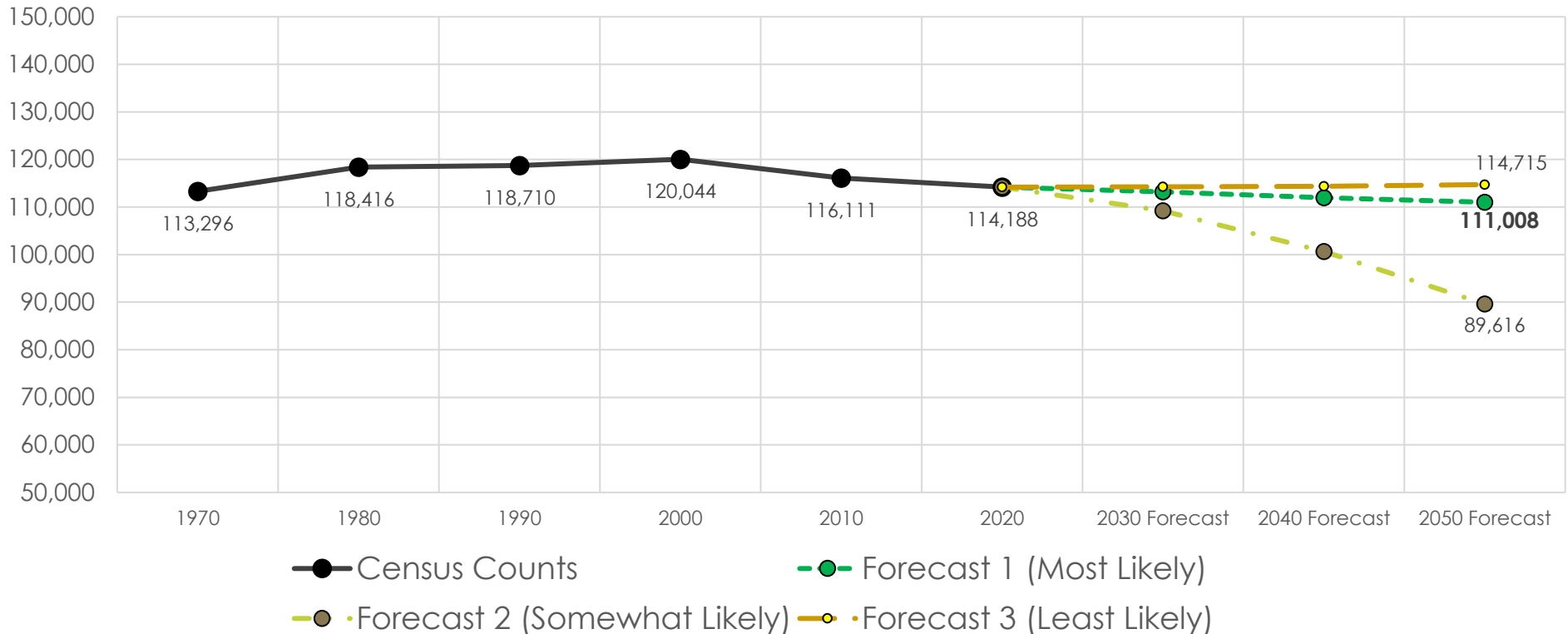
Comparing current conditions in Lycoming County to those observed in the last plan update in 2018 reveals a very similar set of conditions, therefore the overall focus areas for future transportation investment will be largely unchanged.

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

D

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

As discussed in chapter two, WATS is considering three different scenarios as potential future trajectories for Lycoming County.



WATS will monitor changes in population and adjust which of the four focus areas are emphasized based on which of the three scenarios seems to be unfolding. All four focus areas will be pursued, but the relative emphasis will change based on how conditions change.

	Scenario 1 - 2.8% decrease in population by the year 2050	Scenario 2 - 21.5% decrease in population by the year 2050	Scenario 3 - 0.5% increase in population by the year 2050
Higher Emphasis	A	D	C
↕	B	A	A
	C	B	B
Lower Emphasis	D	C	D

WATS Long Range Plan Implementation Strategies

Long Range Transportation Plans should include elements related to both plan implementation and monitoring. This ensures that the goals and objectives and issues identified throughout the plan can advance from theoretical concepts to action by the WATS MPO and other appropriate parties as well as include techniques that can be used to monitor progress in this regard or to re-evaluate the plan in light of changing circumstances. Many of the implementation strategies listed below will be incorporated into the [WATS Unified Planning Work Program](#) as specific work tasks. All of them align with the four focus areas outlined above. When it comes time to program projects, a set of project selection criteria have been developed following the same guidelines.

Planning and programming process

All WATS planning and programming activities adhere to the following guidelines and processes. All activities of WATS are governed by the [WATS Bylaws](#), included as Appendix A to this plan and easily accessible on the WATS website.

Public Participation Plan

WATS has a detailed and current public participation plan that also describes how planning and programming activities will maximize the ability of the public to have meaningful engagement in WATS processes and also how WATS will incorporate LEP, Title VI and ADA considerations into the planning process. The Public Participation Plan for WATS is included as Appendix B to this plan and is easily accessible on the WATS website.

Environmental Justice

Presidential Executive Order 12898 states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Within the transportation field, environmental justice is guided by three core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

WATS has conducted extensive analysis of the distribution of low income and minority populations in Lycoming County and developed an analytical framework now deployed statewide for identifying areas of population concentration and assessing benefits and burdens. This methodology is included as Appendix C to this plan and the environmental justice analysis conducted for the most recent WATS TIP is included as Appendix D.

Compliance with PA Sunshine Law

All WATS public meetings are publicly advertised in the [Williamsport Sun Gazette](#), the paper of record, at least 7 days prior to the meeting and are open to the general public. Agendas for the meetings are posted to the Lycoming County website prior to the meeting. Public information requests for WATS produced documents are handled directly either by Lycoming County Planning Department Staff or the [Lycoming County Right to Know Public Information Officer](#) in a manner that is in compliance with state law. Minutes of all WATS public meetings are compiled and placed on the Lycoming County website.

Implementation

The implementation and monitoring strategies for this plan are summarized below. These implementation and monitoring strategies will form the core of the tasks included in the next update to the [WATS Unified Planning Work Program](#):

- Monitor trends and performance of the WATS transportation system related to the PM-1, PM-2, and PM-3 performance measures and targets
- Identify ways to implement and support the objectives of the Pennsylvania 2045 statewide LRTP, CFMP, and SHSP
- Maintain updated economic, geographic, and demographic data and trends for Lycoming County
- Identify, develop, and maintain additional transportation related datasets needed for sound decision making
- Support transportation projects that contribute to the improvement of the overall road and bridge system of Lycoming County
- Support evaluation of transit service extensions to growth areas and regionally (beyond Lycoming County) where providing such service is cost effective, meets mobility needs, and promotes economic activity
- Continue to work closely with SEDA-COG MPO to maintain an updated Joint Coordinated Human Services Public Transportation Plan
- Identify and promote ways to increase transit usage, especially targeted to the 65 and older population
- Support restoration and maintenance of competitive commercial air service opportunities at the Williamsport Airport
- Support the development of intermodal freight facilities
- Support projects that further access and interconnections between multiuse nonmotorized trail systems

- Maintain an updated WATS Public Participation Plan to ensure WATS remains in full compliance with federal and state public participation requirements and maximizes opportunities to ensure meaningful public involvement in the WATS transportation planning process
- Seek more inclusion and collaboration with municipal officials, school districts and other stakeholder organizations as part of the PennDOT Connects collaboration process on transportation planning issues and at early stages of project development
- Study (and adjust if necessary) the balance of mobility and access on our downtown road systems, such as advancing transportation improvements needed to support the Old City Revitalization Initiative
- Promote and support data driven transportation asset management especially preventative maintenance, preservation, and "lowest lifecycle cost" approaches by municipal governments
- Identify low volume functionally redundant bridges for removal prior to them becoming structurally deficient
- Identify low volume rural roads for conversion to gravel
- Promote transit-oriented development
- Identify appropriate corridors throughout the county for complete streets improvements
- Identify corridors in need of transportation/land use studies and work with partner organizations to contract for studies
- Support grant applications for projects that support any of the focus areas or implementation and monitoring strategies of this plan
- Support creation of a WATS TIP reserve line item for responding to slide and subsidence impacts to the state road system

Project selection criteria

When the [WATS Transportation Improvement Program](#) is updated every two years, the following project selection criteria will be used to place new projects. These project selection criteria are based on the analysis and conclusions of this long range plan and will guide projects that are responsive to changing conditions.

Future transportation projects in Lycoming County will be described by one or more of the following statements	
✓	is a priority project from the Lycoming County Comprehensive Plan and/or Multi-Municipal Comprehensive Plan or addresses a transportation issue identified within those plans
✓	is an identified project within another local or regional planning document
✓	addresses one or more of the 10 Federal Planning Factors
✓	contributes substantially towards meeting a Federal performance-based planning target
✓	addresses one or more of the Pennsylvania 2045, Pennsylvania Comprehensive Freight Movement Plan, or Pennsylvania Strategic Highway Safety Plan objectives
✓	maintains or enhances the ability to move freight or travel to Lycoming County

✓	maintains or enhances the ability for agriculture to thrive
✓	maintains or enhances access to outdoor recreation
✓	includes intermodal freight connections
✓	has been screened using the WATS Complete Streets criteria
✓	identifies and removes functionally redundant infrastructure
✓	incorporates a maintenance, preservation, lowest-lifecycle-cost approach to asset management
✓	helps preserve Lycoming County's air quality attainment status
✓	benefits environmental justice population areas
✓	supports designation of US-15 north from Williamsport to the New York state line in Tioga County as Interstate 99.
✓	improves mobility to employment, health care, education and supports overall economic development and productivity
✓	addresses transportation security issues or provides the ability to better respond to flooding, landslide, or subsidence impacts on transportation system
✓	improves nonmotorized travel safety
✓	addresses ADA accessibility issues and needs
✓	incorporates TSMO strategies to decrease congestion
✓	supports good state of repair of transit facilities and modernized fully accessible transit vehicle fleets
✓	supports increased usage of transit by Lycoming County's senior population
✓	supports expansion of public transportation availability in designated growth areas and serves major land developments
✓	fosters public-private partnerships
✓	reduces or mitigates stormwater impacts of surface transportation
✓	considers context sensitive solutions to ensure compatibility with community character and right sizing of project to address the project defined purpose and need

Williamsport Area Transportation Study Capital Transportation Projects

Introduction

This section of the WATS Long Range Transportation Plan provides a listing of proposed transportation capital improvement projects proposed by the WATS MPO for staged implementation over the next 20 years (2023-2043). The projects identified have been carefully scrutinized through the WATS planning process and are consistent with the project selection criteria outlined earlier in this chapter.

Anticipated available funding sources for WATS MPO projects also presented earlier in this chapter will be applied to ensure that the planned projects are fiscally constrained in that anticipated funding to implement the proposed projects is expected to be reasonably available. For projects eligible to receive IIJA/BIL federal funds along with state matching funds, the WATS MPO will be using guidance issued by PennDOT through its Financial Guidance Work Group. Aviation and rail capital improvement projects are also shown in this plan based upon priorities assigned by the Williamsport Municipal Airport Authority and SEDA-COG Joint Rail Authority, respectively, however these projects do not need to be fiscally constrained as aviation and rail projects are not required by federal law to be included in the WATS MPO approved TIP and PennDOT financial guidance does not address these modal categories when establishing funding targets.

To facilitate review of project priorities and ensure fiscal constraint, all projects shall be aggregated by transportation mode and staged based on the following timeframes:

Short Term: (Years 1-4) consistent with the WATS MPO approved FFY 2023-2026 Transportation Improvement Program, (TIP). These are the highest priority and currently underway projects.

Medium Term: (Years 5-8 [second four years], and years 9-12 [third four years]) consistent with the PennDOT Twelve Year Program Period. These are projects with phases carried over from the first four years or Twelve Year Plan projects not programmed on the current TIP or Decade of Investment projects not programmed on the current TIP. Line item reserves are included to fund future asset management and safety projects. These projects will be selected based on PennDOT priorities, performance measures adopted by WATS, and the objectives identified within this plan.

Long Term: (Years 13-20) consistent with WATS Long Range Transportation Plan horizon. Any specific projects identified in this time period would be anticipated carryover phases from projects begun the medium term. Otherwise, transportation spending in this period will be represented as line item reserves to fund future asset management and safety projects. These projects will be selected based on PennDOT priorities, performance measures adopted by WATS, and the objectives identified within this plan.

Project phases projected to take place within each timeframe are identified by the following notation:

PE = Preliminary Engineering (including studies)

FD = Final design

UTL = Utilities

ROW = Right of way

CON = Construction

WATS MPO Short Term Transportation Project Priorities

Highway and Bridge Projects

The table below lists all of the projects in the 2023-2026 WATS Transportation Improvement Program (TIP). Details about each project can be found by entering the MPMS (Multimodal Project Management System) ID number into the [PennDOT One Map](#) viewer.

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MPMS Number	Project Location	Project category	Cost	Phases	Project has phases in medium term
5755	SR 1010 over Roaring Branch, Jackson Township	Bridge Improvement	\$171,000	PE, FD, ROW	YES
5920	SR 1006 over Tributary to Wallis Run, Cascade Township	Bridge Replacement	\$150,000	PE, FD, ROW,	YES
97620	SR 864 over Mill Creek, Upper Fairfield Township	Bridge Rehabilitation	\$75,000	PE	YES
97625	SR 287 over Larrys Creek, Cummings Township	Bridge Improvement	\$2,263,000	CON	
99027	SR 1010 over Little Elk Run, Jackson Township	Bridge Improvement	\$3,000	CON	
99032	SR 2004 over Tributary to Spring Creek, Washington Township	Bridge Improvement	\$210,000	CON	
99400	SR 287 over Lick Run, Pine Township	Bridge Improvement	\$1,385,000	CON	
106124	US-220 over Ramp A to W 4th St, Woodward Township	Bridge Improvement	\$6,784,734	CON	
110167	SR 54 over West Branch Susquehanna River, Montgomery Borough	Bridge Improvement	\$924,000	CON	YES
110182	SR 1006 Over Slacks Run, Cascade Township	Bridge Improvement	\$295,000	PE, FD, ROW	YES
110190	SR 2004 over Tributary to Spring Creek, Washington Township	Bridge Improvement	\$150,000	PE	YES
88160	SR 1017 over Lycoming Creek	Bridge Preservation	\$1,275,000	CON	
6209	SR 4001 over Little Pine Creek, Pine Township	Bridge Rehabilitation	\$12,290,000	UTL, CON	
79249	US 220 over Wolf Run, Wolf Township	Bridge Replacement	\$100,000	PE	YES
88743	SR 4001 over Little Pine Creek, Pine Township	Bridge Rehabilitation	\$3,222,583	PE, FD, ROW, UTL, CON	
99052	SR 3010 over Larrys Creek, Piatt Township	Bridge Rehabilitation	\$225,00	PE, FD	YES
99061	SR 4010 over Larrys Creek, Cogan House Township	Bridge Rehabilitation	\$1,405,000	PE, FD, ROW, UTL, CON	
99237	PA 973 over Mill Creek, Hepburn Township	Bridge Rehabilitation	\$150,000	PE	YES
99408	SR 2083 over Lick Run, Shrewsbury Township	Bridge Rehabilitation	\$610,000	PE, FD, ROW, UTL, CON	YES
110180	SR 973 over Tributary to Tombs Run, Watson Township	Bridge Rehabilitation	\$550,000	FD, ROW, UTL, CON	

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110204	SR 2055 over Tributary to Muncy Creek, Muncy Creek Township	Bridge Rehabilitation	\$100,000	PE	YES
117883	SR 14 over Frozen Run, McIntyre Township	Bridge Rehabilitation	\$50,000	PE	YES
117885	SR 44 over Norfolk Southern RR	Bridge Rehabilitation	\$100,000	PE	YES
117886	SR 44 over Upper Pine Bottom Run, Cummings Township	Bridge Rehabilitation	\$100,000	PE	YES
117923	SR 1005 over Plunketts Creek, Plunketts Creek Township	Bridge Rehabilitation	\$675,000	PE, FD, CON	
5939	SR 284 over Flooks Run, Pine Township	Bridge Replacement	\$205,000	PE, FD, ROW	YES
5983	SR 1005 over Plunketts Creek, Plunketts Creek Township	Bridge Replacement	\$380,000	PE, FD, ROW,	YES
6030	SR 2061 over Beaver Run, Penn Township	Bridge Replacement	\$100,000	PE	YES
6031	SR 4010 over Larrys Creek, Cogan House Township	Bridge Replacement	\$857,000	FD, ROW, UTL, CON	YES
6082	T-668 over Sugar Run	Bridge Replacement	\$380,000	PE, FD, ROW	YES
6083	T-665 over German Run	Bridge Replacement	\$940,750	PE, FD, ROW, UTL, CON	
6085	T-836 over Trout Run, Lewis Township	Bridge Replacement	\$910,250	PE, FD, ROW, UTL, CON	YES
6205	SR 44 over Susquehanna River, Borough of Jersey Shore/Nippenose Township	Bridge Rehabilitation	\$470,000	PE, FD	YES
68713	WATS TIP Line Item Reserve	Reserve Line Item	\$3,462,901	CON	YES
87918	SR 44 over Lawshee Run, Jersey Shore Borough	Bridge Replacement	\$1,001,000	CON	
97615	SR 87 over Little Bear Creek, Plunketts Creek Township	Bridge Replacement	1,215,000	FD, ROW, UTL, CON	
97623	SR 284 over Blacks Run, Pine Township	Bridge Replacement	\$1,572,818	PE, FD, ROW, UTL	YES
99025	SR 1009 over Tributary to Blockhouse Creek, Jackson Township	Bridge Replacement	\$315,000	FD, ROW, UTL, CON	
99035	SR 2075 over Greggs Run, Wolf Township	Bridge Replacement	\$390,000	FD, ROW, UTL, CON	
99036	SR 3007 over Pine Run, Piatt Township	Bridge Replacement	\$555,000	FD, UTL, ROW, CON	
103952	T-557 over Gregs Run	Bridge Replacement	\$783,750	FD, ROW, UTL, CON	
110181	SR 2015 over German Run, Franklin Township	Bridge Replacement	\$100,000	PE	YES
110205	SR 2061 over Little Sugar Run, Wolf Township	Bridge Replacement	\$75,000	PE	YES

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112414	T-776 over English Run, Pine Township	Bridge Replacement	\$394,250	PE, FD, ROW	YES
114313	SR 1003 over Roaring Branch, Gamble Township	Bridge Replacement	\$365,000	FD, ROW, UTL, CON	
117884	SR 15 over Black Hole Creek	Bridge Replacement	\$250,000	PE	YES
117887	SR 220 over Lick Run, Shrewsbury Township	Bridge Replacement	\$50,000	PE	YES
117231	Bridge Epoxy Overlay (multiple municipalities – 12 bridges)	Bridge Preservation	\$1,747,000	CON	
117534	SR 15 North Bridge, Loyalsock Township	Bridge Preservation	\$400,000	CON	
117631	SR 44 Bridge Preservation (multiple municipalities)	Bridge Preservation	\$250,000	CON	
117924	Bridge Epoxy Overlay (multiple municipalities – 8 bridges)	Bridge Preservation	\$990,000	FD, CON	
118509	Guide Rail Upgrade, Wolf Township	Bridge Preservation	\$400,000	CON	
98983	US 15 from Main St to Southern Ave, South Williamsport Borough	Reconstruction	\$250,000	PE	YES
98919	SR 87 from Little Bear Creek Road to Lower Manor Road, Plunketts Creek Township	Reconstruction	\$1,225,000	CON	
98940	Bennet Run to Odell Rd, Fairfield Township	Maintenance	\$4250,000		
99290	I-180 to PA 973, Fairfield, Upper Fairfield, and Plunketts Creek Townships	Maintenance	\$15,000	PE	
112979	Lick Run Slide, Loyalsock Township	Maintenance	\$50,000	CON	
119180	Northern RAR 2023	Maintenance	\$10,000	FD	
87918	SR 44 over Lawshee Run, Jersey Shore Borough	Bridge Replacement	\$2,065,000	UTL, CON	
97508	SR 2014 from Campbell St to US 15, City of Williamsport	Reconstruction	\$1,750,000	PE	YES
99003	US 220 from Bennett Ln to Muncy Creek, Borough of Picture Rocks/Shrewsbury Township/Penn Township	Reconstruction	\$4,080,586	CON	
99300	SR 2039 from E 3rd St to Lick Run Rd, Loyalsock Township	Highway Restoration	\$1,015,000	PE, CON	YES
111282	Foy Ave to SR 14, Lycoming and Old Lycoming Township	Highway Restoration	\$4,517,788	CON	
109229	Mosquito Creek to SR 654, Duboistown Borough	Highway Restoration	\$75,000	PE	
114045	Susquehanna River to Old Montgomery Pike, Armstrong Twp. and South Williamsport Borough	Highway Restoration	\$2,911,212		

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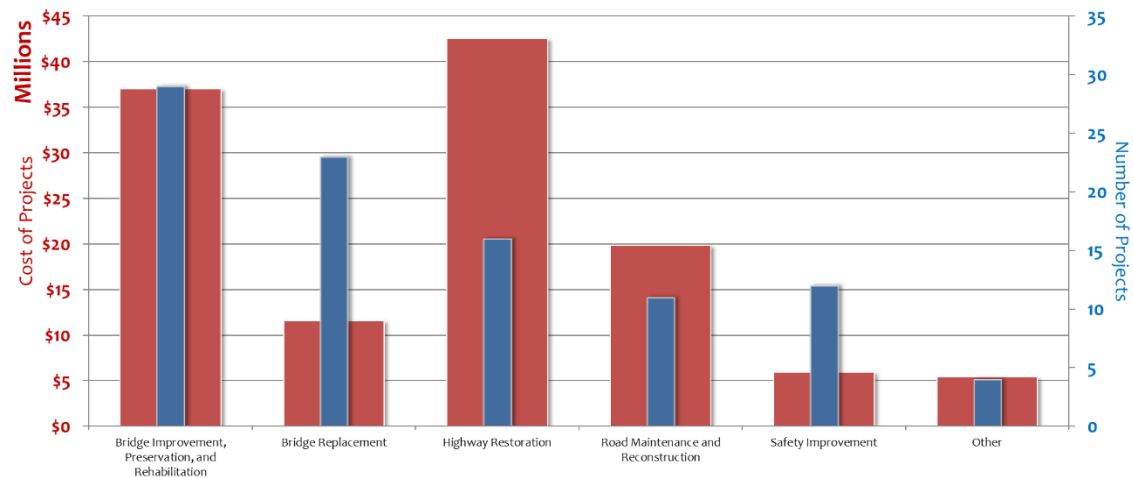
114090	Edgewood Ave to Market St Duboistown and South Williamsport Borough	Highway Restoration	\$1,620,000	PE, CON	
114095	Pine Creek to SR 287 Piatt and Porter Townships	Highway Restoration	\$2,800,000	CON	
114099	School House Rd to Brick Church Rd, Montgomery Borough	Highway Restoration	\$1,350,000	CON	
112978	Tombs Run Slides	Highway Restoration	\$8,309,886	CON	
116597	Loyalsock Creek to Ecks Lane, Loyalsock Township	Highway Restoration	\$1, 100, 000	CON	
116904	Section between SRs 184 and 284, Cogan House and Jackson Townships	Highway Restoration	\$1,600,000	CON	
117409	I-180 EB on-ramp to Third St, Loyalsock Township	Highway Restoration	\$410,000	FD, CON	
117863	Beauty's Run Rd to SR 14, Lewis and Lycoming Townships	Highway Restoration	\$3,933,000	CON	YES
117864	John Brady Dr to Industrial Park Rd, Muncy and Muncy Creek Townships	Highway Restoration	\$25,000	FD	YES
105530	Warrensville Rd to Fairfield Rd, Loyalsock Township and Montoursville Borough	Highway Restoration	\$7,400,000	CON	
105531	Market St to Warrensville Rd EB, (multiple municipalities)	Highway Restoration	\$1,665,000	PE, FD, CON	
105533	Fairfield Rd to Turnkey Rd, Fairfield and Muncy Townships, Montoursville Borough	Highway Restoration	\$4,900,000	CON	
105532	I-180 from US-15 to Warrensville Rd, City of Williamsport/Loyalsock Township	Resurface	\$2,927,318	FD, CON	
110772	Montour Street Airport Connector, Montoursville Borough	Reconstruction	\$1,600,000	FD, CON	
111186	Oliver St to Arch St, City of Williamsport	Reconstruction	\$3,671,300	PE, FD, CON	YES
93024	4 Mile Road, Lewis Township	Safety Improvement	790,414	ROW, CON	
93732	US 220 from SR 287 to 4th St, Piatt Township/Woodward Township	Safety Improvement	\$1,600,000	CON	
99374	US 15 Guide Sign Upgrade, City of Williamsport, Lycoming and Old Lycoming Townships	Safety Improvement	\$415,000	CON	
102641	Tivoli to Glen Mawr Curves, Shrewsbury Township	Safety Improvement	\$2,077,000	ROW, CON	
114159	WATS RPM Contract	Safety Improvement	\$30,000	CON	
114160	WATS RPM Contract	Safety Improvement	\$30,900	CON	

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114161	WATS RPM Contract	Safety Improvement	\$31,800	CON	
114162	WATS RPM Contract	Safety Improvement	\$32,700	CON	
114163	WATS RPM Contract	Safety Improvement		CON	
117826	SR 15 Surface Treatment, Hepburn and Lewis Townships	Safety Improvement	\$383,640	CON	
117827	US 15/I-180 Ramp Lighted Chevrons, City of Williamsport	Safety Improvement	\$120,000	FD, CON	
119579	Pedestrian Countdown Signals, City of Williamsport and South Williamsport Borough	Safety Improvement	\$447,645	PE, FD, CON	
111625	Miller's Run Greenway, Loyalsock Township	Transportation Enhancement	\$830,000	CON	
111628	Willow Street Greenway Pathway, City of Williamsport	Transportation Enhancement	\$1,000,000	CON	
113591	Stormwater Control Monitoring	Stormwater Management	\$120,000	PE	YES

The chart below provides a breakdown of FFY 2023-2026 WATS TIP funding by project category. Highway related improvements account for approximately 70% of highway and bridge spending. All improvements are related to system preservation and safety.

Summary of projects and spending by project category:



Fiscal Constraint Summary

The WATS FFY 2023-2026 Transportation Improvement Program was officially adopted by the WATS MPO at their June 13, 2022 public meeting (a list of Interstate projects can be found at the [WATS MPO TIP website](#)). The Federal Highway Administration subsequently approved the WATS TIP as satisfying federal fiscal constraint.

The WATS MPO relies upon PennDOT Financial Guidance to establish fiscal constraint targets for the TIP and Long Range Plan. The following table shows the anticipated funding for the short term time frame. All projects and line items were constrained to meet these funding levels.

WATS MPO Highway / Bridge Base Funding Allocations

Based on PennDOT FFY 2023-2026 Program Financial Guidance

Federal Fiscal Year	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	Bridge Investment Program	HSIP	TOTAL
2023	\$5,467,000	\$3,370,000	\$3,734,000	\$4,001,000	\$3,152,000	\$3,748,000	\$1,084,000	\$24,463,000
2024	\$5,162,000	\$3,433,000	\$4,047,000	\$3,926,000	\$3,152,000	\$3,748,000	\$1,105,000	\$24,488,000
2025	\$4,887,000	\$3,544,000	\$4,122,000	\$3,925,000	\$3,152,000	\$3,748,000	\$1,126,000	\$24,407,000
2026	\$4,616,000	\$3,647,000	\$4,534,000	\$3,909,000	\$3,152,000	\$3,748,000	\$1,148,000	\$24,656,000
TOTAL	\$20,132,000	\$14,004,000	\$16,437,000	\$15,761,000	\$12,608,000	\$14,992,000	\$4,463,000	\$98,401,000

The FFY 2023-2026 WATS TIP contains projects with a total programmed amount of \$98,401,000. There are 51 highway related improvement projects and 45 bridge improvement projects included on the WATS TIP. The TIP is deemed fiscally constrained because \$98,401,000 from the above referenced PennDOT Financial Guidance approved highway/bridge base allocations established for the WATS MPO is being used toward these projects.

Transit Projects

Agency	Project	Year	Cost
River Valley Transit	Purchase Transit Vehicles	2023	\$2,253,000
River Valley Transit	Garage & Office/CNG Facility Improvements	2023	\$500,000
River Valley Transit	Support Equipment	2023	\$100,000
River Valley Transit	Spare Components	2023	\$100,000
River Valley Transit	Economic/Joint Development	2023	\$250,000
	<i>Church Street Transportation Center</i>		<i>250,000</i>
STEP, Inc.	Purchase a Digital dispatch communication system	2023	\$123,087
STEP, Inc.	Purchase 3 Transit Buses	2023	\$361,094
STEP, Inc.	Transportation Garage Facility	2023	\$ TBD*
River Valley Transit	Purchase Transit Vehicles	2024	\$2,100,000
River Valley Transit	Garage & Office/CNG Facility Improvements	2024	\$1,500,000
River Valley Transit	Support Equipment	2024	\$100,000

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River Valley Transit	Spare Components	2024	\$75,000
River Valley Transit	Economic/Joint Development	2024	\$750,000
	<i>Trade & Transit Centre Complex</i>		\$500,000
	<i>Church Street Transportation Center</i>		\$250,000
STEP, Inc.	Purchase 5 Transit Buses	2024	\$521,584
River Valley Transit	Purchase Transit Vehicles	2025	\$2,225,000
River Valley Transit	Support Equipment	2025	\$100,000
River Valley Transit	Spare Components	2025	\$100,000
River Valley Transit	Economic/Joint Development	2025	\$185,000
	<i>Church Street Transportation Center</i>		\$185,000
STEP, Inc.	Purchase 6 Transit Buses	2025	\$696,677
STEP, Inc.	Purchase 4 vehicles	2025	\$160,000
River Valley Transit	Purchase 3 Fixed Route Buses	2026	\$2,035,000
River Valley Transit	Support Equipment	2026	\$100,000
River Valley Transit	Spare Components	2026	\$75,000
River Valley Transit	Economic/Joint Development	2026	\$1,685,000
	<i>Regional Transit Hubs</i>		\$500,000
STEP, Inc.	Purchase 5 Transit Buses	2026	\$648,000
STEP, Inc.	Purchase 13 Computers	2026	\$13,000
STEP, Inc.	Purchase 13 Phones	2026	\$7,200
STEP, Inc.	Purchase network switch	2026	\$1,600
Total Transit Improvements			\$16,738,242

Fiscal Constraint Summary

The WATS FFY 2023-2026 Transportation Improvement Program was officially adopted by the WATS MPO at their June 13, 2022 public meeting. The Federal Transit Administration subsequently approved the WATS TIP as satisfying federal fiscal constraint requirements. The TIP contains \$13,308,000 in programmed transit projects for River Valley Transit and STEP. The WATS MPO relies upon PennDOT Financial Guidance to establish fiscal constraint targets for the TIP and Long Range Plan. The following table shows the anticipated funding for the short-term time frame. All projects and line items were constrained to meet these funding levels.

WATS MPO Transit Base Funding Allocations

Based on PennDOT FFY 2023-2026 Program Financial Guidance

	FFY 2023	FFY 2024	FFY 2025	FFY 2026
<i>RVT - Operating Assistance</i>	\$4,735,399	\$4,830,107	\$4,975,010	\$5,124,260
<i>STEP, Inc. - Shared Ride</i>	\$1,017,000	\$1,017,000	\$1,017,000	\$1,017,000
Total State Funding	\$5,209,000	\$5,251,000	\$5,294,000	\$5,336,000
<i>Federal Transit Funding</i>	\$2,118,000	\$2,163,000	\$2,163,000	\$2,163,000

Transit Funding Grand Total	\$7,327,000	\$7,414,000	\$7,457,000	\$7,499,000
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Airport Projects

Location	Improvement	Phases	Year(s)	Cost	Funding
Williamsport Regional Airport	Sewer Improvements	All	2023	\$300,000	LOC
Williamsport Regional Airport	ATC Rehab	All	2023	\$718,000	BIL, LOC
Williamsport Regional Airport	Repave GA Taxi lanes	All	2023	\$600,000	CARES
Williamsport Regional Airport	Repave FBO Access Road	All	2023	\$400,000	BIP
Williamsport Regional Airport	Rehab Hangar	All	2023	\$600,000	BOA, LOC
Williamsport Regional Airport	Acquire Airport Equipment	All	2023	\$300,000	AIP, LOC
Williamsport Regional Airport	Construct 10-Bay T-Hangar	All	2023-2024	\$4,000,000	BIL, CARES
Williamsport Regional Airport	Construct SRE Maintenance Fac.	All	2023-2024	\$4,100,000	CARES
Williamsport Regional Airport	Rehab Runway 12/20	All	2023-2024	\$2,100,00	BOA, LOC
Williamsport Regional Airport	Rehab Thruway J	All	2024	\$1,260,000	AIP, BOA, LOC
Williamsport Regional Airport	Repave Airport Road	All	2025	\$300,000	BIL
Williamsport Regional Airport	Rehab Thruway H	All	2025-2028	\$510,000	AIP, BOA, LOC

Fiscal Constraint Summary

The capital projects for the Williamsport Regional Airport for FFY 2023-2026 have been identified and prioritized by the Williamsport Municipal Airport Authority and approved as part of the overall PennDOT Twelve Year Transportation Program aviation section and are also included on the PennDOT Bureau of Aviation, JCIP system. A total of \$10,788,000 in airport projects are shown for the first four years of this plan. Revenue levels are anticipated to fully cover estimated project costs shown above primarily from FAA Airport Improvement Program, (AIP) entitlement funding for the Williamsport Regional Airport during this time period along with state and local required matching funds. As stated earlier, airport projects are not federally required to be programmed on the WATS MPO TIP and are therefore not subject to overall TIP fiscal constraint requirements, however these projects are illustrated and supported in the WATS Long Range Plan to ensure a coordinated, multi-modal focus of this plan.

Rail Projects

Future project planning for the SEDA-COG Joint Rail Authority does not naturally break into the same time period categories as other modes. Therefore all proposed future rail projects are shown below under “short term.”

Plan Reference	Timeframe	Project Locations / Track Systems	Funding Sources	Description	Estimated Cost
PA Passenger & Rail Plan	Long-term Projects (5+years)	Rail Upgrades	TBD	Between Montoursville and Saegers Station due to increasing traffic	\$3,750,000
PA Passenger and Rail Plan	Long-term Projects (5+years)	Track Rehabilitation – Koppers	TBD	Major rehabilitation of tracks to serve largest customer	\$125,000
SEDA-COG Strategic Plan	Next 10 Years	All	RTAP	Railroad bridge upgrades - load capacity	\$2,625,000.00
SEDA-COG Strategic Plan	Next 10 Years	LVRR	RTAP	Track upgrades and expansion, new construction of storage tracks (Williamsport to S. Avis)	\$1,575,000.00
SEDA-COG Strategic Plan	Next 10 Years	NB/LV/NS/JV/SV	RTAP	Capital/safety upgrades to 10 bridges	\$4,375,000.00
SEDA-COG Strategic Plan	Next 10 Years	LV/NB/NS	RTAP	Upgrade 12 bridges	\$2,388,750.00
SEDA-COG Strategic Plan	Next 10 Years	LVRR	RTAP	NBY - track construct/TO replacements/realign track	\$3,062,500.00
SEDA-COG Strategic Plan	Next 10 Years	LVRR	RTAP	Track upgrades/rail replacement/crossing construct - NBY to South Avis	\$6,125,000.00
SEDA-COG Strategic Plan	Next 20 Years	JV/LV/NB/NS	RTAP	Bridges/culverts/bank stable - flood mitigation	\$6,250,000.00
SEDA-COG Strategic Plan	Next 20 Years	LV/NB/NS	RTAP	Construct/rehab tracks and sidings	\$2,925,000.00

Fiscal Constraint Summary

The list of projects above has been compiled through listings found in Appendix 9 (Freight Rail Projects) of the Pennsylvania Intercity Passenger & Freight Rail Plan and the SEDA-COG Joint Rail Authority (JRA) strategic plan. A majority of these projects have received line item authorizations in the state capitol budget through the Rail Transportation Assistance Program (RTAP). The capital projects proposed along the Lycoming Valley Railroad have been identified and prioritized by the SEDA-COG Joint Rail Authority with an implementation timeframe over the next twenty years as funding becomes available. There are a total of ten rail improvement projects proposed along JRA owned rail lines that impact, to some degree, the Lycoming Valley Rail Road system. The total estimated cost of these projects is projected to be \$33,201,250. Revenue levels are anticipated to fully cover estimated project costs shown above primarily through a combination of FRA grants, state rail grants and required local match supplied by

the Joint Rail Authority & its Operator – or from other sources. Rail projects are not federally required to be programmed on the WATS MPO TIP and are therefore not subject to overall TIP fiscal constraint requirements, however these projects are illustrated and supported in the WATS Long Range Plan to ensure a coordinated, multi-modal focus of this plan.

WATS MPO Medium Term Transportation Project Priorities

Highway and Bridge

Specific projects listed below in *italics* are carryover projects from the short term project list. Any other specific project listed with an MPMS number is a TYP or Decade of Investment project not programmed on the 2023-2026 TIP. In the medium term of this plan additional highway, bridge, and safety projects will be selected based on needs and priority on a two year cycle in coordination with the update of the TIP. Line items in this period have been created to which specific projects will be assigned in future TIP updates. All projects will be selected consistent with the goals and performance measure of this plan.

Projects

			Second Four Years (2027 - 2030)		Third Four Years (2031 - 2034)	
MPMS	Project Location	Improvement	Cost	Phases	Cost	Phases
5939	SR 284 over Flooks Run, Pine Township	Bridge Replacement	\$605,000	UTL, CON		
5755	SR 1010 over Roaring Branch, Jackson Township	Bridge Improvement	\$1,270,500	CON		
5983	SR 1005 over Plunketts Creek, Plunketts Creek Township	Bridge Replacement	\$1,025,000	UTL, CON		
6030	SR 2061 over Beaver Run, Penn Township	Bridge Replacement	520,000	FD, UTL, ROW, CON		
6082	T-668 over Sugar Run	Bridge Replacement	\$779,000	UTL, CON		
68713	WATS TIP Line Item Reserve	Reserve Line Item	\$38,523,000	CON	\$38,513,000	CON
117282	SR 864 over Trib. To Mill Creek, Upper Fairfield Township	Bridge Replacement			\$560,000	PE, FD, ROW, UTL, CON
117283	SR 864 over Trib. Mill Creek, Upper Fairfield Township	Bridge Replacement			\$660,000	PE, FD, ROW, UTL, CON
117284	SR 864 over Trib. To E. Mill Creek 2, Upper Fairfield Township	Bridge Replacement	\$100,000	PE	\$560,000	FD, ROW, UTL, CON

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			Second Four Years (2027 - 2030)		Third Four Years (2031 - 2034)	
MPMS	Project Location	Improvement	Cost	Phases	Cost	Phases
117301	SR 2032 over Trib. To Mill Creek, Mill Creek Township	Bridge Replacement	\$50,000	PE	\$335,000	FD, ROW, UTL, CON
117331	SR 2061 over Trib. To Sugar Run, Penn Township	Bridge Replacement	\$150,000	PE	\$760,000	FD, ROW, UTL, CON
99034	Bridge deck overlays (multiple municipalities - 10 bridges)	Bridge Preservation			\$3,700,000	CON
117235	Bridge painting (multiple municipalities – 4 bridges)	Bridge Preservation	\$40,000	PE, FD	\$800,000	CON
177278	Pine Creek Valley Epoxy Overlay (multiple municipalities)	Bridge Preservation	\$300,000			
117281	Bridge painting (multiple municipalities)	Bridge Preservation			\$50,000	PE
117888	Bridge Epoxy Overlay (multiple municipalities – 6 bridges)	Bridge Preservation			\$550,000	PE, CON
110167	SR 54 over West Branch Susquehanna River, Montgomery Borough	Bridge Improvement	\$1,601,000	CON		
97508	SR 2014 from Campbell St to US 15, City of Williamsport	Reconstruction	\$8,310,000	PE, FD, ROW, UTL	\$15,685,200	CON
98983	US 15 from Main St to Southern Ave, South Williamsport Borough	Reconstruction	\$250,000	PE	4,000,000	FD, ROW, UTL
99032	SR 2004 over Tributary to Spring Creek, Washington Township	Bridge Improvement	\$108,000	CON		
110182	SR 1006 over Slacks Run, Cascade Township	Bridge Improvement	\$420,000	UTL, CON		
99408	SR 2083 over Lick Run, Shrewsbury Township	Bridge Rehabilitation	\$225,000	CON		
5920	SR 1006 over Tributary to Wallis Run, Cascade Township	Bridge Replacement	\$422,000	CON		

CONNECTING PEOPLE AND PLACES

			Second Four Years (2027 - 2030)		Third Four Years (2031 - 2034)	
MPMS	Project Location	Improvement	Cost	Phases	Cost	Phases
110190	SR 2004 over Tributary to Spring Creek, Washington Township	Bridge Improvement	\$560,000	FD, ROW, UTL, CON		
99383	SR 14 over Abbots Run, McIntyre Township	Bridge Rehabilitation			\$330,000	PE, FD, ROW, UTL, CON
97609	SR 44 over Ramsey Run, Cummings Township	Bridge Rehabilitation			\$655,000	PE, FD, ROW, UTL, CON
81897	SR 2060 from Via Bella to 3rd St, City of Williamsport	Reconstruction			\$1,075,000	CON
99052	SR 3010 over Larrys Creek, Piatt Township	Bridge Rehabilitation	\$1,650,000	FD, ROW, UTL, CON		
97623	SR 284 over Blacks Run, Pine Township	Bridge Replacement	\$165,000	CON		
97632	SR 2003 over Spring Creek, Washington Township	Bridge Replacement	\$215,000	PE, FD, ROW	\$1,070,000	UTL, CON
112414	T-776 over English Run, Pine Township	Bridge Replacement	\$969,000	UTL, CON		
114314	SR 1003 over Joe Gray Run, Gamble Township	Bridge Replacement	\$150,000	PE	\$455,000	FD, ROW, UTL, CON
114352	SR 3013 over Quenshukney Run, Anthony Township	Bridge Replacement	\$95,000	PE, FD, ROW	\$220,000	UTL, CON
114353	SR 3025 over Daughertys Run, Old Lycoming Township	Bridge Replacement	\$170,000	PE, FD, ROW	\$415,000	UTL, CON
117229	SR 284 over Steam Valley Run, Jackson Township	Bridge Replacement	\$100,000	PE	\$490,000	FD, ROW, CON
117230	SR 973 over Tombs Run, Watson Township	Bridge Replacement	\$200,000	PE	\$885,000	FD, ROW, UTL, CON
117882	SR 14 over Trib. Lycoming Creek, Lewis Township	Bridge Replacement	\$370,000	PE, FD, ROW, UTL	\$2,000,000	CON
117884	SR 15 over Black Hole Creek, Clinton Township	Bridge Replacement	\$170,000	FD, ROW, UTL	\$2,000,000	CON
117887	SR 220 over Lick Run, Shrewsbury Township	Bridge Replacement	\$1,695,000	FD, ROW, UTL, CON		
114310	US 220 over Pine Creek, Porter Township	Bridge Rehabilitation	\$70,000	PE, FD	\$910,000	CON

CONNECTING PEOPLE AND PLACES

			Second Four Years (2027 - 2030)		Third Four Years (2031 - 2034)	
MPMS	Project Location	Improvement	Cost	Phases	Cost	Phases
79249	US 220 over Wolf Run, Wolf Township	Bridge Rehabilitation	\$545,000	FD, ROW, UTL, CON		
117883	SR 14 over Frozen Run, McIntyre Township	Bridge Rehabilitation	\$635,000	FD, CON		
117885	SR 44 over Norfolk Southern RR, Nippenose Township	Bridge Restoration	\$950,000	FD, CON		
99226	Bridge painting (multiple bridges on I-180, multiple municipalities)	Bridge Rehabilitation	\$2,202,000	PE, CON	\$342,000	CON
117886	SR 44 over Upper Pine Bottom Run, Cummings Township	Bridge Rehabilitation	\$650,000	FD, CON		
106124	US-220 over Ramp A to W 4th St, Woodward Township	Bridge Improvement	\$1,560,000	CON		
99233	SR 14 over Red Run, McIntyre Township	Bridge Improvement			\$705,000	PE, FD, ROW, UTL, CON
6128	SR 14 over Trout Run, Lewis Township	Bridge Improvement			\$540,000	FD, UTL, ROW, CON
110162	SR 15 over Hagermans Run, Borough of South Williamsport	Bridge Improvement	\$200,000	PE	\$2,100,000	FD, CON
99348	SR 44 over Furnace Run, Watson Township	Bridge Improvement			\$755,000	PE, FD, ROW, UTL, CON
99393	SR 44 over Upper Pine Bottom Run, Cummings Township	Bridge Improvement			\$655,000	PE, FD, ROW, UTL, CON
97639	SR 118 over Gregs Run, Wolf Township	Bridge Improvement	\$445,000	PE, FD, ROW, UTL	\$300,000	CON
97654	SR 118 over Sugar Run, Wolf Township	Bridge Improvement	\$485,000	PE, FD, ROW, UTL, CON	\$400,000	CON
97658	SR 118 over Little Muncy Creek, Jordan Township	Bridge Improvement			\$100,000	PE
102641	US 220 between Tivoli and Glen Mawr, Shrewsbury Township	Safety Improvement	\$750,000	CON		
114163	WATS RPM Contract	Safety Improvement	\$33,700	CON		
114165	WATS RPM Contract	Safety Improvement	\$34,700	CON		
117342	WATS RPM Contract	Safety Improvement	\$35,600	CON		
117344	WATS RPM Contract	Safety Improvement	\$36,600	CON		

CONNECTING PEOPLE AND PLACES

			Second Four Years (2027 - 2030)		Third Four Years (2031 - 2034)	
MPMS	Project Location	Improvement	Cost	Phases	Cost	Phases
117346	WATS RPM Contract	Safety Improvement			\$37,500	CON
117347	WATS RPM Contract	Safety Improvement			\$38,500	CON
117348	WATS RPM Contract	Safety Improvement			\$39,400	CON
117349	WATS RPM Contract	Safety Improvement			\$39,400	CON
79249	US 220 over Wolf Run, Wolf Township	Bridge Improvement	\$80,000	PE	\$660,000	FD, UTL, ROW, CON
99352	SR 287 over Tributary to Larrys Creek, Piatt Township	Bridge Improvement			\$735,000	PE, FD, ROW, UTL, CON
97661	SR 405 over Tributary to Susquehanna River, Clinton Township	Bridge Improvement			\$815,000	PE, FD, ROW, UTL, CON
99008	SR 405 from SR 54 to Brick Church Rd, Borough of Montgomery/Clinton Township	Highway Reconstruction			\$500,000	PE
99354	SR 405 over Tributary to Susquehanna River, Clinton Township/Borough of Montgomery	Bridge Improvement			\$100,000	PE
99402	SR 414 over Pine Creek, McHenry Township	Bridge Improvement			\$200,000	PE
97663	SR 442 over Dry Run, Muncy Creek Township	Bridge Improvement			\$200,000	PE
99237	SR 973 over Mill Creek, Hepburn Township	Bridge Improvement	\$1,635,000	FD, ROW, UTL, CON		
99051	SR 1017 over Trout Run, Lewis Township	Bridge Improvement	\$100,000	PE	\$810,00	FD, ROW, UTL, CON
99359	SR 2014 over Wolf Run, Muncy Creek Township	Bridge Improvement			\$100,000	PE
110181	SR 2015 over German Run, Franklin Township	Bridge Improvement	\$495,000	FD, ROW, UTL, CON		
99337	SR 2018 over Millers Run, Loyalsock Township	Bridge Improvement	\$850,000	PE, FD, ROW, UTL	\$500,000	CON
114330	SR 3001 over Trib to Antes Creek, Limestone Township	Bridge Improvement	\$100,000	PE	\$520,000	FE, ROW, UTL, CON

CONNECTING PEOPLE AND PLACES

			Second Four Years (2027 - 2030)		Third Four Years (2031 - 2034)	
MPMS	Project Location	Improvement	Cost	Phases	Cost	Phases
99300	SR 2039 from E 3rd St to Lick Run Rd, Loyalsock Township	Highway Restoration	\$400,000	CON		
97662	SR 2053 over Wolf Run, Muncy Township	Bridge Improvement	\$100,000	PE	\$970,000	FD, ROW, UTL, CON
110204	SR 2055 over Tributary to Muncy Creek, Muncy Creek Township	Bridge Improvement	\$560,000	FD, ROW, UTL, CON		
110205	SR 2061 over Little Sugar Run, Wolf Township	Bridge Improvement	\$635,000	FD, ROW, UTL, CON		
110207	SR 4001 over Little Pine Creek, Cummings Township	Bridge Improvement	\$385,000	PE, FD, UTL, ROW, CON	\$200,000	CON
110208	SR 4002 over Hughes Run, Pine Township	Bridge Improvement	\$335,000	PE, FD, UTL, ROW, CON	\$250,000	CON
99373	SR 3013 slide repair, Woodward Township	Highway Reconstruction			\$2,000,000	PE, FD, ROW, UTL, CON
111186	Oliver St to Arch St, City of Williamsport	Highway Reconstruction	\$9,814,000	CON		
97620	SR 864 over Mill Creek, Upper Fairfield Township	Bridge Improvement	\$1,461,500	FD, ROW, UTL, CON		
115356	½ mile S. of 4 Mile Rd to SR 287 SB, Cogan House, Jackson, and Lewis, Townships	Highway Restoration	\$7,600,400	CON		
117795	7 th St to Basin St, City of Williamsport	Highway Restoration	\$150,000	PE, FD	\$2,500,000	CON
117863	Beauty's Run Rd to SR 14, Lewis and Lycoming Townships	Highway Restoration	\$656,000	CON		
117864	John Brady Dr to Industrial Park Rd, Muncy and Muncy Creek Townships	Highway Restoration	\$1,064,000	CON		
6206	SR 414 over Pine Creek, Brown Township	Bridge Improvement			\$840,000	PE, FD, UTL, ROW, CON
97617	SR 284 over Bonnell Run, Pine Township	Bridge Improvement	\$1,501,000	PE, FD, ROW, UTL, CON		

CONNECTING PEOPLE AND PLACES

			Second Four Years (2027 - 2030)		Third Four Years (2031 - 2034)	
MPMS	Project Location	Improvement	Cost	Phases	Cost	Phases
6000	US 220/ W 4th St Interchange	Highway Reconstruction			\$250,000	PE
6205	SR 44 over Susquehanna River, Borough of Jersey Shore/Nippenose Township	Bridge Restoration	\$1,087,00	CON		
113591	Stormwater Control Monitoring	Stormwater Management	\$120,000	PE	\$120,000	PE
TOTAL			\$94,499,500		\$92,390,000	
<i>Financial Guidance</i>			<i>\$95,721,000</i>		<i>\$95,034,000</i>	

The WATS medium term projects consist of \$28,693,000 in bridge projects and \$67,028,000 in highway and safety projects.

Fiscal Constraint Summary

The WATS MPO relies upon PennDOT Financial Guidance to establish fiscal constraint targets for the TIP and Long Range Plan. The following table shows the anticipated funding for the medium term time frame. All projects and line items were constrained to meet these funding levels.

WATS MPO Highway / Bridge Base Funding Allocations Based on PennDOT FFY 2027-2034 Program Financial Guidance

Fund Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total FFY 2027 -FFY 2030
NHPP (Federal)	\$4,088,000	\$3,695,000	\$3,695,000	\$3,695,000	\$15,173,000
STP (Federal)	\$3,647,000	\$3,647,000	\$3,647,000	\$3,647,000	\$14,588,000
BOF (Federal)	\$3,152,000	\$3,152,000	\$3,152,000	\$3,152,000	\$12,608,000
HSIP (Federal)	\$1,148,000	\$1,148,000	\$1,148,000	\$1,148,000	\$4,592,000
581 (State Highway)	\$4,534,000	\$4,533,000	\$4,533,000	\$4,532,000	\$18,132,000
185/183 (State Bridge)	\$3,909,000	\$3,908,000	\$3,908,000	\$3,907,000	\$15,632,000
Bridge Investment Program	\$3,749,000	\$3,749,000	\$3,749,000	\$3,749,000	\$14,996,000
TOTAL BASE FUNDING	\$24,227,000	\$23,832,000	\$23,832,000	\$23,830,000	\$95,721,000

CONNECTING PEOPLE AND PLACES

Fund Type	FFY 2031	FFY 2032	FFY 2033	FFY 2034	Total FFY 2030 -FFY 2034
NHPP (Federal)	\$3,695,000	\$3,695,000	\$3,695,000	\$3,695,000	\$14,780,000
STP (Federal)	\$3,647,000	\$3,647,000	\$3,647,000	\$3,647,000	\$14,588,000
BOF (Federal)	\$3,152,000	\$3,152,000	\$3,152,000	\$3,152,000	\$12,608,000
HSIP (Federal)	\$1,148,000	\$1,148,000	\$1,148,000	\$1,148,000	\$4,592,000
581 (State Highway)	\$4,531,000	\$4,530,000	\$4,530,000	\$4,529,000	\$18,120,000
185/183 (State Bridge)	\$3,906,000	\$3,905,000	\$3,905,000	\$3,904,000	\$15,620,000
Bridge Investment Program	\$3,749,000	\$3,749,000	\$3,479,000	\$3,749,000	\$14,726,000
TOTAL BASE FUNDING	\$23,828,000	\$23,826,000	\$23,556,000	\$23,824,000	\$95,034,000

Transit Projects

Agency	Project	Year	Cost
River Valley Transit	Purchase 3 Fixed Route Buses	2027	\$3,100,000
River Valley Transit	Support Equipment	2027	\$100,000
River Valley Transit	Spare Components	2027	\$75,000
River Valley Transit	Economic/Joint Development	2027	\$500,000
	<i>Trade & Transit Center Complex</i>		\$500,000
STEP, Inc	Purchase 10 vehicles	2027	\$366,000
STEP, Inc	Purchase Office Furniture	2027	\$49,233
STEP, Inc	Purchase 50 computer tablets	2027	\$9,950
River Valley Transit	Purchase 6 Fixed Route Buses	2028	\$4,800,000
River Valley Transit	Garage & Office/CNG Facility Improvements	2028	\$500,000
River Valley Transit	Purchase Support Vehicles	2028	\$125,000
River Valley Transit	Support Equipment	2028	\$100,000
River Valley Transit	Spare Components	2028	\$75,000
STEP, Inc	Purchase 3 Transit Buses	2028	\$366,000
River Valley Transit	Purchase 6 Fixed Route Buses	2029	\$5,000,000
River Valley Transit	Purchase 2 Other Transit Vehicles	2029	\$200,000
River Valley Transit	Support Equipment	2029	\$75,000
River Valley Transit	Spare Components	2029	\$100,000
STEP, Inc	Purchase 9 vehicles	2029	\$696,677
River Valley Transit	Purchase 3 Fixed Route Buses	2030	\$3,000,000
River Valley Transit	Purchase Support Vehicles	2030	\$150,000
River Valley Transit	Support Equipment	2030	\$100,000
River Valley Transit	Spare Components	2030	\$75,000
River Valley Transit	Economic/Joint Development	2030	\$500,000
	<i>Trade & Transit Center Complex</i>		\$500,000
River Valley Transit	Purchase 2 Transit Vehicles	2031	\$200,000

CONNECTING PEOPLE AND PLACES

Agency	Project	Year	Cost
River Valley Transit	Support Equipment	2031	\$75,000
River Valley Transit	Spare Components	2031	\$100,000
River Valley Transit	Economic/Joint Development	2031	\$500,000
	<i>Church Street Transportation Center</i>		\$250,000
	<i>Regional Transit Hubs</i>		\$250,000
STEP, Inc	Purchase 3 Transit Buses	2031	\$366,000
STEP, Inc	Purchase 1 Network Switch	2031	\$1,600
River Valley Transit	Purchase 6 Fixed Route Buses	2032	\$6,000,000
River Valley Transit	Purchase Support Vehicles	2032	\$150,000
River Valley Transit	Support Equipment	2032	\$100,000
River Valley Transit	Spare Components	2032	\$75,000
River Valley Transit	Garage & Office/CNG Facility Improvements	2032	\$500,000
STEP, Inc	Purchase 5 Transit Buses	2032	\$646,000
STEP, Inc	Purchase 50 Computer Tablets	2032	\$9,950
River Valley Transit	Purchase 2 Transit Vehicles	2033	\$200,000
River Valley Transit	Support Equipment	2033	\$75,000
River Valley Transit	Spare Components	2033	\$100,000
River Valley Transit	Economic/Joint Development	2033	\$500,000
	<i>Trade & Transit Center Complex</i>		\$500,000
STEP, Inc	Purchase 3 Transit Buses	2033	\$488,787
STEP, Inc	Purchase 13 Computers	2033	\$13,650
River Valley Transit	Purchase 3 Fixed Route Buses	2034	\$3,000,000
River Valley Transit	Purchase Support Vehicles	2034	\$175,000
River Valley Transit	Support Equipment	2034	\$100,000
River Valley Transit	Spare Components	2034	\$75,000
River Valley Transit	Economic/Joint Development	2034	\$500,000
	<i>Church Street Transportation Center</i>		\$250,000
	<i>Regional Transit Hubs</i>		\$250,000
Total Transit Improvements			\$33,513,847

Fiscal Constraint Summary

For both FFY 2027-2030 and FFY 2031-2034 timeframes, FFY 2022 WATS Transit TIP federal and state funding levels are assumed to remain flat and all projects shown remain within current TIP Transit funding levels. PennDOT Transit Financial Guidance for FFY 2034 and beyond was unavailable at the time this plan was prepared.

Airport Projects

Location	Improvement	Phases	Year(s)	Cost	Funding
Williamsport Regional Airport	Rehabilitate Thruway H	All	2025-2028	\$510,000	AIP, BOA, LOC

Airport Fiscal Constraint Summary:

The capital projects for the Williamsport Regional Airport for FFY 2027-2035 have been identified and prioritized by the Williamsport Municipal Airport Authority and approved as part of the overall PennDOT Twelve Year Transportation Program aviation section and are also included on the PennDOT Bureau of Aviation, JCIP system. A total of \$ 510,000 in airport projects are shown for the FFY 2027-35 timeframe of this plan. There are no additional projects beyond this timeframe due to the uncertainty of AIP availability past 2024 stemming from the current passenger enplanement levels.

As stated earlier, airport projects are not federally required to be programmed on the WATS MPO TIP and are therefore not subject to overall TIP fiscal constraint requirements, however these projects are illustrated and supported in the WATS Long Range Plan to ensure a coordinated, multi-modal focus of this plan. The Airport Authority has not yet identified projects beyond FFY 2028.

WATS MPO Long Term Transportation Project Priorities

Highway And Bridge Projects

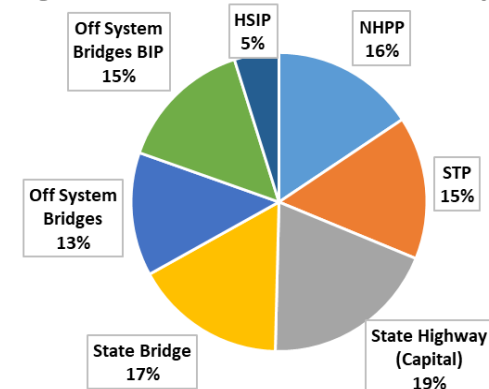
Specific projects in the long term are not identified. It is extremely unwise to develop a prescriptive list of projects for 13-20 years in the future at this time. Instead, specific projects for the years that are now in the long term will be programmed when firm financial guidance is available and future asset conditions and progress towards system performance goals are known and not just hazy guesses. This plan will have been updated twice by that time. Projects will be selected based on needs and priority on a two year cycle in coordination with the update of the TIP. The categories of projects selected will be based on available funding.

Fiscal Constraint Summary

The WATS MPO relies upon PennDOT Financial Guidance to establish fiscal constraint targets for the TIP and Long Range Plan. However, these guidelines only extend to the end of the current Twelve Year Plan timeframe. Financial guidance for the long term period of this plan (Years 13-20) were derived by extending the year 12 guidance forward with the assumption that funding levels will not increase or decrease significantly from those numbers. Since this plan assumes that since

1. the plan and project lists will be updated twice before the year 2036, and

**Projected WATS Long Term Project Guidance
Categories, Based on Financial Guidance Projections**



2. the long term time frame of this plan is mostly composed of line item reserves for asset maintenance and safety projects there will be no negative effect from extending year 12 funding levels forward another 8 years. The following table shows the anticipated funding for the long term time frame. All projects and line items were constrained to meet these funding levels.

WATS MPO Highway / Bridge Base Funding Allocations
Based on PennDOT FFY 2036-2043 Program Financial Guidance

Federal Fiscal Year	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	BIP	HSIP	TOTAL
2035	\$3,695,000	\$3,647,000	\$4,529,000	\$3,904,000	\$3,152,000	\$3,479,000	\$1,148,000	\$23,554,000
2036	\$3,695,000	\$3,647,000	\$4,529,000	\$3,904,000	\$3,152,000	\$3,479,000	\$1,148,000	\$23,554,000
2037	\$3,695,000	\$3,647,000	\$4,529,000	\$3,904,000	\$3,152,000	\$3,479,000	\$1,148,000	\$23,554,000
2038	\$3,695,000	\$3,647,000	\$4,529,000	\$3,904,000	\$3,152,000	\$3,479,000	\$1,148,000	\$23,554,000
2039	\$3,695,000	\$3,647,000	\$4,529,000	\$3,904,000	\$3,152,000	\$3,479,000	\$1,148,000	\$23,554,000
2040	\$3,695,000	\$3,647,000	\$4,529,000	\$3,904,000	\$3,152,000	\$3,479,000	\$1,148,000	\$23,554,000
2041	\$3,695,000	\$3,647,000	\$4,529,000	\$3,904,000	\$3,152,000	\$3,479,000	\$1,148,000	\$23,554,000
2042	\$3,695,000	\$3,647,000	\$4,529,000	\$3,904,000	\$3,152,000	\$3,479,000	\$1,148,000	\$23,554,000
TOTAL	\$29,560,000	\$29,176,000	\$36,232,000	\$31,232,000	\$25,216,000	\$27,832,000	\$9,184,000	\$188,432,000

Transit Projects

Agency	Project	Year	Cost
River Valley Transit	Purchase 2 Other Transit Vehicles	2035	\$200,000
River Valley Transit	Purchase 3 Fixed Route Buses	2035	\$3,000,000
River Valley Transit	Support Equipment	2035	\$75,000
River Valley Transit	Spare Components	2035	\$100,000
River Valley Transit	Purchase 6 Fixed Route Buses	2036	\$3,200,000
River Valley Transit	Purchase Support Vehicles	2036	\$175,000
River Valley Transit	Garage & Office/CNG Facility Improvements	2036	\$500,000
River Valley Transit	Support Equipment	2036	\$100,000
River Valley Transit	Spare Components	2036	\$75,000
River Valley Transit	Economic/Joint Development	2036	\$500,000
	<i>Trade & Transit Center Complex</i>		<i>\$500,000</i>
River Valley Transit	Purchase 2 Other Transit Vehicles	2037	\$250,000
River Valley Transit	Support Equipment	2037	\$75,000

CONNECTING PEOPLE AND PLACES

Agency	Project	Year	Cost
River Valley Transit	Spare Components	2037	\$100,000
River Valley Transit	Economic/Joint Development	2037	\$500,000
	<i>Church Street Transportation Center</i>		\$250,000
	<i>Regional Transit Hubs</i>		\$250,000
River Valley Transit	Purchase 6 Fixed Route Buses	2038	\$6,500,000
River Valley Transit	Purchase Support Vehicles	2038	\$175,000
River Valley Transit	Support Equipment	2038	\$100,000
River Valley Transit	Spare Components	2038	\$75,000
River Valley Transit	Purchase 2 Other Transit Vehicles	2039	\$250,000
River Valley Transit	Support Equipment	2039	\$100,000
River Valley Transit	Garage & Office/CNG Facility Improvements	2039	\$500,000
River Valley Transit	Spare Components	2039	\$75,000
River Valley Transit	Economic/Joint Development	2039	\$500,000
	<i>Trade & Transit Center Complex</i>		\$500,000
River Valley Transit	Purchase 3 Fixed Route Buses	2040	\$3,500,000
River Valley Transit	Support Equipment	2040	\$75,000
River Valley Transit	Spare Components	2040	\$100,000
River Valley Transit	Economic/Joint Development	2040	\$500,000
	<i>Church Street Transportation Center</i>		\$250,000
	<i>Regional Transit Hubs</i>		\$250,000
River Valley Transit	Purchase 2 Other Transit Vehicles	2041	\$300,000
River Valley Transit	Purchase Support Vehicles	2041	\$200,000
River Valley Transit	Support Equipment	2041	\$100,000
River Valley Transit	Spare Components	2041	\$75,000
River Valley Transit	Purchase 3 Fixed Route Buses	2042	\$4,000,000
River Valley Transit	Support Equipment	2042	\$75,000
River Valley Transit	Spare Components	2042	\$100,000
River Valley Transit	Economic/Joint Development	2042	\$500,000
	<i>Church Street Transportation Center</i>		\$250,000
	<i>Regional Transit Hubs</i>		\$250,000
Total Transit Improvement		\$26,850,000	

Fiscal Constraint Summary

For the FFY 2035-2042 timeframe, FFY 2031 WATS Transit TIP federal and state funding levels are assumed to remain flat and all projects shown remain within current TIP Transit funding levels. PennDOT Transit Financial Guidance for FFY 2034 and beyond was unavailable at the time this plan was prepared.

Illustrative Projects

The following projects are not currently contained within the WATS TIP, TYP or Decade of Investment project lists. They are included here as possible future candidate projects that could be funded out of line item reserved funding in the medium and long term time periods.

Local Bridges

Note: "Fair Condition" bridges identified here have received a bridge condition rating of 5 in at least one inspection category such as the deck surface. It is expected that these bridges will become structurally deficient through normal wear and tear over the next 20 years if no preventative maintenance is completed.

Bridge Key	Location	Owner	Condition	Weight Limit
25062	T-665 (Pleasant Stream Rd) over Potash Hollow Creek	Cascade Township	Fair Condition	Posted
47646	T-870 (Logue Hill Rd) over Joe Gray Run	Cascade Township	Fair Condition	
44986	T-790 (Buckhorn Rd) over Big Sandy Run	Cogan House Township	Fair Condition	
25160	Edgewood Ave over Mosquito Creek	Duboistown Borough	Fair Condition	
25068	T-847 (Sugar Camp Rd) over Mill Creek	Eldred Township	Fair Condition	
25072	T-688 (Teaberry Rd) over Laurel Run	Franklin Township	Fair Condition	
44970	T-691 (Trimble Rd) over Mill Creek	Gamble Township	Fair Condition	
44971	T-693 (Ulmer Rd) over Mill Creek	Gamble Township	Fair Condition	
44967	T-868 (Murray Run Rd) over East Branch Murray Run	Gamble Township	Fair Condition	
25075	T-665 (Holcomb Rd) over Blockhouse Creek	Jackson Township	Fair Condition	
45065	Seminary St over Pfouts Run	Jersey Shore Borough	Fair Condition	
45066	Thompson St over Pfouts Run	Jersey Shore Borough	Fair Condition	
45062	Washington Ave. over Pfouts Run	Jersey Shore Borough	Fair Condition	
25079	T-720 (Gordner Hill Rd) over West Branch Run	Jordan Township	Fair Condition	Posted
25078	T-537 (Keller Hollow Rd) over Little Muncy Creek	Jordan Township	Fair Condition	
45053	T-319 (Stopper Road) over Antes Creek	Limestone Township	Fair Condition	
47640	T-303 (Pine Woods Road) over McMurrin Run	Limestone Township	Fair Condition	
46744	T-539 (Lincoln Drive) over Bull Run	Loyalsock Township	Fair Condition	
47638	T-456 (Freedom Road) over East Branch Grafius Run	Loyalsock Township	Fair Condition	
45061	T-405 (Maple Spring Road) over Beautys Run	Lycoming Township	Fair Condition	
63859	T-665 (Pleasant Stream Rd) over Pleasant Stream	McIntyre Township	Fair Condition	
45002	T-576 (Vandine Road) over Rush Road	Mill Creek Township	Fair Condition	
25163	West Houston Ave over Black Hole Creek	Montgomery Borough	Fair Condition	

Bridge Key	Location	Owner	Condition	Weight Limit
25110	T-665 (Tome Rd) over German Run	Moreland Township	Fair Condition	Posted
25111	T-668 (Cramner Hill Rd) over Sugar Run	Moreland Township	Fair Condition	Posted
45100	T-509 (Old Lairdsville Rd) over Jakes Run	Moreland Township	Fair Condition	
25165	Carpenter St over Glade Run	Muncy Borough	Fair Condition	
25167	East Mechanic St over Glade Run	Muncy Borough	Fair Condition	
25166	Green St over Glade Run	Muncy Borough	Fair Condition	
45090	T-431 (River Rd) over Tributary to Susquehanna River	Muncy Creek Township	Fair Condition	
46787	T-437 (Rock Rd) over Tributary to Little Muncy Creek	Muncy Creek Township	Fair Condition	
45089	T-586 (Turner Hill Rd) over Tributary to Glade Run	Muncy Creek Township	Fair Condition	
45001	T-558 (Bush Hollow Road) over Margaret Run	Muncy Township	Fair Condition	
47639	T-547 (Griggs Rd) over Carpenters Run	Muncy Township	Fair Condition	Posted
25125	T-706 (Rishel Hollow Rd) over Beaver Dam Run	Penn Township	Fair Condition	Posted
45058	T-361 (Plank Rd) over Tributary to Larrys Creek	Piatt Township	Fair Condition	
25137	T-686 (Rock Run Rd) over Rock Run	Shrewsbury Township	Fair Condition	Posted
25171	East 7th Ave over Hagermans Run	South Williamsport Borough	Fair Condition	
25170	East Central Ave over Hagermans Run	South Williamsport Borough	Fair Condition	
25145	T-397 (Petersburg Rd) over White Deer Hole Creek	Washington Township	Fair Condition	Posted
25143	T-397 (Petersburg Rd) over White Deer Hole Creek	Washington Township	Fair Condition	
25154	T-270 (Gregg Run Rd) over Gregs Run	Wolf Township	Fair Condition	Posted
25156	T-369 (New Rd) over Quenshukeny Run	Woodward Township	Fair Condition	
25157	T-375 (Turkey Path Rd) over Quenshukeny Run	Woodward Township	Fair Condition	
25058	T-434 (Mosquito Valley Rd) over Mosquito Creek	Armstrong Township	Poor Condition	
25069	T-541 (Old Cement Rd) over Tules Run	Fairfield Township	Poor Condition	
45081	T-463 (Sulky Rd) over Tributary to Laurel Run	Franklin Township	Poor Condition	
45083	T-465 (M K Rd) over German Run	Franklin Township	Poor Condition	
45086	T-740 (Old Rt 118 Rd) over Deer Run	Franklin Township	Poor Condition	
44968	T-872 (Mosteller Rd) over Joe Gray Run	Gamble Township	Poor Condition	Posted
25074	T-510 (Academy Rd) over Mill Creek	Hepburn Township	Poor Condition	Posted
47644	Hazel Alley over Pfouts Run	Jersey Shore Borough	Poor Condition	
25077	T-530 (Sheets Hill Rd) over West Branch Little Muncy Creek	Jordan Township	Poor Condition	Posted
46745	T-738 (Temple Rd) over Little Indian Run	Jordan Township	Poor Condition	
45098	T-746 (Bradley Rd) over Muncy Creek	Jordan Township	Poor Condition	

Bridge Key	Location	Owner	Condition	Weight Limit
45097	T-530 (Sheets Hill Rd) over Little Indian Run	Jordan Township	Poor Condition	
25082	T-629 (Old Barn Rd) over Slacks Run	Lewis Township	Poor Condition	Posted
25083	T-836 (Truman St) over Trout Run	Lewis Township	Poor Condition	Posted
47643	T-857 (Upper Bodines Rd) over Slacks Run	Lewis Township	Poor Condition	Posted
47642	T-506 (Upper Powys Rd) over Daugherty Run	Lewis Township	Poor Condition	
45075	T-447 (Circle Road) over Grafius Run	Loyalsock Township	Poor Condition	
45072	T-508 (Starr Rd) over Tributary to Mill Creek	Loyalsock Township	Poor Condition	
45076	T-607 (Log Run Rd) over Tributary to Lycoming Creek	Loyalsock Township	Poor Condition	
45060	T-688 (Horn Road) over Little Gap Run	Lycoming Township	Poor Condition	Posted
25097	T-665 (Pleasant Stream Rd) over Pleasant Stream	McIntyre Township	Poor Condition	Posted
25103	T-562 (Woodley Hollow Rd) over Mill Creek	Mill Creek Township	Poor Condition	Posted
25107	T-638 (Bill Sones Rd) over Laurel Run	Moreland Township	Poor Condition	Posted
25105	T-447 (Hollywood Rd) over Laurel Run	Moreland Township	Poor Condition	
52431	T-455 (Baylor Rd) over Laurel Run	Moreland Township	Poor Condition	
45118	T-509 (Old Lairdsville Rd) over Little Sugar Run	Moreland Township	Poor Condition	
45099	T-445 (Reese Rd) over Broad Creek	Moreland Township	Poor Condition	
25120	T-557 (Bartlow Dr) over Gregs Run	Penn Township	Poor Condition	Posted
45091	T-559 (Frantz Rd) over Sugar Run	Penn Township	Poor Condition	
45096	T-698 (Myers Rd) over Beaver Run	Penn Township	Poor Condition	Posted
25122	T-652 (Grant Barto Rd) over Gregs Run	Penn Township	Poor Condition	Posted
25130	T-776 (English Run Rd) over English Run	Pine Township	Poor Condition	Posted
45088	T-656 (Roaring Run Rd) over Roaring Run	Shrewsbury Township	Poor Condition	Posted
25136	T-602 (Point Bethel Rd) over Lick Run	Shrewsbury Township	Poor Condition	Posted
25142	T-384 (Gap Rd) over White Deer Hole Creek	Washington Township	Poor Condition	Posted
45048	T-397 (Petersburg Rd) over White Deer Hole Creek	Washington Township	Poor Condition	
25150	T-464 (Bob Drick Rd) over White Deer Hole Creek	Washington Township	Poor Condition	
45079	Trenton Avenue over Fox Hollow Run	City of Williamsport	Poor Condition	
45004	T-145 (Laurel Run Rd) over Tributary to Laurel Run	Wolf Township	Poor Condition	

Highway, intersection, and safety

There are many locations in the county that would benefit from roadway, intersection, and/or safety improvements. The list provided below is not intended to be exhaustive or prescriptive. These areas would require extensive study before specific projects could be programmed. However, these areas have been identified through comprehensive planning, municipal government or other public comment, or by other stakeholders as areas in need of future improvement:

- A line item reserve for future slide, subsidence, or flooding damage to roadways and bridges
- Traffic calming and intersection improvements focused on safe pedestrian crossings in Jersey Shore Borough as outlined in the Jersey Shore Active Transportation Plan
- Fairfield Rd (SR 2045) in Fairfield Township - Fairfield Road is home to several businesses and industrial uses and provides a direct connection to I-180. There is high potential for future development.
- High St (SR 2016) in the City of Williamsport - There is a need for traffic calming and intersection improvements focused on safe pedestrian crossings.
- Projects to improve safety and traffic flow on local roads and lower functional class state roads stemming from impacts of the US-220 Safety Project in Woodward and Piatt Townships
- Little League Blvd in the City of Williamsport - There is a need for traffic calming and intersection improvements focused on safe pedestrian crossings. The intersections with Hepburn St, Pine St and Market St (SR 2023) are all of particular concern.
- Design and construct center turn lane on PA 405 in Wolf and Muncy Creek Townships to address safety concerns associated with increased development along corridor.
- Installation of a roundabout at the intersection of Market St, Hepburn St, Rural Ave, and the entrance to Brandon Park ("Confusion Corner") in the City of Williamsport
- Improvements to the intersection of Market St and Washington Blvd in the City of Williamsport
- Develop an expanded intermodal strategy with a focus on attracting tourists from major urban centers via various private transport service providers (for example regional point to point bus services). This strategy should also include an emphasis on improving our intermodal service at the Williamsport Airport and the Church Street bus terminal by increasing connectivity between those hubs and desirable destinations for a more seamless tourist experience.

In January/February 2023 the Lycoming County Commissioners solicited public input on intersections that people perceived as being unsafe or needing a project to prevent crashes. The following are the locations reported to WATS and they should all be evaluated for future projects.

Location of Issue	Summary of problem
Northbound US-15 at Pinchtown Road (Clinton TWP)	Turning lane suggested
E 3rd St (SR2014) and Wilmont St (Loyalsock TWP)	Left turn signal phase or dedicated left turn lane suggested
Market St in Williamsport and Four Mile Dr (Loyalsock TWP) near Warrensville Road	Improved lighting suggested
Confusion Corner (Williamsport)	Roundabout suggested
SR664/SR44 (McHenry Twp) and SR414/SR44 (Cummings Twp)	Reduction of speed limit suggested
Pine St and Grafius St (Williamsport)	Better Stop sign placement
Confusion Corner (Williamsport)	Roundabout suggested
US-15 and SR 54 (Clinton Twp)	People running the red light
High St & Cemetery St (Williamsport)	Poor visibility for vehicles turning onto High St

Location of Issue	Summary of problem
Intersection of Market St and Grampian Blvd (Williamsport)	Combination of high speeds and poor visibility suggests an all-way stop
Washington Blvd and Market St (Williamsport)	Poor visibility and high speed
Northway Rd and E 3rd St (Loyalsock Twp)	No left turn phase on signal for Northway southbound onto 3rd St
Washington Blvd and Franklin St (Williamsport)	Signal timing and missing pedestrian phase
Washington Blvd and Penn St (Williamsport)	Poor visibility for turning vehicles
Washington Blvd and Market St (Williamsport)	Poor visibility
Hepburn St and W 3rd St (Williamsport)	Turn lanes and straight lanes are offset leading to confusion
Intersection of Market St and Grampian Blvd (Williamsport)	Unclear which vehicles have right of way
Market St north of Confusion Corner (Williamsport)	On-street parking creates an unsafe bottleneck right at curve
Broad St and Walnut St (Montoursville)	Red light running
Broad St and Willow St (Montoursville)	Red light running
High St and Rose St (Williamsport)	On-street parking creates poor visibility for vehicles turning onto High St from Rose St
E Penn St and West End Rd (Muncy Creek Twp)	Speeding and sight distance concerns
E Penn St and Penncrest Dr (Muncy Creek Twp)	Speeding and sight distance concerns
E Penn St and Muncy Creek Blvd (Muncy Creek Twp)	Speeding and sight distance concerns
W 4th St and Poplar St (Williamsport)	4th St traffic runs the red light
Main St and Penn St (Muncy Borough)	Signal timing issue not giving intersection time to clear before it changes
Ward St and Wilson St (Williamsport)	Speeding
Market St and Grampian Blvd (Williamsport)	High Speed on Bloominggrove combined with unclear right of way
Mosser Ave and Reighard Ave (Williamsport)	Visibility issues caused by vegetation
Lincoln Dr and Northway Rd (Loyalsock)	Sight distance is poor for vehicles turning onto Northway causing backups on Lincoln
Northway Rd and E 3rd St (Loyalsock Twp)	No left turn phase on signal for Northway southbound onto 3rd St
W 4th St and Campbell St (Williamsport)	Vehicles turning right on red causing pedestrian safety issue

Bikeway and Pedestrian Facility Projects

Federal and State funding allocations for bikeway and pedestrian facilities are conducted on a competitive project selection basis as the FAST Act resulted in the WATS MPO not receiving a separate Transportation Alternatives Program base allocation. Rather, since the WATS MPO is under 200,000

population, PennDOT will select projects in these MPO/RPO areas under the FAST Act Surface Transportation Block Grant Program Set-Aside (formerly Transportation Alternatives Program [TAP]).

The WATS MPO will solicit and categorize such eligible projects and transmit recommendations to PennDOT for final approval. WATS will evaluate projects on the following scale:

1. Highly recommended
2. Recommended
3. Not recommended

The evaluation will be based primarily on whether the project meets the following objectives of this plan:

- Implement the Genesee-Susquehanna Greenway Trail within Lycoming County that is more fully discussed in Chapter 3.
- Connects a community to an existing trail system.
- Improves access to existing trail facilities.
- Improves non-motorized transportation networks within downtown communities.
- Implements recommendations contained in the Lycoming County Greenways, Recreation and Open Space Plan.
- Has been screened for complete streets improvements suitability

The PA Department of Conservation and Natural Resources Community

Conservation Grant Program will also be a state funding source under Growing Greener that can match Federal Transportation Alternative Funding and other funding sources that will be carefully evaluated as part of the overall financing packages for proposed bikeway and pedestrian facility projects within Lycoming. Again, this state funding program is competitive and no specific funding base funding allocations for Lycoming County are currently provided.



Appendix A Glossary of Acronyms

Acronym or Abbreviation	Meaning
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACM	Agency Coordination Meeting
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic
ACS	American Community Survey
APA	American Planning Association
AQ	Air Quality
ARLE	Automated Red-Light Enforcement
BAMS	Bridge Asset Management System
BIL	Bipartisan Infrastructure Law
BMP	Best Management Practice
BMS	Bridge Management System
BRDG	Bridge
CBD	Central Business District
CCAP	County Commissioners Association of Pennsylvania
CFMP	Comprehensive Freight Management Plan
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CSVT	Central Susquehanna Valley Transportation Project
DCED	Department of Community and Economic Development
DCNR	Department of Conservation and Natural Resources
DEP	Department of Environmental Protection
DOI	Decade of Investment

Acronym or Abbreviation	Meaning
DVMT	Daily Vehicle Miles Traveled
ECMS	Engineering and Construction Management System
EJ	Environmental Justice
ENS	Emergency Notification System
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act
FD	Final Design
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	Geographic Information Systems
GLG	Green Light Go Municipal Signal Partnership Program
GWA	Greater Williamsport Alliance Planning Area
HCON	Highway Construction
HOP	Highway Occupancy Permit
HPMS	Highway Performance Monitoring System
HRST	Highway Restoration
HSIP	Highway Safety Improvement Program
IJA	Infrastructure Investment and Jobs Act
ISTEA	Intermodal Surface Transportation Efficiency Act
IRI	International Roughness Index
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
JRA	Joint Rail Authority (SEDA-COG)

Acronym or Abbreviation	Meaning
LCPC	Lycoming County Planning Commission
LEP	Limited English Proficiency
LOLD	Letter of Local Determination
LOS	Level of Service
LPN	Linking Planning & NEPA
LRTP	Long Range Transportation Plan
LTAP	Local Technical Assistance Program
LUTED	Land Use, Transportation, and Economic Development
LVRR	Lycoming Valley Railroad
MAP-21	Moving Ahead for Progress in the 21st Century Act
MATP	Medical Assistance Transportation Program
MLF	Municipal Liquid Fuels Program
MOU	Memorandum of Understanding
MPC	Municipalities Planning Code
MPMS	Multimodal Project Management System
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTF	Multimodal Transportation Fund
NACTO	National Association of City Transportation Officials
NAICS	North American Industry Classification System
NBIS	National Bridge Inspection Program
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program
NHS	National Highway System
NIMS	National Incident Management System
NPS	Nonpoint Source
NWI	National Wetlands Inventory
OPI	Overall Pavement Index

Acronym or Abbreviation	Meaning
P3	Public Private Partnership
PA	Pennsylvania
PAMS	Pavement Asset Management System
PAT	Planning Advisory Team
PBPP	Performance Based Planning and Programming
PCD	Lycoming County Department of Planning and Community Development
PCT	Pennsylvania College of Technology
PE	Preliminary Engineering
PEMA	Pennsylvania Emergency Management Agency
PennDOT	Pennsylvania Department of Transportation
PHMC	Pennsylvania Historical & Museum Commission
PIF	Project Initiation Form
PNDI	Pennsylvania Natural Diversity Inventory
PPP	Public Participation Plan
PSAB	Pennsylvania State Association of Boroughs
PSATS	Pennsylvania State Association of Township Supervisors
PSP	Pennsylvania State Police
PUC	Pennsylvania Public Utility Commission
RLR	Rail Line Relocation and Improvement
RMS	Roadway Management System
ROP	Regional Operations Plan
ROW	Right of Way
RPO	Rural Planning Organization
RRIF	Railroad Rehabilitation & Improvement Financing
RTAP	Rail Transportation Assistance Program
RVT	River Valley Transit
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy For Users

Acronym or Abbreviation	Meaning
SAMI	Safety and Mobility Initiative
SD	Structurally Deficient
SEDA-COG	Susquehanna Economic Development Association Council of Governments
SHSP	Strategic Highway Safety Plan
SOV	Single Occupancy Vehicle
STAMPP	Systematic Techniques to Analyze and Manage PA Pavements
STC	State Transportation Commission
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TEA-21	Transportation Equity Act for the 21st Century
TENH	Transportation Enhancements
TIA	Transportation Impact Assessment
TIGER	Transportation Investment Generating Economic Recovery Discretionary Grants Program
TIS	Transportation Impact Study
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMDL	Total Maximum Daily Load
TRB	Transportation Research Board
TSMO	Transportation System Management & Operations
TYP	Twelve-Year Program
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
WATS	Williamsport Area Transportation Study

Appendix B WATS MPO By-Laws

The WATS MPO By-Laws are accessible from the WATS MPO LRTP website (<https://www.lyco.org/WATS-MPO/LRTP>).

Appendix C WATS MPO Public Participation Plan

The WATS MPO Public Participation Plan is accessible from the WATS MPO LRTP website (<https://www.lyco.org/WATS-MPO/LRTP>), or from the WATS MPO Public Involvement website (<https://www.lyco.org/WATS-MPO/Involvement>).

Appendix D Environmental Justice Methodology

The WATS MPO Environmental Justice Methodology is accessible from the WATS MPO LRTP website (<https://www.lyco.org/WATS-MPO/LRTP>).

Appendix E WATS MPO 2023 TIP Environmental Justice Analysis

The WATS MPO 2023 TIP Environmental Justice Analysis is accessible from the WATS MPO LRTP website (<https://www.lyco.org/WATS-MPO/LRTP>).

Appendix F WATS 2023 – 2045 LRTP Summary of Public Comments

During the September 15 – October 30, 2023 Draft 2023-2045 Long Range Transportation Plan (LRTP) Public Comment Period the WATS MPO implemented an extensive public outreach program in compliance with the WATS MPO Public Participation Plan. This public outreach included mailings and utilizing the WATS MPO social media accounts to inform the public about the Draft 2023-2045 LRTP.

The MPO sent emails and post cards to all Lycoming County municipalities and agencies/organizations listed on the MPO Public Participation Plan Interested Party List. The MPO instructed interested parties and the public that physical copies of the Draft 2023 – 2045 LRTP were available at the WATS MPO office, upon request, and anyone interested in obtaining a physical copy should contact the MPO directly to have a copy mailed to them.

During the 30-day Public Comment Period, the MPO posted 10 separate posts on Facebook, 10 separate posts on Instagram, and 10 separate tweets on Twitter. These posts included information on the different aspects of the Draft 2023 – 2045 LRTP as well as reminders of when the Public Comment Period closes, where interested residents can find more information regarding the Draft 2023 – 2045 LRTP, and where to direct questions/comments.

In addition, the MPO received public comment from residents with questions on the Draft 2023 – 2045 LRTP, which are listed below.

Comment No. 1: Michele Greene contacted WATS MPO and asked that a copy of the draft 2023 – 2045 LRTP be mailed to her home.

Action Taken: MPO staff mailed a copy of the draft 2023 – 2045 LRTP to Ms. Greene.

Comment No. 2: Michele Greene contacted WATS MPO and stated that STEP, Inc. held a listening session by the PA Dept. of Aging. Part of the listening session dealt with transportation issues that elderly residents face.

Action Taken: MPO staff contacted STEP, Inc. to receive a copy of the feedback from the PA Dept. of Aging listening session.

Comment No. 3: As a component of the 2023 – 45 LRTP update, the Lycoming County Commissioners and WATS MPO solicited public input on perceived safety issues. A list of these concerns can be found in the Illustrative Projects section of the LRTP

Action Taken: The MPO will coordinate with the facility owners to determine potential future projects to address these concerns.

WATS Coordinating Committee Members

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



WATS Technical Committee Members

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

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



WILLIAMSPORT AREA TRANSPORTATION STUDY COORDINATING COMMITTEE

2024 PUBLIC MEETING DATE SCHEDULE

DATE	TIME
February 5, 2024	1:00 PM
May 13, 2024	1:00 PM
September 9, 2024	1:00 PM
December 9, 2024	1:00 PM

MEETING LOCATION ADDRESS (if in-person meeting will be held):

Third Street Plaza Building, 6th Floor
33 West Third Street
Williamsport, PA 17701

In the event that an in-person meeting is not feasible, the WATS MPO will provide detailed information on a virtual meeting option.

Dates and locations are subject to change with advance advertised public notice. All meetings are open to the public.



Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study Metropolitan Planning Organization

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

Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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

Vietnamese:

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

Korean:

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

French:

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

Somali:

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

Russian:

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

Ukrainian:

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

Simplified Chinese:

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

Traditional Chinese:

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

Arabic:

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

Burmese:

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

Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

Japanese:

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

Hindi:

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

Italian:

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

Polish:

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

Nepali:

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

Urdu:

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

Spanish:

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

Greek:

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

WATS MPO Discrimination Policies Public Notice

The Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) fully complies with Title VI of the Civil Rights Act of 1964, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. WATS' website, <http://www.lyco.org/WATS-MPO>, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, as requested.

WATS' public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. In the event that a WATS MPO meeting is held via a virtual format the dial-in numbers, conference codes, and meeting links will be advertised and posted on the WATS MPO social media sites, and the [WATS MPO Committees website](#). Auxiliary services can be provided to individuals who submit a request at least four (4) business-days prior to a meeting. Requests made within three (3) business-days will be accommodated to the greatest extent possible.

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WATS receives federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice by WATS under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with the WATS's Title VI Compliance Officer and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on WATS's Title VI program, or to obtain copies of WATS' Title VI Policies, Complaint Procedures, or Complaint Form, please call (570) 320-2138, email swilliams@lyco.org, or visit the WATS MPO website at www.lyco.org/WATS-MPO.

Documents will be made available in alternative languages or formats if requested. Persons requiring additional accommodations or those with questions should call 570-320-2138.

Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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UPWP DEVELOPMENT SCHEDULE

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

UPWP Development Process

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

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

After the WATS MPO Coordinating Committee adoption, the MPO submits the final UPWP document to FHWA and PennDOT. The MPO begins working on the adopted UPWP on July 1 of the following year.

INTRODUCTION

Purpose

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

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

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

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

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

Williamsport Area Transportation Study Organization

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

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

Committee Structure

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

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

Non-voting members consist of:

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

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

Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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

Non-voting members consist of:

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

Additionally, WATS has advisory committees for transit planning and bicycle/pedestrian planning. The WATS Bicycle and Pedestrian Advisory Committee reviews and provides input and recommendations to the WATS MPO Coordinating Committee and Technical Committee on bicycle and pedestrian safety and mobility needs in Lycoming County. The Bicycle and Pedestrian Committee consists of 11 voting members, as follows:

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

Non-voting members consist of:

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

WATS staff and contacts

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

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- Develop and conduct all transportation planning work tasks contained in the WATS MPO approved Unified Planning Work Program contract that is executed between the County of Lycoming and PennDOT. The County of Lycoming may subcontract with the City of Williamsport to perform the Federal Transit Administration funded UPWP transit planning work tasks undertaken by River Valley Transit Authority.
- Schedule, publicly advertise and convene all WATS MPO public meetings, as needed, in accordance with the PA Open Records Law and WATS MPO approved Public Participation Plan. All official business of the WATS MPO will take place at publicly advertised meetings to ensure opportunity for public comment. Prepare and distribute meeting agendas and related materials for review by WATS MPO members no later than 5 calendar days prior to the public meeting. Prepare meeting minutes for distribution to WATS MPO members for review no later than 15 calendar days following the public meeting. WATS MPO will generally convene public meetings on a quarterly basis (once every three months) at the Lycoming County Commissioners Board Room, Lycoming County Executive Plaza, 330 Pine Street, Williamsport, PA 17701. Exceptions as to meeting dates, times and locations may be considered in order to provide timely response to actions related to WATS MPO duties and responsibilities.
- In the event that an in-person meeting is not feasible (public health emergency, etc.) the WATS MPO will provide detailed information on a virtual meeting option to include: date, time, dial-in number, conference code, and link to the virtual meeting software (Microsoft Teams, Skype, etc.) for the public meeting, and meeting links will be advertised and posted on the [WATS MPO Committees website](#)
- Ensure that all WATS MPO adopted plans, programs and policies are implemented.

Lycoming County Department of Planning and Community Development Contacts

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

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

48 W 3rd St Williamsport, PA 17701

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Williamsport Area Transportation Study Responsibilities

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

Plan/Activity Milestones

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

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

Unified Planning Work Program (UPWP)

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

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and to address the federal, state, and local planning priorities (discussed in the [next section](#) of this Work Program).

Examples of work activities performed under previous Work Program

Summary of WATS Priority Planning Activities in FY 2023-2024

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

Summary of WATS Priority Planning Activities in FY 2023-2024

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

Examples of work activities to be performed under this Work Program

Summary of WATS Priority Planning Activities in FY 2024-2025

- Continue monitoring and reporting performance measures on the 2023 - 2045 WATS LRTP
- Develop and Adopt 2025-2028 WATS Transportation Improvement Program
- Continued Participation in PennDOT Connects collaboration activities for initiating new projects and programs
- Complete annual LTAP and Federal Obligated Projects reports

Summary of WATS Priority Planning Activities in FY 2024

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

Long Range Transportation Plan (LRTP)

The Williamsport MPO adopted a major update to the [WATS Long Range Transportation Plan](#) on December 4, 2023 in fulfillment of federal requirements. The MPO recognizes the strong relationship of transportation planning to land use planning, environmental planning, economic planning and overall comprehensive planning and has begun to address new federal transportation performance measures. In general, terms, the Long-Range Plan delineates how the available and projected transportation funds will be spent in Lycoming County over a 20-year period. A staged transportation project listing is included along with estimated costs, funding sources and timeframes to undertake each project phase. The plan is

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fiscally constrained in that project costs do not exceed present and future funding levels reasonably expected to be received during the plan's timeframe. The plan addresses federal requirements to adjust project cost estimates to reflect the Year of Expenditure inflation factors in accordance with PennDOT issued guidance. The Long Range Plan also outlines the MPOs "vision" of fostering efficient mobility and access for people and goods throughout Lycoming County, promoting regional intermodal connectivity, ensuring efficient system performance and adequate preservation and promote the economic development and public safety as well as maintain the County's outstanding quality of life.

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

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

Transportation Improvement Program (TIP) and Clean Air Act Amendments

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

Environmental Justice Analysis of Benefits and Burdens

Presidential Executive Order 12898 states that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." Within the transportation field, environmental justice is guided by three core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

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Because WATS MPO utilizes federal funds to plan and implement transportation, projects the MPO is responsible for undertaking analysis of federally funded projects listed within the LRTP and TIP. In accordance with FHWA/FTA guidance, this process will be “comprehensive and continuous” and include the following “Core Elements”:

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

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

Public Participation Plan (PPP)

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

Coordinated Public Transit-Human Services Transportation Plan

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

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Local Technical Assistance Program (LTAP) Annual Report

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

Annual List of Federally Obligated Projects

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

Williamsport Area Transportation Study Planning Priorities

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

Federal Planning Factors

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

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

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

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

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

Pennsylvania Department of Transportation Planning Goals

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

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

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

Local Planning Priorities

County and Municipal Plans

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

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

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

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

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

Other local transportation related studies and activities

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

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

WATS 2023 - 2045 Long Range Transportation Plan Focus Areas

Analysis of economic and demographic trends along with the condition of the multimodal system inventory of Lycoming County was completed during the [most recent update to the WATS Long Range Transportation Plan](#). The result of this analysis was a set of four main “focus areas” for future transportation planning and programming in Lycoming County:

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

ACTIONS AND PROCEDURES, FY 2024-2025

Work categories and tasks to be performed under this work program

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

Category 1: Coordination and Economic Development

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

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

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

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

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

[Task 1-F](#): Project Needs Studies (*PCD*)

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Category 2: Transportation Infrastructure

- Task 2-A: Transit Programming (*RVTA*)
- Task 2-B: Highway Programming (*PCD*)
- Task 2-C: Air Quality-Monitoring (*PCD*)
- Task 2-D: Public Transit Data (Short Term Planning) (*RVTA*)
- Task 2-E: HPMS Samples (*PCD*)

Category 3: Long Range Planning

- Task 3-A: Long Range Transportation Plan Update and Implementation (*PCD*)
- Task 3-A.2: Consultant Services for Long Range Planning (*PCD*)
- Task 3-B: ADA Transit Planning (*RVTA*)
- Task 3-C: Transportation Development Plan Update (Long-Range Planning) (*RVTA*)
- Task 3-D: Highway Designations (*PCD*)

Category 4: Program Management

- Task 4-A: Administration (*PCD*)
- Task 4-B: Safety and Drug Control Planning (*RVTA*)

Category 5: Supplemental Tasks

- Task 5-A: Local Technical Assistance Program (LTAP) (*PCD*)
- Task 5-D: Safe & Accessible Transportation (*PCD*)

Matrix of Work Program Tasks and Related Planning Priorities

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

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

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

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

WATS FY 2024-2025 Budget

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

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

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

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

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Williamsport Area Transportation Study MPO and River Valley Transit Authority

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

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

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

Category 1: Coordination and Economic Development

Task 1-A: Transportation Partnerships for Economic Stimulus

Responsible Agency: Lycoming County PCD

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

Major Activities Previously Completed in FY 2022-2024 UPWP

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

Major Activities To Be Completed in FY 2024-2025 UPWP

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

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Major Deliverables To Be Completed in FY 2024-2025 UPWP

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

BUDGET

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

Task 1-C: Coordination

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2022-2024 UPWP

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

Major Tasks To Be Completed in FY 2024-2025 UPWP

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

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

Major Deliverables To Be Completed in FY 2024-2025 UPWP

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

BUDGET

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

Task 1-F: Project Needs Studies

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2022-2024 UPWP

- No special project assistance requested.

Major Tasks To Be Completed in FY 2024-2025 UPWP

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

Major Deliverables To Be Completed in FY 2024-2025 UPWP

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

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BUDGET

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

Category 2: Transportation Infrastructure

Task 2-B: Highway Programming

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2022-2024 UPWP

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

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Utilize the Project Development PennDOT Connects/Local Government Collaboration meetings to initiate all new projects being considered for inclusion in the 2045-2065 WATS Long Range Transportation Plan Update and TIP/12 Year Program. These meetings will occur prior to program development. Continue to develop this process for transit projects. Cooperation between the WATS MPO, River Valley Transit Authority and PennDOT Engineering District 3-0 is needed to identify and ensure that implementation is successful and that projects with the best scope and cost are advanced through the WATS Long Range Transportation Plan and TIP. Document the process used by the WATS MPO for the PennDOT Connects Initiative.
- Monitor and advance, in conjunction with PennDOT, the non-traditional projects including Appalachian Regional Commission (ARC) Local Access Road projects identified by WATS, PennDOT, and River Valley Transit Authority and projects programmed on the WATS TIP. The WATS MPO will continue to take an active role in status/coordination with project sponsors to help ensure that the projects are advancing, completed on time, and are within budget.
- Modify/amend FFY 2023-2026 Transportation Improvement Program (TIP) as required. Adopt the Draft FFY 2025-2028 WATS TIP and submit all required information per the TIP checklist. FHWA and FTA regulations,

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as well as PennDOT's General and Procedural Guidance require that documentation of the process used by the WATS MPO for project selection and prioritization for TIP updates be included with the WATS TIP submittal package.

- Develop the draft FFY 2028-2031 TIP.
- Review and evaluate the effectiveness of the procedures and strategies in the WATS Public Participation Plan. Maintain the implementation of the WATS Title VI / Non-discrimination Plan with updates and changes as they are released.
- Expand and improve Environmental Justice (EJ) activities by implementing the Core Elements of Environmental Justice guidance from PennDOT. The expanded use of social media outlets as a primary source of information within communities should be and will be an avenue for contacting and notifying impacted groups. WATS meeting information will be posted on the Lycoming County website at www.lyco.org
- Maintain Lycoming County/WATS website linkages to PennDOT TIP Visualization applications.
- Continue to collaborate with the State Transportation Commission, (STC) in the Modernized Twelve Year Program (TYP) Public Outreach Campaign. Continue to work with the STC and PennDOT to garner input by encouraging citizens to take the online survey through various methods including meetings, mass email communications, social media, etc. Data and comments collected through the TYP Public Outreach Campaign will also be considered for inclusion in the WATS Long Range Plan, available via the STC website at www.TalkPATransportation.com

Major Deliverables To Be Completed in FY 2024-2025 UPWP

- Support Implementation of PennDOT Connects Project Development/Local Government Collaboration Process and Attend Key Meetings (As Scheduled)
- Modify and Amend FFY 2025-2028 WATS TIP (As Required)
- Work With PennDOT, RVTA and Municipal Officials to Develop and Adopt FFY 2025-2028 WATS TIP and submit TIP checklist package for STC/FHWA/FTA approval (As Per PennDOT General and Procedural Guidance Schedule)
- Update WATS Public Participation Plan, Title VI Policy & Procedure Plan, Limited English Proficiency (LEP) Plan, Americans with Disabilities Act Plan, and Environmental Justice Plan for WATS MPO. These deliverables will be updated during the FFY 2025-2028 WATS TIP update Adoption (1/31/24)
- Completed 2023 and 2024 annual Federal Obligated Projects reports

BUDGET

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

Task 2-C: Air Quality Monitoring

Responsible Agency: Lycoming County PCD

Lycoming County is currently designated as an Air Quality Attainment Area for all six pollutants under the Federal Clean Air Act. In the event Lycoming County is designated as a non-attainment area due to changes in the Federal Clean Air Act standards or changes in Lycoming County's air quality, it may be appropriate for the WATS MPO transportation planning program priorities to be adjusted accordingly to provide sufficient support and technical assistance to PennDOT to ensure compliance with air quality standards.

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Major Tasks Previously Completed in FY 2022-2024 UPWP

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

Major Tasks To Be Completed in FY 2024-2025 UPWP

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

Major Deliverables To Be Completed in FY 2024-2025 UPWP

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

BUDGET

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

Task 2-E: HPMS Samples

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2022-2024 UPWP

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

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Verify and update roadway inventory and performance measures on 115 Highway Performance Monitoring System, (HPMS) sample sections, including any additional segments that may be required

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based upon revised urban boundary revisions, in accordance with HPMS manual specifications. Submit HPMS data to PennDOT by the first Friday in December of each calendar year.

- In support of the above, appropriate PCD staff will attend one HPMS and one Traffic Workshop sponsored by PennDOT.

Major Deliverables To Be Completed in FY 2024-2025 UPWP

- Updated and verified HPMS data to be used for assessing and reporting highway system performance under the FHWA's strategic planning process.
- Complete 2024 HPMS Sample Sections and Submit Data to PennDOT (12/6/2024)
- Complete 2025 HPMS Sample Sections and Submit Data to PennDOT (12/5/25)
- Attend PennDOT HPMS and Traffic Workshops (As Scheduled)

BUDGET

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

Category 3: Long Range Planning

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

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2022-2024 UPWP

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

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Develop Multi-Municipal Growth Area Land Use/Transportation Access Management Plans with priority assigned to preparation of plans for the I-99/US 220 and US 15 South Planning Advisory Team, (PAT) growth areas and incorporate plans with WATS Long Range Transportation Plan Update to ensure future growth does not cause significant impacts to the transportation system in terms of public safety, system preservation and operational efficiency that would require major public investments to correct. Work closely with municipalities having land use jurisdiction to implement plan recommendations.
- Work with PennDOT, FHWA and FTA to implement provisions of the current federal legislation including performance measures and targets; freight provisions; accelerate project delivery/environmental streamlining; and Transportation Alternatives Set-Aside Program.

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

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

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

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

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

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

Major Deliverables To Be Completed in FY 2024-2025 UPWP

- Ensure WATS MPO implementation of 2045 Long Range Transportation Plan (As required)

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

BUDGET

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

Task 3-D: Highway Designations

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2022-2024 UPWP

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

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Review National Highway System, National Highway Freight Network, NHS intermodal connectors, and urbanized boundary updates for the WATS area, at a minimum every ten years in conjunction with the Census.
- Work with PennDOT as requested to complete evaluation process to support eventual I-99 designation for US-15 north from the terminus of I-180 to the New York state line.

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Major Deliverables to be completed in FY 2024-2025 UPWP

- WATS MPO adoption of Lycoming County Updated Functional Class Maps (12/31/2022)
- Revise NHS Related Mapping (As per PennDOT Schedule To Be Determined)
- Identify and Apply for Federal or State Scenic Byways Designations (As needed)
- Assist PennDOT with review of the Metropolitan Planning Area and urbanized area boundaries as a result of US Census data (As needed)

BUDGET

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

Category 4: Program Management

Task 4-A: WATS MPO Administration

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2022-2024 UPWP

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

Major Tasks To Be Completed in FY 2024-2025 UPWP

- Develop and adopt the FY 2026-2028 WATS Unified Planning Work Program, including the following
 - Submit all documents required for contract execution, including Exhibits "2" and "3" and authorizing signature resolutions. Begin preparation of the FY 2026-2028 UPWP in accordance with the next two-year update cycle.
 - Identify carryover/ongoing supplemental planning tasks as candidates when the UPWP is updated.
 - Provide separate budget tables for each year of the UPWP and document as part of the two-year agreement. Identify specific work program tasks in the appropriate fiscal year.
- Submit progress reports and invoices to PennDOT not later than 30 days following the reporting period.
- Completion of timesheets, expense forms, and reports documenting completion of work activities within this work program.
- Scheduling, set-up, and assistance with all in-person and virtual WATS MPO meetings, WATS MPO committee meetings, and public meetings.

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

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

Major Deliverables To Be Completed in FY 2024-2025 UPWP

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

BUDGET

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

Category 5: Supplemental Tasks

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

Responsible Agency: Lycoming County PCD

The PennDOT Local Technical Assistance Program, PennDOT LTAP, is part of a national initiative to transfer transportation technology through training, technical assistance, and other customer services to municipal elected officials and their staff. PennDOT LTAP provides technical information and proven technologies to meet the growing demands on municipal governments. In an effort to expand and promote LTAP services to the 52

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municipalities within the single county region, WATS proposes to assist PennDOT with facilitating LTAP training and Technical Assistance visits during FY 2024-2025.

This planning effort will be undertaken as outlined below:

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

Major Tasks Previously Completed In FY 2022-2024

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

Major Tasks To Be Completed in FY 2024-2025

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

Major Deliverables To Be Completed in FY 2024-2025 UPWP

- Issue Municipal Training Needs Survey and Compile Results (12/31/24, 12/31/25)
- Schedule and facilitate 2024 LTAP Training Classes Within Lycoming County (7/31/24)
- Schedule and facilitate 2025 LTAP Training Classes Within Lycoming County (6/30/25)
- Complete Marketing and Other Preparations To Support Strong Municipal Attendance at LTAP Classes (Within 10 Days of Class)
- Work with municipalities to schedule and promote Technical Assistance visits (As needed)

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- Attend Technical Assistance Visits (As Scheduled)
- Attend Lycoming County Association of Township Officials Spring and Fall Conventions, West Branch COG Equipment Shows, and other conferences/events To Market LTAP (As Scheduled)
- Attend PennDOT LTAP Planning Partner Meetings (As Scheduled)
- Submit LTAP / WATS 2024 and 2025 Annual Reports (By July 31 of Each Year)

BUDGET

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

Task 5-D: Safe & Accessible Transportation

Responsible Agency: Lycoming County PCD

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

Major Tasks To Be Completed in FY 2024-2025 UPWP

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

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

- As part of additional considerations for inventories, WATS should develop minimum data collection requirements for inventories identified and work with PennDOT to refine these requirements:

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- Signage, including inventories for retro-reflectivity per FHWA's requirements
- Traffic signals
- Freight facilities
- Bicycle / Pedestrian facilities (To avoid data duplication, WATS will confer with DCNR prior to data compilation)
- Transit fleets/facilities/routes
- ITS Infrastructure
- Others as determined by WATS

Major Deliverables to be completed in FY 2024-2025 UPWP

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

BUDGET

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

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

Category 1: Coordination and Economic Development

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

Responsible Agency: River Valley Transit Authority (RVTA)

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

Actions & Procedures:

1. Evaluate existing and potential new service in terms of possible contracting opportunities in order to reduce overall operating expenses. (Ongoing)
2. Coordinate charter activities with local private carrier in response to the revised FTA Charter Service Regulations 49 CFR Part 604 and submit quarterly reports to FTA. (Quarterly)
3. Investigate contracting opportunities for demand responsive carriers to provide complementary paratransit service for RVTA to meet the ADA service requirements. (Ongoing)

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4. Continue to utilize the private sector in several areas of vehicle maintenance, which have proven to be less costly than if RVTA provided the services directly. Meet an established goal of spending at least twenty-five percent (25%) of RVTA's maintenance budget on contracts with private enterprise. Continue to work with the private sector in terms of CNG technology on RVTA's CNG transit vehicles. (Ongoing)
5. RVTA will engage local municipalities to develop long term agreements for the securement of annual local match funds as well as engagement of private enterprise to provide additional route guarantee funding when opportunity exists. (Ongoing)

BUDGET

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

Task 1-D: Marketing and Economic Development

Responsible Agency: River Valley Transit Authority (RVTA)

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

Actions & Procedures:

1. RVTA continues to promote our public image and expanded range of services to attract new passengers and improve overall ridership. Marketing initiatives include timely updating and continued maintenance of RVTA's website, Digital screen advertising for bus service promotion, integrating social media with Avail Technologies FRITS system, PennDOT's *Find My Ride* Program, developing a social media strategy, updating RVTA's outreach programs, and creation of an annual ride guide publication. (Ongoing)
2. RVTA will continue to enhance communication strategies by expanding the use of our website (www.ridervt.com) and other social media outlets to expand and improve public participation activities to ensure that all stakeholders have the opportunity to become involved in RVTA's planning and programming process including RVTA's UPWP, TIP, Six-Year Capital Improvement Program, ADA, DBE, Title VI programs as well as provide opportunities to request reasonable accommodations. (Ongoing)
3. Continue to promote and update RVTA's "My Ride" app, which provides bus passengers with real-time information about bus arrival and departure times at individual bus stops via online connections. (Ongoing)
4. To better accommodate LEP patrons, RVTA will continue to develop communication strategies to expand and improve activities to ensure that all stakeholders have the opportunity to become involved in RVTA's planning and programming process. RVTA will analyze Census tract statistical data on patrons' race, sex, national origin/limited English, age, disability, income, etc. to properly market activities to meet the needs of our customers. (Ongoing)
5. RVTA will evaluate past promotional activities for the fixed route service, as well as, the marketing campaigns for bus service including Williamsport Historic Trolleys, Little League World Series, Lycoming County Fair, MLB Games, and City of Williamsport's Recreation Department. (Ongoing)

BUDGET

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

Task 1-E: Financial Capacity Planning

Responsible Agency: River Valley Transit Authority (RVTA)

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

Actions & Procedures:

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

BUDGET

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

Category 2: Transportation Infrastructure

Task 2-A: Transit Programming

Responsible Agency: River Valley Transit Authority (RVTA)

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

Actions & Procedures:

1. Pursue projects listed on RVTA's FFY 2022-2025 Transportation Improvement Program (TIP) for Transit, which includes Capital, Planning, and Operating Assistance programs and amend the current TIP when necessary. (Ongoing)

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2. RVTA will develop an FFY 2024-2029 TIP for review and approval by the WATS Technical and Coordinating Committees. (9/30/2024)
3. Develop a six-year capital improvement program (2024-2030) for approval by the various funding sources to be included in the 2024 & 2025 Performance Report and Plan Updates. (6/30/2025)

BUDGET

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

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

Responsible Agency: River Valley Transit Authority (RVTA)

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

Actions & Procedures:

1. Collect ridership data from the FRITS program, which provides real-time analysis of farebox data and streamlines the retrieval of farebox data, to determine ridership levels on all RVTA routes and provide a detailed examination of the efficiency, productivity, and financial performance on an individual route basis. (12/31/2024)
2. Collect monthly ADA paratransit passenger data. (Ongoing)
3. Compile the necessary statistical information needed to complete RVTA's annual National Transit Database Report for FY 2022 and FY 202. (10/30/2024)
4. RVTA will utilize PennDOT's Capital Planning Tool (CPT) asset management system to manage RVTA's assets that include rolling stock, facilities, and equipment. This system was designed to make it easier for the Bureau of Public Transit and transit agencies to share and exchange information related to assets, projects, funding, and grants. (Ongoing)
5. RVTA will annually certify that all data reported is accurate by performing quality/accuracy checks of data used to calculate Act 44 grant awards. RVTA will have procedures in place to test and analyze data for quality/accuracy prior to submission into dotGrants. (12/31/2024)

BUDGET

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

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Category 3: Long Range Planning

Task 3-B: ADA Planning

Responsible Agency: River Valley Transit Authority (RVTA)

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

Actions & Procedures:

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

BUDGET

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

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

Responsible Agency: River Valley Transit Authority (RVTA)

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

Actions & Procedures:

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1. RVTA will utilize a consultant to implement a Transit Development Plan process to generate a current TDP. (12/31/2024)
2. Complete RVTA's 2024 Performance Report and Plan Updates to monitor RVTA's operations and performance on an ongoing basis, identify trends and issues that may affect the system in the future, and to analyze options for preserving and enhancing public transportation in the Williamsport area. (12/31/2024)
3. Conduct annual customer service satisfaction surveys to receive data and identify common trends in customer satisfaction and dissatisfaction to identify potential service improvements. Utilize data from Avail Technologies *F.R.I.T.S. (Fixed Route Intelligent Transportation System)* technology platform to track usage patterns and monitor current route KPI to identify inefficiencies and low performing routes. Seek and evaluate alternative Fixed Route Transit models including Micro-Transit corridors to replace low performing standard fixed route service. (06/30/2025)
4. RVTA will work on the action items identified in PennDOT's most recent Act 44 Performance Review Report. RVTA will continue implementation of the Authority's current Strategic Plan (ongoing)
5. RVTA will analyze various congestion management strategies, which include, encouraging greater use of transit services by all transportation users, establishing and promoting park-n-ride facilities from regional areas and urban fringe areas and investigate the feasibility of alternative fixed route service models. RVTA will continue to work with surrounding counties to develop and implement regional connector routes to major employers and healthcare facilities to the west and south of Lycoming County. (Ongoing)
6. RVTA will work with FTA and PennDOT to implement MAP-21 and Act 44 provisions including performance management measures and targets, as well as, updating RVTA's long-range transportation plan and WATS MPO Long-Range Transportation Plan. (Ongoing)
7. RVTA will update our six-year capital improvement program (2023-2028) to ensure a high level of quality service including the continued operation of the compressed natural gas (CNG) fueling facility and the continual purchase of CNG transit vehicles. RVTA's Fixed Route rolling stock will be 98% CNG fueled by FY24. RVTA will continue to work with the PA Department of Environmental Protection to monitor and evaluate greenhouse gas emissions in our service area and apply for AFIG grants when applicable. (12/31/2024)
8. RVTA will schedule semi-annual public transit advisory committee meetings to provide the public an opportunity to participate in the development of all transportation program and services provided by RVTA. RVTA will continue to develop communication strategies by expanding the use of our website (www.ridervt.com) and other social media outlets to improve our public participation activities. This is to ensure that all stakeholders have the opportunity to become involved in RVTA's planning and programming process including RVTA's UPWP, TIP, Six-Year Capital Improvement Program, ADA, DBE and Title VI programs. (Ongoing)
9. RVTA will coordinate transportation needs with STEP, Inc. including the provision of ADA paratransit service to maintain compliance with the Americans with Disabilities Act (ADA). (Ongoing)
10. In terms of transit regionalization, RVTA will continue to manage the Endless Mountains Transportation Authority (EMTA), Bradford, Sullivan, and Tioga counties fixed route and shared ride provider. RVTA will continue to participate in seeking alternative transportation solutions for neighboring Counties and Transportation performance measures will be developed and evaluated annually for any pilot service. (Ongoing)
11. RVTA will continue to update our FTA Title VI Program to remain in compliance with FTA regulations. To better accommodate LEP patrons, RVTA will develop communication strategies to expand and improve activities to ensure that all stakeholders have the opportunity to become involved in RVTA's planning and programming process. RVTA's Title VI Program includes non-English speaking and Limited English Proficiency (LEP) and low-income groups. (Ongoing)
12. RVTA will continue to update our FTA approved DBE Program to remain in compliance. RVTA's DBE Plan will be renewed with the beginning of FY2024. This DBE Plan contains a Small Business

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Participation Element and utilizes the Pennsylvania Unified Certification Program (PA UCP). RVTA will continue to report DBE utilization semi-annually to FTA. (Ongoing)

BUDGET

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

Category 4: Program Management

Task 4-B: Safety and Drug Control Planning

Responsible Agency: River Valley Transit Authority (RVTA)

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

Actions & Procedures:

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

BUDGET

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

Appendices

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

APPENDIX A: WATS Bylaws

ARTICLE 1: NAME AND PURPOSE

Section 1: The name of the organization shall be the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) hereinafter referred to as the WATS MPO.

Section 2: The purpose of the WATS MPO shall be to serve as the official transportation planning organization for the County of Lycoming, designated by the Governor of the Commonwealth of Pennsylvania under current and applicable federal laws and regulations. The entire geographical coverage area of the County of Lycoming, PA shall be defined as the planning area. Such federal laws and regulations establish five core functions of an MPO that include the following:

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

ARTICLE II: MEMBERSHIP

Section 1: The parties hereby establish the governing body of the WATS MPO as the Coordinating Committee. The Coordinating Committee shall consist of eleven (11) voting members, as follows:

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

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

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

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

Section 2: In addition to the 11 voting members, the Coordinating Committee shall include four (4) non-voting members, as follows:

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

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

Section 3: The parties hereby establish a Technical Committee, which shall provide recommendations to the Coordinating Committee for approval related to transportation strategies, plans and projects, using technical analysis, specialized knowledge, and citizen input on specific issues. The Technical Committee shall consist of seven (7) voting members, as follows:

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

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

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

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

- Federal Highway Administration
- Federal Transit Administration

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- PA Department of Community and Economic Development
- Fullington Trailways Company

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

Section 5: The WATS MPO Coordinating Committee may establish advisory committees, ad hoc work groups, special purpose task forces or steering committees to gather specialized experience, technical advice and input that may be needed to help carry forth transportation planning related activities under the jurisdiction of the WATS MPO transportation planning process. The WATS MPO has established a Transit Advisory Committee that is comprised of WATS members, transit providers and various social service organizations to provide input and recommendations to the WATS MPO on public transit issues and needs in Lycoming County. The WATS MPO has also established a Bicycle and Pedestrian Advisory Committee comprised of public officials and private organizations and consumers to provide input and recommendations to the WATS MPO on bicycle and pedestrian safety and mobility needs in Lycoming County.

Section 6: The WATS MPO has established a Transit Advisory Committee that is comprised of WATS members, transit providers and various social service organizations to provide input and recommendations to the WATS MPO on public transit issues and needs in Lycoming County.

Section 7: The WATS MPO has also established a Bicycle and Pedestrian Advisory Committee comprised of public officials and private organizations and consumers to provide input and recommendations to the WATS MPO Coordinating Committee and Technical Committee on bicycle and pedestrian safety and mobility needs in Lycoming County.

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

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

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

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

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

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

ARTICLE III. AUTHORITY

Section 1: It shall be the duty and responsibility of the WATS MPO to direct and control the policies and objectives of the transportation planning and programming process, with due regard to the requirements and recommendations of its represented agencies of government, in order to accomplish and maintain the WATS MPO's eligibility for federal and state transportation funds, and help implement the WATS MPO Long Range Transportation Plan, Transportation Improvement Program and other plans and programs under WATS MPO responsibility.

Section 2: Actions of the WATS MPO shall be by a majority vote of designated voting members or their alternates present at a publicly held meeting and entitled to vote, provided that a quorum is present at the beginning of the meeting. For the Coordinating Committee, a voting quorum shall be met with six (6) voting members or their alternates present at the public meeting. For the Technical Committee, a voting quorum shall be met with four (4) voting members or their alternates present at the public meeting. In the event of a tie vote, the Chairman of each respective committee casts the tie-breaking vote within that committee. As such, the Chair of each respective committee is counted as part of a quorum. No quorum is necessary to convene meetings of advisory committees unless determined by the Coordinating Committee.

Section 3: On occasions when formal actions need to be expedited without convening a public meeting, an electronic mail ballot and / or phone ballot may be conducted in accordance with the WATS MPO approved Public Participation Plan. The Lycoming County Planning and Community Development Department staff will determine the appropriateness of the voting technique used to poll WATS voting members. The result of the vote will not be considered valid until a voting majority has been obtained. All WATS voting members will be afforded five business days to review information provided and cast their vote. The Lycoming County Planning and Community Department Staff will notify all WATS voting members of the result. The voting action will be re-affirmed by vote at the next regularly scheduled WATS MPO public meeting.

Section 4: The WATS MPO may recess into executive session only for purposes authorized under the PA Open Records Act and shall be conducted in the manner prescribed by the Act.

ARTICLE IV: PROVISIONS

Section 1: Vacancies on the WATS MPO Coordinating or Technical Committees shall be filled by an appointment by the responsible member organization, as more fully discussed in Article II – Membership.

Section 2: Removal of any member, or their representative, of the WATS MPO Coordinating Committee or the Technical Committee, due to failure to attend meetings, or for other reasons, shall be at the discretion of the appointing authority. Absence from three (3) consecutive meetings or less than 50% attendance over a twelve (12) month period will result in a letter being issued by the WATS Coordinating Committee Secretary to the appointing authority apprising them of the situation.

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ARTICLE V: ADMINISTRATIVE DUTIES

Section 1: The administrative duties of the WATS MPO shall be conducted by the Lycoming County Planning and Community Development Department. The primary staff contact for the Department on WATS MPO administrative matters shall be the Lycoming County Transportation Supervisor who will act as WATS Secretary.

Section 2: The Lycoming County Planning and Community Development Department shall be responsible for the following primary WATS MPO administrative duties.

- Develop and conduct all transportation planning work tasks contained in the WATS MPO approved Unified Planning Work Program contract that is executed between the County of Lycoming and PennDOT. The County of Lycoming may subcontract with the City of Williamsport to perform the Federal Transit Administration funded UPWP transit planning work tasks undertaken by River Valley Transit Authority.
- Schedule, publicly advertise and convene all WATS MPO public meetings, as needed, in accordance with the PA Open Records Law and WATS MPO approved Public Participation Plan. All official business of the WATS MPO will take place at publicly advertised meetings to ensure opportunity for public comment. Prepare and distribute meeting agendas and related materials for review by WATS MPO members no later than 5 calendar days prior to the public meeting. Prepare meeting minutes for distribution to WATS MPO members for review no later than 15 calendar days following the public meeting. WATS MPO will generally convene public meetings on a quarterly basis (once every three months) at the Lycoming County Commissioners Board Room, Lycoming County Executive Plaza, 330 Pine Street, Williamsport, PA 17701. Exceptions as to meeting dates, times and locations may be considered in order to provide timely response to actions related to WATS MPO duties and responsibilities.
- Ensure that all WATS MPO adopted plans, programs and policies are implemented.
- The WATS MPO website will be maintained at www.lyco.org.
- All WATS MPO administrative records and files shall be maintained at the Lycoming County Planning and Community Development Department, 48 West Third Street, Williamsport, PA 17701.
- WATS MPO administrative related costs borne by the County of Lycoming and the City of Williamsport shall be reimbursable in accordance with the WATS MPO approved UPWP related contract terms and conditions executed between the County of Lycoming, PennDOT and City of Williamsport.

ARTICLE VI. AMENDMENT

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

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

APPENDIX B: List of Acronyms

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

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

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

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APPENDIX C: Resources Used to Develop Planning Priorities

United States federal government planning priorities

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

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

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

Pennsylvania statewide planning priorities

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

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

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

Lycoming County local planning priorities

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

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

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

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

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

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APPENDIX D: Combined PCD/RVTA Budget Tables

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

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

*FHWA SPR funds with no required local match ratio

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APPENDIX E: Cost Allocation Plan, County of Lycoming

Planning Commission

Cost Allocation Plan 2020

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

	404,110.03		
Personnel Expense	904,972.63	=	44.654%

For reimbursement/budget purposes

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

Part-time

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

7.814%

PT Fringe Rate

Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

APPENDIX F: WATS Salary Schedule

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

Unified Planning Work Program, Fiscal Years 2024-2025

Williamsport Area Transportation Study MPO and River Valley Transit Authority

APPENDIX G: Summary of public comments

No public comments were received.

For Williamsport

Overall Change Amount: \$12,659,598

Action ID	Commit Date	Action Type	Change Amount
131856	08/28/2023	Administrative Action	\$0

Narrative:

5755 PE BOF Increased by 100,000 in FFY 2024
5755 PE BOF Decreased by -100,000 in FFY 2023
6082 PE BOF Increased by 20,000 in FFY 2024
6082 PE BOF Decreased by -20,000 in FFY 2023
6082 PE LOC Decreased by -1,250 in FFY 2023
6082 PE LOC Increased by 1,250 in FFY 2024
6082 PE 183 Increased by 3,750 in FFY 2024
6082 PE 183 Decreased by -3,750 in FFY 2023
97623 FD BOF Increased by 50,000 in FFY 2024
97623 FD BOF Decreased by -50,000 in FFY 2023
98940 CON NHPP Decreased by -250,000 in FFY 2023
98940 CON NHPP Increased by 250,000 in FFY 2025
99003 CON STP Increased by 300,000 in FFY 2024
99003 CON STP Decreased by -300,000 in FFY 2025
99035 FD BOF Decreased by -50,000 in FFY 2023
99035 FD BOF Increased by 50,000 in FFY 2024
99036 FD BOF Decreased by -150,000 in FFY 2023
99036 FD 185 Increased by 42,750 in FFY 2024
99036 FD 185 Increased by 17,250 in FFY 2023
99036 ROW BOF Decreased by -30,000 in FFY 2023
99036 ROW 185 Increased by 30,000 in FFY 2024
103952 FD BOF Increased by 40,000 in FFY 2023
103952 FD BOF Decreased by -40,000 in FFY 2024
103952 FD LOC Decreased by -2,500 in FFY 2024
103952 FD LOC Increased by 2,500 in FFY 2023
103952 FD 183 Decreased by -7,500 in FFY 2024
103952 FD 183 Increased by 7,500 in FFY 2023
106124 CON NHPP Decreased by -250,000 in FFY 2025
106124 CON NHPP Increased by 250,000 in FFY 2023
110180 FD BOF Increased by 100,000 in FFY 2024
110180 FD BOF Decreased by -100,000 in FFY 2023
110180 ROW BOF Increased by 30,000 in FFY 2024
110180 ROW BOF Decreased by -30,000 in FFY 2023
112414 PE BOF Decreased by -20,000 in FFY 2023
112414 PE BOF Increased by 20,000 in FFY 2024
112414 PE LOC Increased by 1,250 in FFY 2024
112414 PE LOC Decreased by -1,250 in FFY 2023
112414 PE 183 Increased by 3,750 in FFY 2024
112414 PE 183 Decreased by -3,750 in FFY 2023
117409 CON STP Increased by 300,000 in FFY 2025
117409 CON STP Decreased by -300,000 in FFY 2024
117923 FD BOF Increased by 50,000 in FFY 2024
117923 FD BOF Decreased by -50,000 in FFY 2023
117923 PE BOF Decreased by -25,000 in FFY 2024
117923 PE BOF Increased by 25,000 in FFY 2023
117924 CON BOF Decreased by -355,000 in FFY 2024
117924 CON BOF Increased by 355,000 in FFY 2023
68713 CON BOF Increased by 180,000 in FFY 2023
68713 CON 185 Decreased by -17,250 in FFY 2023
68713 CON 185 Decreased by -72,750 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
5755	Lycoming	1010	001	SR 1010 over Roaring Branch	PE	\$0
6082	Lycoming		LBR	T-668 over Sugar Run	PE	\$0
97623	Lycoming	284	008	PA 284 over Blacks Creek	FD	\$0
98940	Lycoming	2014	118	Bennet Run to Odell Road	CON	\$0
99003	Lycoming	220	166	Water Street to Steele Lane	CON	\$0
99035	Lycoming	2073	001	SR 2073 ov Greggs Run	FD	\$0
99036	Lycoming	3007	015	SR 3007 over Pine Run	FD	\$-90,000
99036	Lycoming	3007	015	SR 3007 over Pine Run	ROW	\$0
103952	Lycoming		LBR	T-557 over Gregs Run	FD	\$0
106124	Lycoming	220	193	US 220 over Ramp A, T-331 & SEDACOG I	CON	\$0
110180	Lycoming	973	041	PA 973 over North Fork Tombs Run	FD	\$0
110180	Lycoming	973	041	PA 973 over North Fork Tombs Run	ROW	\$0
112414	Lycoming		LBR	T-776 over English Run	PE	\$0
117409	Lycoming	2029	009	I-180 EB On-Ramp to Third St.	CON	\$0
117923	Lycoming	1005	037	SR 1005 over Plunketts Creek	PE	\$0
117923	Lycoming	1005	037	SR 1005 over Plunketts Creek	FD	\$0
117924	Lycoming	284	014	Lycoming Off System Epoxy Group 1	CON	\$0
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$90,000

Action ID	Commit Date	Action Type	Change Amount
131909	08/29/2023	Administrative Action	\$2,612,440

Narrative:

Administrative Action to the 2023-26 Williamsport TIP adding Green-Light-Go grant funds to approved projects:
MPMS 120181 Little League Boulevard and Hepburn Street, Little
MPMS 120182 Jersey Shore Critical Route Traffic Signal Replace
MPMS 120183 Main Street/Penn Street Intersection Traffic Signa
MPMS 120184 Route 15 Traffic Signal Enhancement

120181 CON 073 Add 640,833 in FFY 2024
120182 CON 073 Add 764,668 in FFY 2024
120183 CON 073 Add 360,780 in FFY 2024
120184 CON 073 Add 846,159 in FFY 2024

To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
120181	Lycoming			Little League Boulevard and Hepburn Street,	CON	\$640,833
120182	Lycoming			Jersey Shore Critical Route Traffic Signal Re	CON	\$764,668
120183	Lycoming			Main Street/Penn Street Intersection Traffic S	CON	\$360,780
120184	Lycoming			Route 15 Traffic Signal Enhancement	CON	\$846,159

Action ID	Commit Date	Action Type	Change Amount
131950	08/29/2023	Administrative Action	\$0

Narrative:

WATS MPO, District 3-0.

From:
117231 CON BRIP Decreased by -1,000 in FFY 2023
68713 CON BOF Decreased by -266,818 in FFY 2023
117231 CON BOF Decreased by -114,818 in FFY 2024
117231 CON BRIP Decreased by -151,000 in FFY 2024

To:
117231 CON BOF Increased by 266,818 in FFY 2023
68713 CON BRIP Increased by 1,000 in FFY 2023
68713 CON BOF Increased by 114,818 in FFY 2024
68713 CON BRIP Increased by 151,000 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
117231	Lycoming	1002	023	Lycoming Off-System Epoxy Group 3	CON	\$0
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
131970	08/30/2023	Administrative Action	\$0

Narrative:

WATS MPO, District 3-0.

From:
68713 CON HSIP Decreased by -53,000 in FFY 2023
68713 CON 581 Decreased by -829,586 in FFY 2023
93024 ROW 581 Decreased by -500,000 in FFY 2023
118500 CON HSIP Decreased by -53,000 in FFY 2024
114095 CON 581 Decreased by -500,000 in FFY 2024
114095 CON 581 Decreased by -829,586 in FFY 2025

To:
114095 CON 581 Increased by 1,329,586 in FFY 2023
118500 CON HSIP Increased by 53,000 in FFY 2023
68713 CON HSIP Increased by 53,000 in FFY 2024
93024 ROW 581 Increased by 500,000 in FFY 2024
68713 CON 581 Increased by 829,586 in FFY 2025

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$0
93024	Lycoming	15	143	4 Mile Road	ROW	\$0
114095	Lycoming	220	237	Pine Creek to SR 287	CON	\$0
118500	Lycoming	8002	004	Ramp Rollover Warning System	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
131982	08/30/2023	Administrative Action	\$0

Narrative:

68713 CON BRIP Decreased by -141,000 in FFY 2023
68713 CON BRIP Increased by 141,000 in FFY 2024
97625 CON BRIP Increased by 141,000 in FFY 2023
97625 CON BRIP Decreased by -141,000 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$0
97625	Lycoming	287	138	PA 287 over Larry's Creek	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
132000	08/31/2023	Administrative Action	\$0

Narrative:

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

From
114313 ROW 185 Decreased by -9,500 in FFY 2024
114313 UTL 185 Remove -15,000 in FFY 2025

To:
68713 CON 185 Increased by 9,500 in FFY 2024
68713 CON 185 Increased by 15,000 in FFY 2025

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114313	Lycoming	1003	049	SR 1003 over Roaring Run	UTL	\$-15,000
114313	Lycoming	1003	049	SR 1003 over Roaring Run	ROW	\$-9,500
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$24,500

Action ID	Commit Date	Action Type	Change Amount
132100	09/06/2023	Administrative Action	\$0

Narrative:

WATS MPO, District 3-0.

From:
68713 CON BOF Decreased by -31,000 in FFY 2024
68713 CON NHPP Decreased by -76,953 in FFY 2024
116904 FD STP Decreased by -76,953 in FFY 2024

To:
118509 CON BOF Increased by 31,000 in FFY 2024
116904 FD NHPP Increased by 76,953 in FFY 2024
68713 CON STP Increased by 66,953 in FFY 2024
118509 CON STP Increased by 10,000 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-41,000
116904	Lycoming	15	244	Wavy Section between SRs 184 and 284	FD	\$0
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
118509	Lycoming	864	023	Rynearson Guiderail Upgrade	CON	\$41,000

Action ID	Commit Date	Action Type	Change Amount
132157	09/11/2023	Administrative Action	\$0

Narrative:

WATS MPO, District 3-0.

From:
68713 CON BRIP Decreased by -96,000 in FFY 2024

To:
97625 CON BRIP Increased by 96,000 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-96,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
97625	Lycoming	287	138	PA 287 over Larry's Creek	CON	\$96,000

Action ID	Commit Date	Action Type	Change Amount
132162	09/12/2023	Administrative Action	\$0

Narrative:

WATS MPO, District 3-0.

From:
68713 CON BOF Decreased by -50,000 in FFY 2024

To:
99061 FD BOF Increased by 50,000 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-50,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99061	Lycoming	4010	006	SR 4010 ov Larry's Creek	FD	\$50,000

Action ID	Commit Date	Action Type	Change Amount
132163	09/12/2023	Administrative Action	\$0

Narrative:

WATS MPO, District 3-0.

From:
99061 UTL BOF Remove -25,000 in FFY 2025

To:
68713 CON BOF Increased by 25,000 in FFY 2025

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99061	Lycoming	4010	006	SR 4010 ov Larry's Creek	UTL	\$-25,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$25,000

Action ID	Commit Date	Action Type	Change Amount
132176	09/12/2023	Administrative Action	\$0

Narrative:

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

From:
68713 CON 581 Decreased by -9,000 in FFY 2024

To:
109229 UTL 581 Add 9,000 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-9,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
109229	Lycoming	3004	024	Mosquito Cr to SR 654	UTL	\$9,000

Action ID	Commit Date	Action Type	Change Amount
132216	09/14/2023	Administrative Action	\$0

Narrative:

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

From:
68713 CON 581 Decreased by -95,000 in FFY 2024
68713 CON 581 Decreased by -770,000 in FFY 2025
68713 CON 581 Decreased by -750,000 in FFY 2026

To:
119791 FD 581 Add 30,000 in FFY 2024
119791 PE 581 Add 35,000 in FFY 2024
119791 ROW 581 Add 30,000 in FFY 2024
119791 CON 581 Add 750,000 in FFY 2025
119791 UTL 581 Add 20,000 in FFY 2025
119791 CON 581 Add 750,000 in FFY 2026

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-1,615,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
119791	Lycoming	2039	010	Robbins Road to Four Mile Drive	CON	\$1,500,000
119791	Lycoming	2039	010	Robbins Road to Four Mile Drive	PE	\$35,000
119791	Lycoming	2039	010	Robbins Road to Four Mile Drive	FD	\$30,000
119791	Lycoming	2039	010	Robbins Road to Four Mile Drive	UTL	\$20,000
119791	Lycoming	2039	010	Robbins Road to Four Mile Drive	ROW	\$30,000

Action ID	Commit Date	Action Type	Change Amount
132223	09/15/2023	Administrative Action	\$0

Narrative:

114090 CON 581 Increased by 233,700 in FFY 2027
114090 CON 581 Increased by 816,300 in FFY 2026
114090 CON 581 Decreased by -1,050,000 in FFY 2024
68713 CON 581 Decreased by -233,700 in FFY 2027
68713 CON 581 Decreased by -816,300 in FFY 2026
68713 CON 581 Increased by 1,050,000 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114090	Lycoming	654	030	Edgewood Ave to S Market St	CON	\$0
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
132233	09/18/2023	Administrative Action	\$0

Narrative:

93024 CON NHPP Remove -100,000 in FFY 2024
68713 CON NHPP Increased by 100,000 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
93024	Lycoming	15	143	4 Mile Road	CON	\$-100,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$100,000

Action ID	Commit Date	Action Type	Change Amount
132240	09/18/2023	Administrative Action	\$0

Narrative:

68713 CON 581 Decreased by -600,000 in FFY 2024
120051 CON 581 Add 400,000 in FFY 2024
120565 CON 581 Add 200,000 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-600,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
120051	Lycoming	2039	011	Lick Run Stream Repairs	CON	\$400,000
120565	Lycoming	1003	053	Wallis Run Stream Repairs	CON	\$200,000

Action ID	Commit Date	Action Type	Change Amount
132242	09/18/2023	Administrative Action	\$0

Narrative:

68713 CON 581 Decreased by -824,950 in FFY 2024
93024 ROW 581 Increased by 824,950 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-824,950
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
93024	Lycoming	15	143	4 Mile Road	ROW	\$824,950

Action ID	Commit Date	Action Type	Change Amount
132245	09/18/2023	Administrative Action	\$0

Narrative:

68713 CON 581 Decreased by -2,921,758 in FFY 2024
68713 CON 581 Decreased by -1,878,242 in FFY 2025
99290 CON 581 Add 2,921,758 in FFY 2024
99290 CON 581 Add 1,878,242 in FFY 2025

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-4,800,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99290	Lycoming	87	112	I-180 to PA 973	CON	\$4,800,000

Action ID	Commit Date	Action Type	Change Amount
132293	09/20/2023	Administrative Action	\$95,417

Narrative:

Administrative Action to the 2023-26 Williamsport TIP to advance funding on various projects due to August Redistribution.

116597 CON NHPP Decreased by -450,000 in FFY 2024
116597 CON NHPP Increased by 566,887 in FFY 2023
116597 CON STP Decreased by -117,000 in FFY 2024
106124 CON STP Decreased by -1,086,000 in FFY 2025
106124 CON STP Decreased by -206,055 in FFY 2024
106124 CON STP Increased by 1,292,055 in FFY 2023
111282 CON NHPP Increased by 3,002,265 in FFY 2023
111282 CON NHPP Decreased by -538,947 in FFY 2026
111282 CON NHPP Decreased by -967,000 in FFY 2025
111282 CON NHPP Decreased by -1,400,788 in FFY 2024
114045 CON NHPP Increased by 834,259 in FFY 2023
114045 CON NHPP Decreased by -834,259 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
116597	Lycoming	2014	114	Loyalsock Cr to Ecks Ln	CON	\$-113
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
106124	Lycoming	220	193	US 220 over Ramp A, T-331 & SEDACOG I	CON	\$0
111282	Lycoming	15	211	Foy Ave to SR 14 NB & SB	CON	\$95,530
114045	Lycoming	15	220	Susquehanna River to Old Montgomery Pike	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
132336	09/21/2023	Administrative Action	\$0

Narrative:

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

From:
68713 CON 581 Decreased by -91,000 in FFY 2025

To:
114045 CON 581 Increased by 91,000 in FFY 2025

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-91,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114045	Lycoming	15	220	Susquehanna River to Old Montgomery Pike	CON	\$91,000

Action ID	Commit Date	Action Type	Change Amount
132342	09/21/2023	Administrative Action	\$292,000

Narrative:

Administrative Action to the 2023-26 Interstate TIP to advance funds on the Warrensville Rd to Fairfield Rd project due to August redistribution.
See also MA# 132342.

105530 CON NHPP Increased by 3,092,000 in FFY 2023
105530 CON NHPP Decreased by -2,800,000 in FFY 2024

To: Interstate/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
105530	Lycoming	180	130	Warrensville Rd to Fairfield Rd	CON	\$292,000

Action ID	Commit Date	Action Type	Change Amount
132343	09/21/2023	Administrative Action	\$4,504,408

Narrative:

Administrative Action to the 2023-26 Interstate TIP to advance funds on the Fairfield Rd toTurkeyRn, I-80 West Bound Lane from SR 3013 to SR 3006, and the I-80 East Bound Lane from SR 3013 to SR 54 project due to August redistribution.

97547 CON NHPP Decreased by -1,619,094 in FFY 2024
97547 CON NHPP Increased by 1,619,094 in FFY 2023
97556 CON NHPP Decreased by -955,014 in FFY 2024
97556 CON NHPP Increased by 955,014 in FFY 2023
105533 CON NHPP Decreased by -1,930,300 in FFY 2024
105533 CON NHPP Increased by 1,930,300 in FFY 2023
75891 CON NHPP Increased by 4,504,408 in FFY 2024

From: Interstate/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
97547	Montour	80	124	I-80 West Bound Lane from SR 3013 to SR 3006	CON	\$0
97556	Montour	80	129	I-80 East Bound Lane from SR 3013 to SR 54	CON	\$0
105533	Lycoming	180	133	Fairfield Rd toTurkeyRn	CON	\$0
To: Interstate/District 99-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
75891	Central Office			Interstate Contingency	CON	\$4,504,408

Action ID	Commit Date	Action Type	Change Amount
132417	09/25/2023	Administrative Action	\$0

Narrative:

68713 CON 185 Decreased by -40,000 in FFY 2024
68713 CON 185 Decreased by -10,000 in FFY 2025
87918 UTL 185 Increased by 40,000 in FFY 2024
87918 UTL 185 Increased by 10,000 in FFY 2025

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-50,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
87918	Lycoming	44	064	SR 44 over Lawshe Run	UTL	\$50,000

Action ID	Commit Date	Action Type	Change Amount
132540	10/02/2023	Administrative Action	\$5,100,049

Narrative:

Technical correction to MA# 132293 to adjust the Susquehanna River to Old Montgomery Pike Rd project and return funds to the WATS TIP Reserve due to August Redistribution.

68713 CON NHPP Increased by 2,185,047 in FFY 2024
68713 CON NHPP Increased by 538,947 in FFY 2026
68713 CON NHPP Increased by 967,000 in FFY 2025
68713 CON STP Increased by 323,055 in FFY 2024
68713 CON STP Increased by 1,086,000 in FFY 2025
114045 CON NHPP Increased by 500,000 in FFY 2024
114045 CON NHPP Decreased by -500,000 in FFY 2023

To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$5,100,049
114045	Lycoming	15	220	Susquehanna River to Old Montgomery Pike	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
132553	10/04/2023	Administrative Action	\$-10,000

Narrative:

5755 FD BOF Remove -75,000 in FFY 2024
5755 FD 185 Remove -25,000 in FFY 2025
5755 ROW BOF Remove -20,000 in FFY 2024
6085 FD BOF Remove -60,000 in FFY 2025
6085 FD BOF Remove -60,000 in FFY 2024
6085 FD LOC Remove -3,750 in FFY 2024
6085 FD LOC Remove -3,750 in FFY 2025
6085 FD 183 Remove -11,250 in FFY 2025
6085 FD 183 Remove -11,250 in FFY 2024
6085 ROW BOF Remove -24,000 in FFY 2024
6085 ROW LOC Remove -1,500 in FFY 2024
6085 ROW 183 Remove -4,500 in FFY 2024
6085 UTL BOF Remove -16,000 in FFY 2025
6085 UTL LOC Remove -1,000 in FFY 2025
6085 UTL 183 Remove -3,000 in FFY 2025
99052 PE BOF Remove -75,000 in FFY 2025
99052 PE BOF Remove -75,000 in FFY 2024
68713 CON BOF Increased by 151,000 in FFY 2025
68713 CON BOF Increased by 254,000 in FFY 2024
68713 CON 185 Increased by 15,750 in FFY 2024
68713 CON 185 Increased by 39,250 in FFY 2025

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
5755	Lycoming	1010	001	SR 1010 over Roaring Branch	FD	\$-100,000
5755	Lycoming	1010	001	SR 1010 over Roaring Branch	ROW	\$-20,000
6085	Lycoming		LBR	T-836 over Trout Run	FD	\$-150,000
6085	Lycoming		LBR	T-836 over Trout Run	ROW	\$-30,000
6085	Lycoming		LBR	T-836 over Trout Run	UTL	\$-20,000
99052	Lycoming	3010	016	SR 3010 ov Larrys Creek	PE	\$-150,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$460,000

Action ID	Commit Date	Action Type	Change Amount
132557	10/05/2023	Administrative Action	\$0

Narrative:

5755 PE BOF Remove -150,000 in FFY 2024
99035 FD BOF Remove -50,000 in FFY 2024
99036 CON BOF Remove -100,000 in FFY 2025
99036 CON BOF Remove -250,000 in FFY 2024
110180 CON BOF Remove -150,000 in FFY 2025
110180 CON BOF Remove -250,000 in FFY 2024
68713 CON BOF Increased by 250,000 in FFY 2025
68713 CON BOF Increased by 700,000 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
5755	Lycoming	1010	001	SR 1010 over Roaring Branch	PE	\$-150,000
99035	Lycoming	2073	001	SR 2073 ov Greggs Run	FD	\$-50,000
99036	Lycoming	3007	015	SR 3007 over Pine Run	CON	\$-350,000
110180	Lycoming	973	041	PA 973 over North Fork Tombs Run	CON	\$-400,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$950,000

Action ID	Commit Date	Action Type	Change Amount
132566	10/10/2023	Administrative Action	\$65,284

Narrative:

WATS MPO, District 3-0. Fiscal constraint appears off by \$65,284 due to influx of de-obligation funds.

To:
68713 CON BOF Increased by 65,284 in FFY 2024

De-obligation Source:
110203 CON Bridge Off Decreased by -65,284 in FFY 2023 - DEOB

To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$65,284

Action ID	Commit Date	Action Type	Change Amount
132575	10/10/2023	Administrative Action	\$0

Narrative:

From:
68713 CON HSIP Decreased by -143,000 in FFY 2024
68713 CON HSIP Decreased by -72,000 in FFY 2025

To:
118500 PE HSIP Add 125,000 in FFY 2024
118500 FD HSIP Add 18,000 in FFY 2024
118500 FD HSIP Add 72,000 in FFY 2025

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-215,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
118500	Lycoming	8002	004	Ramp Rollover Warning System	PE	\$125,000
118500	Lycoming	8002	004	Ramp Rollover Warning System	FD	\$90,000

Action ID	Commit Date	Action Type	Change Amount
132591	10/11/2023	Administrative Action	\$0

Narrative:

WATS MPO, District 3-0.

From:
68713 CON BOF Decreased by -110,000 in FFY 2024

To:
6031 FD BOF Increased by 100,000 in FFY 2024
99061 FD BOF Increased by 10,000 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-110,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
6031	Lycoming	4010	011	SR 4010 over Larrys Creek	FD	\$100,000
99061	Lycoming	4010	006	SR 4010 ov Larry's Creek	FD	\$10,000

Action ID	Commit Date	Action Type	Change Amount
132603	10/11/2023	Administrative Action	\$0

Narrative:

WATS MPO, District 3-0.

From:
68713 CON BOF Decreased by -520,131 in FFY 2024

To:
117231 CON BOF Increased by 520,131 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-520,131
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
117231	Lycoming	1002	023	Lycoming Off-System Epoxy Group 3	CON	\$520,131

Action ID	Commit Date	Action Type	Change Amount
132621	10/11/2023	Administrative Action	\$0

Narrative:

117923 FD BOF Remove -75,000 in FFY 2024
117923 PE BOF Increased by 75,000 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
117923	Lycoming	1005	037	SR 1005 over Plunketts Creek	FD	\$-75,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
117923	Lycoming	1005	037	SR 1005 over Plunketts Creek	PE	\$75,000

Action ID	Commit Date	Action Type	Change Amount
132624	10/11/2023	Administrative Action	\$0

Narrative:

68713 CON BOF Decreased by -326,000 in FFY 2024
68713 CON BOF Decreased by -426,000 in FFY 2025
117923 CON BOF Increased by 326,000 in FFY 2024
117923 CON BOF Increased by 426,000 in FFY 2025

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-752,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
117923	Lycoming	1005	037	SR 1005 over Plunketts Creek	CON	\$752,000

Action ID	Commit Date	Action Type	Change Amount
132672	10/12/2023	Administrative Action	\$0

Narrative:

68713 CON BOF Decreased by -116,971 in FFY 2024
5983 PE BOF Increased by 116,971 in FFY 2024

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-116,971
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
5983	Lycoming	1005	001	SR 1005 over Plunketts Creek	PE	\$116,971

Action ID	Commit Date	Action Type	Change Amount
132849	10/25/2023	Administrative Action	\$0

Narrative:

WATS MPO, District 3-0.

From:
68713 CON NHPP Decreased by -1,554,254 in FFY 2024
114095 CON NHPP Decreased by -1,450,000 in FFY 2025
114095 CON 581 Decreased by -104,254 in FFY 2025

To:
114095 CON NHPP Increased by 1,554,254 in FFY 2024
68713 CON NHPP Increased by 1,450,000 in FFY 2025
68713 CON 581 Increased by 104,254 in FFY 2025

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$0
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114095	Lycoming	220	237	Pine Creek to SR 287	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
132875	10/27/2023	Administrative Action	\$0

Narrative:

Administrative action to the 2023-26 Williamsport TIP to increase the CON phase of the MPMS 117826 Lycoming High Friction Surface Treatment project to meet the construction cost estimate. Statewide HSIP Set Aside Reserve line item used as source of funds to maintain fiscal constraint.

101969 CON HSIP Spike Decreased by -217,950 in FFY 2024
117826 CON HSIP Spike Increased by 217,950 in FFY 2024

From: STWD Items/District 99-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
101969	Central Office			HSIP Set Aside Reserve	CON	\$-217,950
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
117826	Lycoming	15	266	Lycoming High Friction Surface Treatment	CON	\$217,950

Action ID	Commit Date	Action Type	Change Amount
132878	10/30/2023	Administrative Action	\$0

Narrative:

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

From:
68713 CON 185 Decreased by -18,959 in FFY 2024
97615 ROW 185 Remove -20,000 in FFY 2024
5920 PE 185 Remove -50,000 in FFY 2025
68713 CON 185 Decreased by -44,250 in FFY 2025
99237 PE 185 Decreased by -75,000 in FFY 2025
110190 PE 185 Decreased by -100,000 in FFY 2025

To:
88743 FD 185 Increased by 38,959 in FFY 2024
88743 FD 185 Increased by 269,250 in FFY 2025

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
5920	Lycoming	1006	035	SR 1006 over Trib to Wallis Run	PE	\$-50,000
68713	Lycoming		000	WATS TIP Reserve	CON	\$-63,209
97615	Lycoming	87	106	PA 87 over Little Bear Creek	ROW	\$-20,000
99237	Lycoming	973	030	PA 973 over Mill Creek	PE	\$-75,000
110190	Lycoming	2004	011	SR 2004 over Trib to Spring Cr 2	PE	\$-100,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
88743	Lycoming	4001	003	SR 4001 over Lt Pine Crk	FD	\$308,209



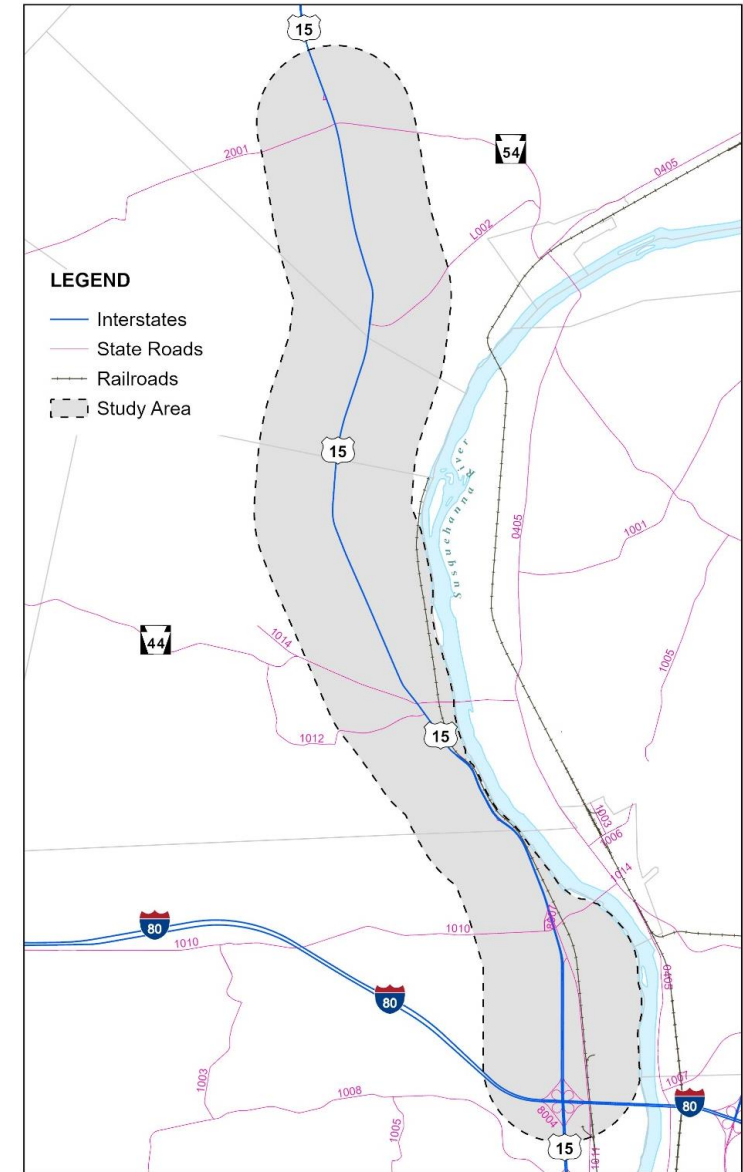
US Route 15 Corridor Improvements Study



WATS MPO Briefing
December 4, 2023

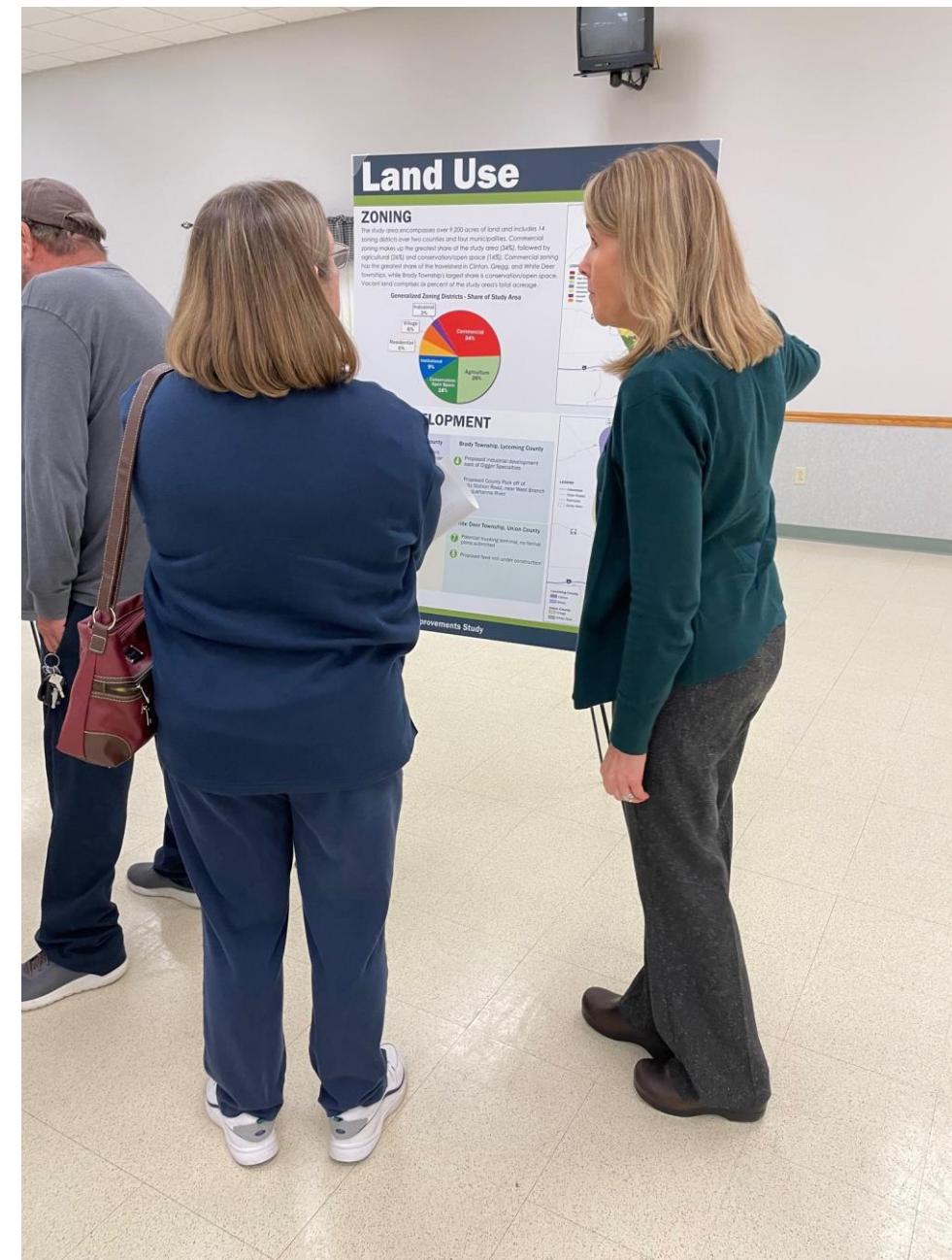
100%

- ~ 9,214 acres
- Four municipalities across two counties
- Centered on a 10-mile portion of US 15 between PA 54 and I-80
- Part of designated growth areas within both Lycoming and Union counties
- Within the broader CSVT travelshed



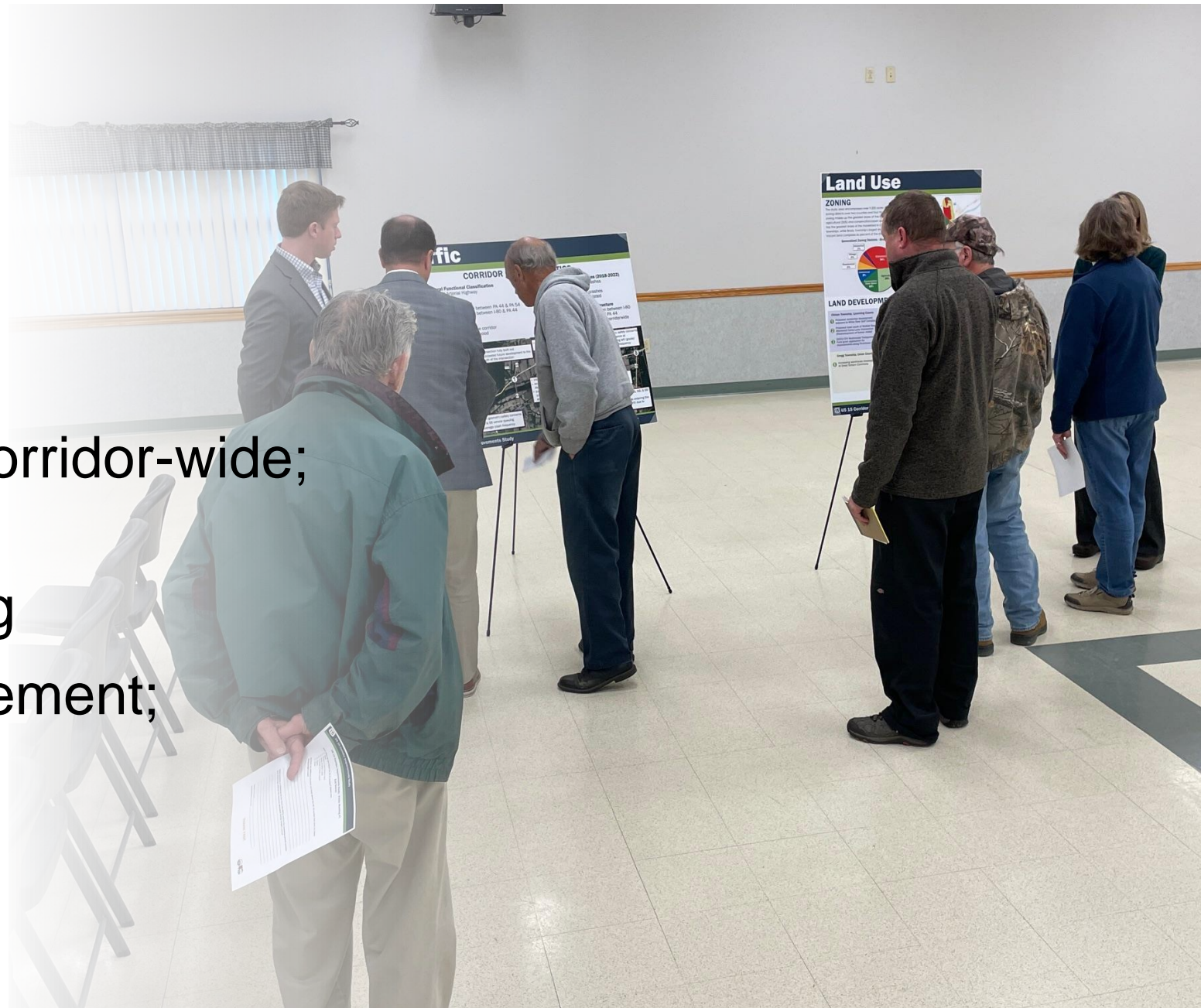
Public Open House

- Held October 24
- Warrior Run Fire Hall in Allenwood
- Approximately 27 in attendance
- Display boards
- Exit surveys
- Formal presentation



Public Comments

- Concerns with crashes; truck traffic
- High speeds observed corridor-wide; lack of police coverage
- Impacts of current zoning
- Signage; access management; signal controls



Upcoming Task Activity

- November – January 2024 – Development of draft report recommendations
- TBD – Study Steering Committee meeting
- February 14, 2024 – CSVT Task Force meeting
- March 2024 – Public Officials Briefing/ Public Meeting #2



Discussion

