

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, June 13, 2022
 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: 374 189 138#
[Microsoft Teams Link](#)

AGENDA

CALL TO ORDER Chair High

MINUTES:
 March 14, 2022 Coordinating Committee Meeting Minutes..... Chair High

PUBLIC COMMENT Chair High

ACTION ITEMS:
 2022-24 UPWP CSVT Implementation Amendment (Reaffirm e-ballot)..... Williams
 WATS MPO recommendation letter designating River Valley Transit
 Authority (RVTA) (Reaffirm e-ballot) Williams
 WATS 2023-2026 Transportation Improvement Program (TIP)
 adoption Vitko

DISCUSSION ITEMS:
 Management Action Report King
 Long Range Transportation Plan (LRTP) Update Williams
 CSVT Letter of Support..... Murawski
 CSVT Implementation..... Vitko

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)

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WILLIAMSPORT AREA TRANSPORTATION STUDY COORDINATING COMMITTEE TELECONFERENCE PUBLIC MEETING MINUTES

March 14, 2022 Coordinating Committee Teleconference Public Meeting: Held at various locations via teleconference.

CALL TO ORDER (Regular WATS Coordinating Committee Teleconference Public Meeting)

Acting Chairperson Chris King called the meeting to order at 1:00 P.M. Acting Chairperson King informed the Committee that Sandy Tosca (former PennDOT District 3-0 Engineer) retired in February 2022, and that District 3-0 is currently interviewing to fill that position.

INTRODUCTIONS/ROLL CALL

MINUTES

November 8, 2021 Coordinating Committee Public Meeting

Acting Chairperson King called for a motion to approve the November 8, 2021 Coordinating Committee meeting minutes. Commissioner Mirabito motioned for approval of the meeting minutes, Councilperson Miele seconded, minutes unanimously approved.

PUBLIC COMMENT

There was no public comment.

ACTION ITEMS

TIP Amendment (reaffirm e-ballot), Recommend to Coordinating Committee to approve

Scott Williams presented the reaffirmation of an e-ballot sent in December 2021 for a TIP Amendment for the 2021-2024 TIP adding a project. Scott informed the Committee that there was bid savings from a project on the TIP and the MPO is able to add a bridge preservation project on Route 15 to the TIP. There were other paving projects near the new project and the MPO wanted to add the new bridge preservation project before the paving projects were advertised in January 2022.

Acting Chairperson King called for a motion for the Coordinating Committee to reaffirm the e-ballot TIP amendment. Commissioner Mirabito motioned for the approval, Todd Wright seconded the motion and the motion unanimously passed.

STP and BOF Funding Increases Administrative Action

Acting Chairperson King presented the administrative action for the STP and BOF funding increases. Chris informed the Committee that due to the passage of the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Bill (BIL) PennDOT received additional funding for the Surface Transportation Program (STP) and Bridge Off System (BOF) funding sources. Chris explained that the additional funding would add \$50,000 in BOF and \$250,000 in STP funding to the 2021-2024 TIP.

TIP Amendment 2022 IIJA-BIL additional funding draft Fiscal Constraint Charts

Acting Chairperson King presented the amendment for the 2022 IIJA-BIL fiscal constraint charts adding additional funding to the 2021-2024 TIP. Chris informed the Committee that part of the IIJA-BIL funding is in federal fiscal year 2022 and that is the reason for the TIP amendment.

Chris informed the Committee that PennDOT received other 2022 IIJA-BIL funding increases for the National Highway Performance Program (NHPP), and Safety funds. In addition, the 2022 IIJA-BIL added a new funding source, the Bridge Investment Program (BRIP), which provided approx. \$3.8 million in funding. These funds will be used towards bridge preservation projects, an intersection improvement at Fairfield Road and Broad Street in Montoursville Borough, and major an interchange project on West 4th Street in Williamsport.

Commissioner Mirabito asked if the length of the SR 220 over Ramp A bridge is over twenty (20) feet. Chris stated that the bridges are significantly longer.

Acting Chairperson King called for a motion for the Coordinating Committee to approve the 2022 IIJA-BIL additional BRIP, NHPP, and Safety funds TIP amendment for the 2021-2024 TIP. Commissioner Metzger motioned for the approval, Commissioner Mirabito seconded the motion and the motion unanimously passed.

2022 Coordinating Committee meeting dates (reaffirm e-ballot)

Sal Vitko presented the reaffirmation of an e-ballot sent in December 2021 to approve the 2022 WATS MPO Coordinating Committee meeting dates. Sal reminded the Committee that due to the additional 2023-2026 TIP guidance the MPO had to push out the 2023-26 TIP update timeline, and because of that the 2022 meeting dates had to be revised.

Acting Chairperson King called for a motion for the Coordinating Committee to reaffirm the e-ballot 2022 MPO Coordinating Committee meeting dates. Todd Wright motioned for the approval, Bob Brown seconded the motion and the motion unanimously passed.

WATS Draft 2023-2026 Transportation Improvement Program (TIP) Public Comment Period (contingent upon final fiscal guidance)

Sal Vitko presented the 2023-2026 WATS MPO draft TIP and the request to approve the TIP for the public comment period. Sal informed the Committee that the WATS Technical Committee approved the recommendation to open the 2023-2026 draft TIP for public comment. Sal informed the committee of the planned public comment period for the 2023-2026 WATS MPO TIP. The public comment period will open on April 5, 2022 and end on May 5, 2022. The draft TIP will be presented at a Lycoming County Commissioner meeting on April 14, 2022, the April 21, 2022 Lycoming County Planning Commission meeting and a separate public hearing the evening on April 25, 2022.

Sal explained that after the public comment period, the final review of the draft 2023-2026 TIP will occur at the May 23, 2022 Technical Committee meeting with TIP adoption at the June 13, 2022 Coordinating Committee meeting. Sal informed the Committee that there is an increase in TIP funding due to the passage of the IIJA-BIL of approximately \$38.5 million on the draft TIP. There are eighty-four (84) projects on the draft 2023-2026 TIP including slide repairs on Warrensville Road over Lick Run and Tombs Road. Also, there are twenty-five (25) highway projects and fifty-two (52) bridge projects with five (5) of those being local bridges.

Sal informed the Committee that similar to the previous TIP there is a TIP project selection matrix appendix that details how each project meets the MPO project selection criteria. Sal stated that similar to the previous TIP there will be an appendix for public comment after the public comment period, listing the public comment(s) and how the MPO addressed those comment(s).

Acting Chairperson King explained that for those Committee members reviewing the meeting packet, that the draft 2023-2026 TIP is the bulk of the meeting packet, containing a large amount of information. Sal thanked PennDOT District 3-0, Center for Program Development, River Valley Transit (RVT), and STEP, Inc. for all of their help and support in drafting the 2023-2026 WATS TIP.

Acting Chairperson King asked if there were any questions for Sal regarding the draft 2023-2026 WATS MPO TIP. Hearing none, Acting Chairperson King called for a motion for the Coordinating Committee to approve the 2023-2026 WATS MPO draft TIP for public comment period. Richard Howell motioned for the approval, Jeff Stover seconded the motion and the motion unanimously passed.

Acting Chairperson King stated that if any Committee members have any questions after the meeting to please reach out to Sal Vitko or himself.

DISCUSSION ITEMS

Management Action Report

Acting Chairperson King presented the WATS Management Action Report, stating that there were a number of Management Action items. The actions include both funding increases and decreases to a number of projects, and that the dollar amounts are below the threshold that would require a Committee vote.

Acting Chairperson King informed the Committee that the first Management Action involved a project on PA 284 and is an increase to bring a consultant onboard for the project. The next project, SR 4010 over Larry's Creek, saw project design savings and those funds will go back into the line item.

Chris informed the Committee that there were a number of phases that are no longer needed on projects and gave the example of Right-of-Way (ROW) or utility easements and that PennDOT will often program those items and as the project advances, it becomes apparent that those items will not be needed. Chris stated another change was to a project on PA 287 on an increase in design costs. Chris stated that other Management Action Items were small additions/subtractions to various projects.

Chris highlighted the Fairfield Crossing project and the project on Rt. 15 North, which will eliminate gaps in the limited access highway. This will allow for Rt. 15 North to be designated I-99. Mark Murawski asked about the status of the I-99 designation. Chris stated that the timeline is for designation to occur in 2026. Chris highlighted a safety project in Tivoli, which will add the final design phase that it is using HSIP funds. Chris also highlighted the guiderail upgrade project that also is using HSIP funds. Chris informed the Committee that a study is starting on Rt. 15 South and the I-180 curve to explore geometric improvements. Chris clarified that the study is separate from the project to install traffic actuated lighted chevrons on the curve.

Acting Chairperson King asked if there were any questions on the Management Action items. Hearing none, Acting Chairperson King moved onto the next discussion item.

WATS 2023 Long Range Transportation Plan (LRTP) Update Kickoff

Scott Williams presented on the 2023 LRTP update kickoff to the Committee. Scott stated that the final LRTP would come before the Committee for adoption in December 2023. Scott stated that as with the prior LRTP the MPO staff will be creating the update "in house" and that the WATS MPO Technical Committee will be the LRTP Update steering committee.

Scott informed the Committee that the MPO would be keeping the overall structure for this LRTP update. Scott stated that the LRTP projects out twenty (20) years and includes a focus on what the system conditions and demographics will look like in that timeframe. Scott explained that the LRTP attempts to identify what the most likely projects will be to address those issues.

Scott informed the Committee that the MPO would be concentrating on updating the demographic, system conditions, and land use to be used in trend analysis. In addition, the MPO will be focusing on streamlining, simplifying, and clarifying the text in the LRTP. Scott informed the Committee that he believes there is a large portion of information in the current LRTP that can be reorganized in a more accessible/understandable way for the general-public. Finally, the biggest change to the approach for this LRTP update will be the addition of scenario planning.

Scott stated that the MPO would be using guidance from FHWA and other sources for the scenario planning. Scott informed the Committee that the MPO has already had coordination meetings with FHWA, FTA, and PennDOT, and that this approach was presented to the Technical Committee.

Scott informed the Committee that each Committee meeting between now and December 2023 would include a portion of the LRTP update. At the June 2022 Committee meeting there will be the LRTP introduction and any updates to state and federal guidance that the MPO has received. At the September 2022 meeting the MPO staff will present the planning context, at the winter 2022 meeting the MPO staff will review system conditions (pavement, bridge condition, etc.). At the first Committee meeting in 2023 the MPO staff will review the implementation chapter and in the summer of 2023, the MPO will have the Agency Coordination Meeting (ACM) and will meet with the different state departments. Scott stated that in fall 2023 the MPO would hold the LRTP update public comment period.

Mark Murawski wanted to emphasize to the Committee that the scenario planning approach is beneficial to the LRTP and for the MPO. However, in some instances an unforeseen event can influence the plan. Mark gave the example of Marcellus shale industry arriving in Lycoming County, and how that industry was not included in the County Comprehensive plan prior to its arrival.

Acting Chairperson King asked if there were any questions for Scott. Hearing no other questions, Acting Chairperson King moved to the next discussion item.

CSV T Project Impact Study Update

Austin Daily presented an update on the CSV T Project Impact Study. Austin informed the Committee that the MPO submitted a request for supplemental funding to extend the contract with Michael Baker Intl. and reconvene the CSV T Study Steering Committee as a CSV T Impact Study Implementation Task Force.

Austin stated that the request was for \$150,000.00 in supplemental funding for two (2) years, one for each year of the 2022-2024 UPWP. The MPO would oversee the contract and assist where possible. Michael Baker Intl. would oversee the implementation actions (reconvening the Task Force, etc.). Michael Baker Intl. will present updates to both the MPO Technical and Coordinating Committees. Currently, the MPO is waiting to hear if it received the supplemental funding.

Acting Chairperson King asked if there were any question for Austin. Hearing none, Acting Chairperson King moved to the next agenda item.

OTHER BUSINESS / PUBLIC COMMENT

Acting Chairperson King asked if there were any other items that the Committee wanted to discuss. Scott stated that this will more than likely be the last purely virtual meeting for the Coordinating Committee. The next meeting in June will be a hybrid (virtual and in-person) meeting.

Acting Chairperson King asked if there were any other business or any other public comments. Hearing none, Acting Chairperson King called for a motion to adjourn.

ADJOURN

Jeff Stover offered a motion to adjourn, Carey Mullins seconded. The motion to adjourn unanimously passed and the meeting adjourned at 1:48 P.M.

Respectfully, Submitted,



Scott R Williams
WATS Secretary

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
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PennDOT Engineering District 3-0
Lycoming County Association of Township Officials
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May 26, 2022

The Honorable Tom Wolf
Office of the Governor
508 Main Capitol Building
Harrisburg, PA 17120

SUBJECT: RIVER VALLEY TRANSIT AUTHORITY (RVTA) DESIGNATING RESOLUTION

Dear Governor Wolf:

The Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) Coordinating Committee approved, via e-ballot, the following resolution on Wednesday, May 26, 2022.

The Williamsport Area Transportation Study MPO recommends the designation of River Valley Transit Authority as the recipient of all future and unobligated federal funds under Section 5307 and Section 5339 of the Public Transportation Law, as amended by The Bipartisan Infrastructure Law enacted as the Infrastructure Investment and Jobs Act on November 15, 2021, for the Williamsport Urbanized Area beginning July 1, 2022.

This vote will be reaffirmed at the next WATS MPO Coordinating Committee public meeting on Monday, June 13, 2022.

Respectfully,

A handwritten signature in blue ink, appearing to read "Scott R. Williams".

Scott R. Williams
Transportation Planning Supervisor/WATS MPO Secretary
Lycoming County Department of Planning and Community Development
48 W 3rd St
Williamsport, PA 17701
(570) 320-2138
swilliams@lyco.org

Williamsport Area Transportation Study Metropolitan Planning Organization

WILLIAMSPORT AREA
TRANSPORTATION STUDY MPO

FFY 2023-FFY 2026
TRANSPORTATION IMPROVEMENT
PROGRAM

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Williamsport Area Transportation Study

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

Committee Structure

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

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

In addition to the 11 voting members, the Coordinating Committee includes four (4) non-voting members, as follows:

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

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

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

- River Valley Transit General Manager
- City of Williamsport Engineer/Community Development Director
- Williamsport Regional Airport Executive Director

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

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

The WATS Bicycle and Pedestrian Advisory Committee comprised of public officials and private organizations and consumers to provide input and recommendations to the WATS MPO Coordinating Committee and Technical Committee on bicycle and pedestrian safety and mobility needs in Lycoming County. The Bicycle and Pedestrian Advisory Committee consists of eleven (11) voting members as follows:

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

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

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

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

WATS staff and contacts

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

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

Lycoming County Department of Planning and Community Development Contacts

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

WATS information is accessible on the Lycoming County website: www.lyco.org/WATS-MPO
 The mailing address for the Lycoming County Department of Planning & Community Development:
48 W 3rd St Williamsport, PA 17701

Public Notice of Title VI Policy

It is the policy of the Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) to fully comply 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 Americans with Disabilities Act (ADA) accessible facilities and transit-accessible locations when possible. In the event that a WATS MPO meeting is held via a virtual format the dial-in number, conference code, 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. 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) 320-2138; fax number (570) 320-2135; email address: swilliams@lyco.org.

Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, 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 must be in writing and filed with the WATS Title VI Compliance Officer and/or the appropriate state or federal agency within one hundred and eighty (180) days of the alleged discriminatory occurrence. For more information on WATS' Title VI program, or to obtain copies of WATS' Title VI Policies, Complaint Procedures, or Complaint Form, please call (570) 320-2130, email swilliams@lyco.org, or visit the WATS MPO website at <http://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 570-320-2130.

Development of this 2023-2026 Transportation Improvement Program

The WATS Transportation Improvement Program, (TIP) is a document identifying all highway, bridge, and public transit projects containing Federal, State and local funds being programmed within Lycoming County during the next four Federal Fiscal Years. These types of projects cannot proceed until they are included on the TIP. The TIP is developed cooperatively between PennDOT, the Lycoming County PCD and RVT 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, FHWA, and FTA for final approval. Modifications or formal amendments to the TIP can be considered by the MPO at any time. The MPO has adopted TIP Administrative Procedures to process TIP modifications and formal amendments. Since Lycoming County is designated as an air quality attainment area currently meeting the Clean Air Act standards, the WATS Long Range Plan and WATS TIP are not subject to an air quality conformity analysis.

Acronyms and abbreviations

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

TIP Development Timeline

All TIP development conducted in accordance with the [WATS Public Participation Plan \(see Appendix B\)](#) adopted by the WATS Coordinating Committee on January 27, 2020.

During the April 5 – May 5, 2022 Draft 2023-2026 Transportation Improvement Program (TIP) Public Comment Period the WATS MPO implemented an extensive social media public outreach program in compliance with the WATS MPO Public Participation Plan. The MPO posted 14 separate posts on Facebook, 12 separate posts on Instagram, and 14 separate tweets on Twitter. The posts included information on the different aspects of the Draft 2023-26 TIP as well as reminders of when the Public Comment Period closes, where interested residents can find more information regarding the Draft 2023- 26 TIP, and where to direct questions/comments.

August 4, 2021	Coordination Meeting with WATS staff and PennDOT
September 29, 2021	Coordination Meeting with WATS staff and PennDOT
October 25, 2021	First review of 2023-2026 TIP Financial Guidance with WATS Technical Committee
November 8, 2021	First review of 2021-2024 TIP Financial Guidance with WATS Coordinating Committee
January 31, 2022	Draft project list completed
February 28, 2022	Review of full draft of 2023-2026 TIP projects with WATS Technical Committee
March 14, 2022	Review of full draft 2023-2026 TIP with WATS Coordinating Committee with authorization to advertise for public comment period
April 5, 2022 – May 5, 2022	Public Comment Period
April 14, 2022	Presentation of TIP at Lycoming County Commissioner's
April 21, 2022	Presentation of TIP at Lycoming County Planning Commission Public Meeting
April 25, 2022	Virtual Draft WATS MPO 2023-2026 TIP Public Hearing
May 23, 2022	Final Review by WATS Technical Committee
June 13, 2022	Adoption by WATS Coordinating Committee

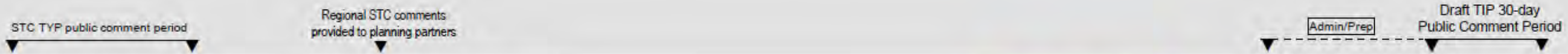
The WATS 2023-2026 TIP development timeline is on the next page.

01/25/22

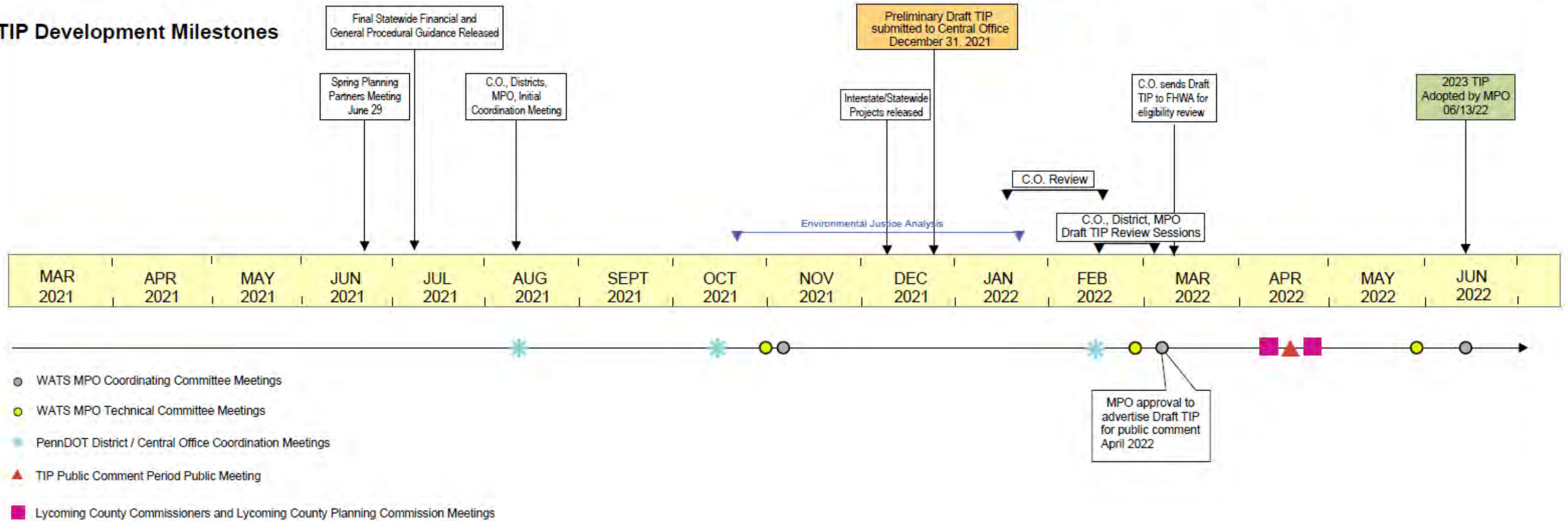
2023 TIP Update Timeline



Public Involvement



TIP Development Milestones



Other Milestones:

- By 8/31/22 - State Transportation Commission approves the Twelve Year Program.
- By 8/31/22 - On behalf of the Governor, PennDOT submits the Statewide Transportation Improvement Program to FHWA/FTA.
- By 10/01/22 - PennDOT obtains joint approval of the 2023 Program from FHWA/FTA.

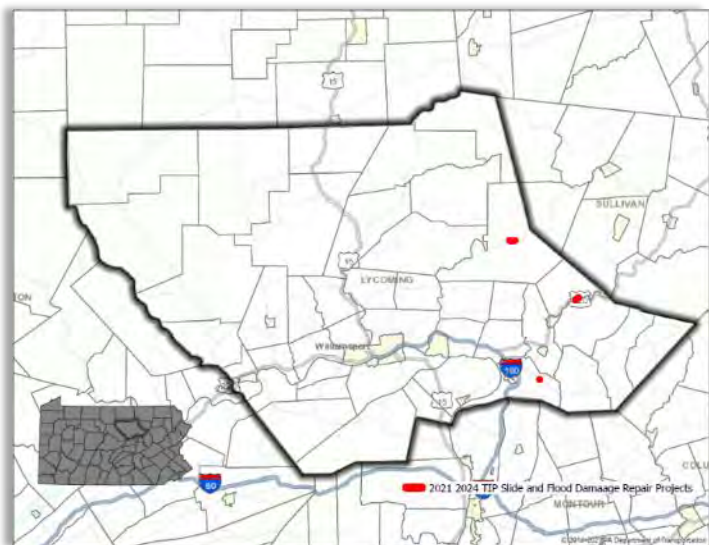
Regionally Significant Implemented Projects of 2023-2026 WATS TIP

1. PennDOT Project ID 112979. Embankment stabilization on SR 2039, Warrensville Rd. in Eldred Township. This project was scheduled to begin in 2023, however, with the increased funding from the IIJA the project has been moved forward. (Let date: 2/16/2022)
2. PennDOT Project ID 99374. Guide sign improvements on US Route 15 and US Route 180 ramp in the City of Williamsport. This is a corridor safety project addressing multiple crashes on the on-ramp. (Let date: 12/31/2022)
3. PennDOT Project ID 106182. Guiderail improvements on SR 864, SR 973, and SR 2009 in Cogan House, Mifflin, Upper Fairfield, and Wolf Townships. This is a safety project that carries over into the 2023-2026 TIP. (Let date: 12/15/2022)
4. PennDOT Project ID 106124. Bridge restoration on SR 220 in Woodward Township over Ramp A and SEDA-COG railroad crossing. This project carries over into the 2023-2026 TIP. (Let date: 9/15/22)
5. PennDOT Project ID 114095. Milling and resurfacing of SR 220 from Pine Creek to SR 287 in Piatt and Porter Townships (Let: 12/15/22)

Of additional significance, project ID 6209, a historic suspension bridge replacement of SR 4001 (Little Pine Creek Rd) over Little Pine Creek in Pine Township is being moved forward. This project was on the previous 2021-2024 TIP, but was delayed due to decreased funding.

Of additional significance are the multiple landslide and flood damage repair projects completed within WATS during the 2021-2024 time period. These repairs are necessary but also frequently quite expensive and decrease the ability to program other projects especially within the context of decreased base funding allocations.

Landslide and flood damage repair projects within WATS during the period of the prior TIP include those at right.



Delayed projects

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

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

2021-2024 TIP Delayed project	Delayed project MPMS	Interim project	Interim project MPMS
Reconstruct US Route 15 from Main Street to Southern Avenue in South Williamsport Borough	<u>98983</u>	Resurface SR 15 (Hastings Street) from the Susquehanna River to the US 15 Overlook in South Williamsport Borough and Armstrong Township	<u>114045</u>

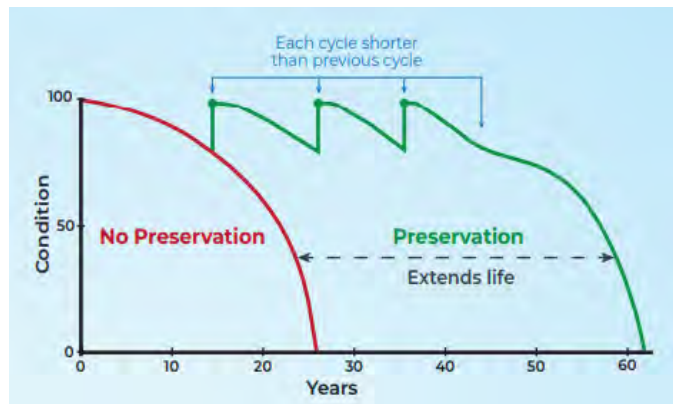
Project selection

The Williamsport Area Transportation Study MPO has a well-elaborated project selection process that helps to provide consistency between the goals and policies implemented through plans and programs and the mix of projects and investments of the Transportation Improvement Program. It also allows for a collaborative effort including input from both the public and stakeholders. However, project evaluation and prioritization should not be overly prescriptive or inflexible in adapting to ever-changing circumstance. Factors included for consideration include the financial guidance received from PennDOT that provides fiscal constraint to the projects to be programmed, the set of specific project selection criteria developed through the WATS 2018-2038 Long Range Transportation Plan, environmental justice analysis, system condition, and (potentially) air quality.

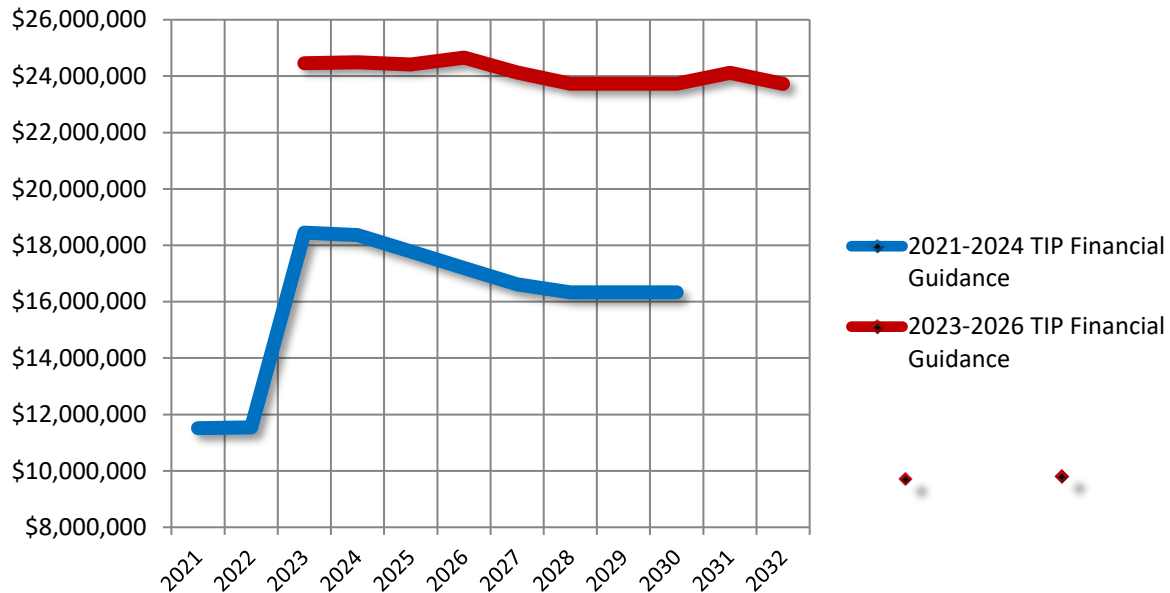
Financial guidance

Original financial guidance for this 2023-2026 Transportation Improvement Program was released on June 29, 2021. As previously mentioned the Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law) was signed into law. The IIJA/BIL committed \$500 billion for transportation funding over fiscal years 2022-2026. This increased the federal funding available to WATS MPO and introduced a new program, the Bridge Investment Program, for bridge funding.

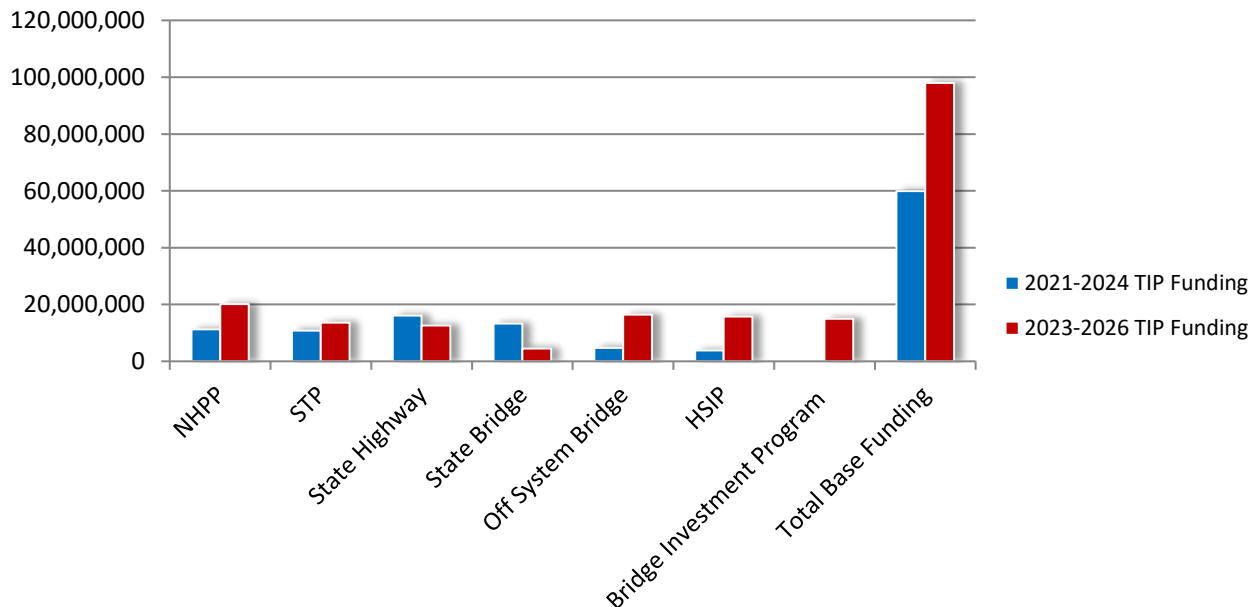
Projects will still be reviewed using the “lowest lifecycle cost (LLCC)” approach to transportation system maintenance. LLCC maximizes the life of transportation infrastructure by prioritizing early intervention and preservation activities rather than prioritizing large projects to replace severely deteriorated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



Total funding, 2023-2026 WATS TIP compared to 2021-2024 WATS TIP



Funding category, 2023-2026 WATS TIP compared to 2021-2024 WATS TIP



Base funding allocations by funding program, 2023-2034

Fund Type	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total FFY 2023-FFY 2026	Total FFY 2027 - FFY 2030	Total FFY 2031 - FFY 2034
NHPP (Federal)	\$5,467,000	\$5,162,000	\$4,887,000	\$4,616,000	\$20,132,000	\$15,173,000	\$15,173,000
STP (Federal)	\$3,277,000	\$3,348,000	\$3,447,000	\$3,549,000	\$13,621,000	\$14,196,000	\$14,241,000
BOF (Federal)	\$3,152,000	\$3,152,000	\$3,152,000	\$3,152,000	\$12,608,000	\$12,608,000	\$12,608,000
HSIP (Federal)	\$1,084,000	\$1,105,000	\$1,126,000	\$1,148,000	\$4,463,000	\$4,592,000	\$4,592,000
581 (State Highway)	\$3,734,000	\$4,047,000	\$4,122,000	\$4,534,000	\$16,437,000	\$18,132,000	\$18,120,000
185/183 (State Bridge)	\$4,001,000	\$3,926,000	\$3,925,000	\$3,909,000	\$15,761,000	\$15,632,000	\$15,620,000
Bridge Investment Program	\$3,748,000	\$3,748,000	\$3,748,000	\$3,748,000	\$14,992,000	\$14,992,000	\$14,722,000
TOTAL BASE FUNDING	\$24,463,000	\$24,488,000	\$24,407,000	\$24,656,000	\$98,014,000	\$95,325,000	\$95,076,000

WATS Long Range Transportation Plan

The Williamsport MPO adopted a major update to the [WATS Long Range Transportation Plan](#) on December 17, 2018 in fulfillment of federal requirements. The MPO recognizes the strong relationship of transportation planning to land use planning, environmental planning, economic planning and overall comprehensive planning and has begun to address new federal transportation performance measures. In general terms, the Long-Range Plan delineates how the available and projected transportation funds will be spent in Lycoming County over a 20-year period. A staged transportation project listing is included along with estimated costs, funding sources and timeframes to undertake each project phase. The plan is fiscally constrained in that project costs do not exceed present and future funding levels reasonably expected to be received during the plan's timeframe. The plan addresses federal requirements to adjust project cost estimates to reflect the Year of Expenditure inflation factors in accordance with PennDOT issued guidance. The Long-Range Plan also outlines the MPOs "vision" of the future transportation system; describes all existing modes of transportation such as highways, bridges, public transit, air service, rail service and bicycle and pedestrian facilities; addresses federal planning factors, and provides public policy statements by transportation mode. A well-established local public involvement process is in place to ensure sufficient opportunities for public input early and often during plan development. The plan also includes a full treatment of how WATS will study and address environmental justice concerns within the transportation planning and programming process. The next LRTP update is scheduled by the Williamsport MPO for adoption by December 31, 2023 and plan development will begin in 2022.

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

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

the retention and attraction of population. Therefore, **streetscape, walkability, and safety projects located in urbanized areas should be a priority.**

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

A set of project selection criteria are identified in the in WATS 2018-2038 Long Range Transportation Plan. In order to be programmed, a project must meet at least some of these criteria representing the priorities of Lycoming County in regards to the multimodal transportation system.

1. 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
2. Addresses one or more of the SAFETEA-LU/MAP-21/FAST Act Planning Objectives (10 planning factors and 3 emphasis areas)
3. Contributes substantially towards meeting an FHWA performance-based planning target
4. Addresses one or more of the PA On Track and Pennsylvania Comprehensive Freight Movement Plan planning objectives
5. Addresses one or more objectives of the Pennsylvania Strategic Highway Safety Plan
6. Maintains or enhances the ability to move freight or travel to Lycoming County
7. Is a streetscape, walkability, or safety project located in urbanized areas
8. Identifies and removes costly functionally redundant infrastructure or improves infrastructure in already densely developed areas
9. Pursues one or more of the implementation strategies of this Long-Range Transportation Plan
10. Has been vetted through WATS transportation planning process, including sufficient opportunities for public and stakeholder involvement.
11. Has a project sponsor with committed required matching funds (TIP only)
12. Involves multi-modal integration components (such as transit, rail freight, air service) to improve transportation flow of people and goods movement.
13. Supports improved access for redevelopment of brownfield or infill development
14. Improves mobility to employment, health care, education and supports overall economic development and productivity
15. Addresses transportation security issues and needs or responds to major disasters consistent with the Pennsylvania and Lycoming County Hazard Mitigation Plans and Emergency Operations Plans.
16. Improves bicycle and pedestrian safety and access to recreation facilities, job centers, schools and promotes regional connectivity consistent with Lycoming County Recreation and Open Space Plan
17. Addresses ADA accessibility issues and needs
18. Improves and preserves highway pavement condition by reducing poor or fair IRI / OPI mileage maintaining roadways in a good state of repair, with priority focus on higher volume roadways. Life cycle pavement data will also be used in highway pavement asset management.
19. Incorporates new emerging technologies, such as ITS deployment or signal modernization to improve traffic incident management, emergency response, operational safety and system efficiency consistent with PennDOT District 3-0 Regional Operations Plan.
20. Incorporates TSMO strategies to decrease congestion
21. Attempts to avoid impact on sensitive environmental resources and, where avoidance is not possible, mitigation opportunities have been thoroughly explored
22. Helps to preserve Lycoming County's air quality attainment status

23. Promotes energy conservation.
24. Benefits environmental justice population areas.
25. Supports potential Scenic Byways designations.
26. Provides repair or preventative maintenance of existing infrastructure.
27. Supports good state of repair of transit facilities and modernized fully accessible transit vehicle fleets.
28. Supports expansion of public transportation availability in designated growth areas and serves major land developments.
29. Encourages or incorporates alternative fuels such as Compressed Natural Gas and encourage use of locally available energy resources consistent with Lycoming County Energy Plan
30. Promotes increased transit ridership
31. Increases livability and improves quality of life
32. Fosters public-private partnerships
33. Improves rail/highway grade crossing safety
34. Reduces or mitigates stormwater impacts of surface transportation
35. Considers context sensitive solutions to ensure compatibility with community character and right sizing of project to address the project-defined purpose and need.

Transportation System Equity

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

Environmental Justice

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

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

Because WATS MPO utilizes federal funds to plan and implement transportation projects the MPO is responsible for undertaking analysis of federally funded projects listed within the LRTP. In order to show

that our plan meets these objectives, an Equity Analysis—a.k.a., “Benefits and Burdens Analysis”—was prepared.

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

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

Identification of traditionally underserved and underrepresented populations

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

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

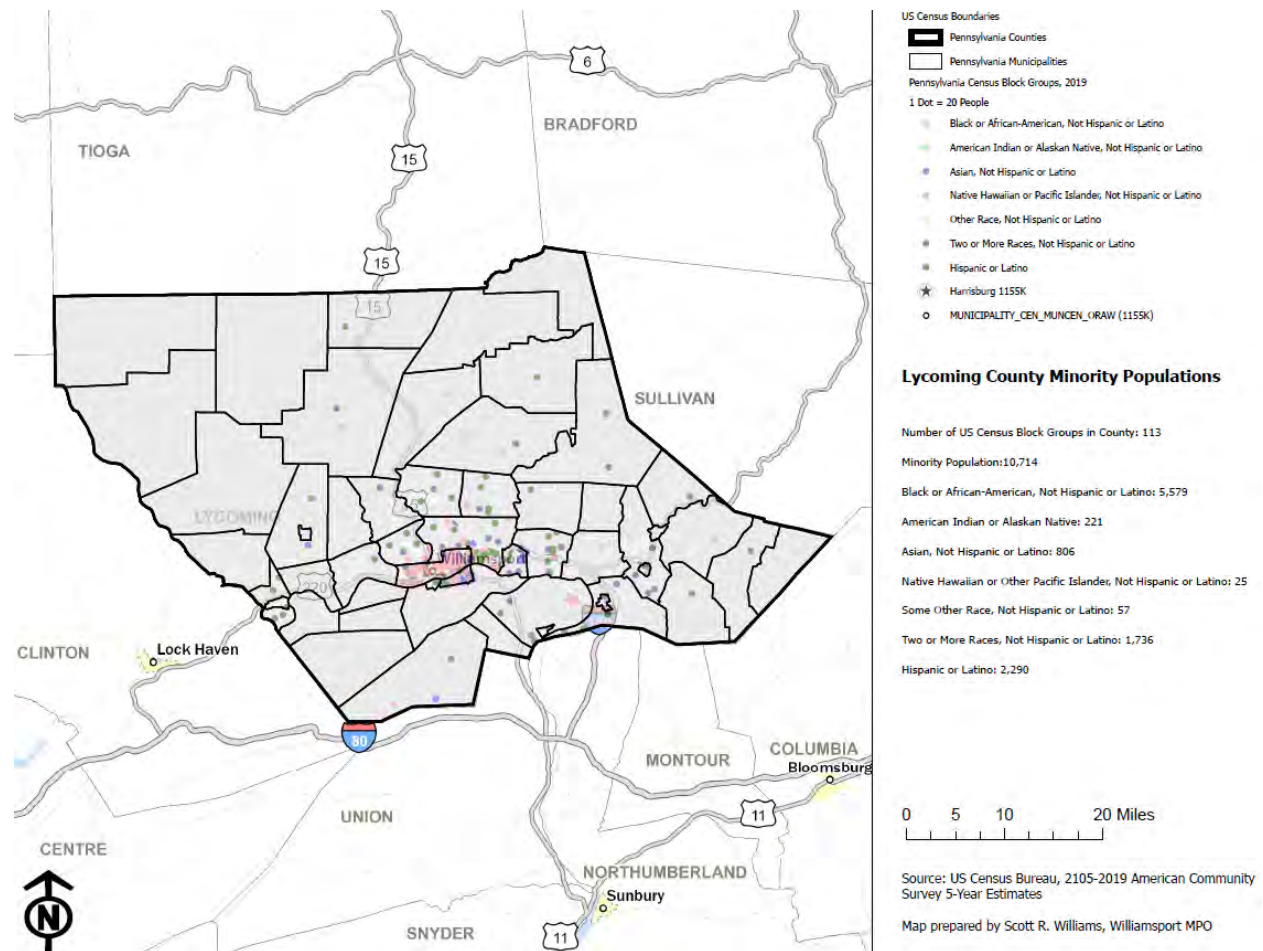
Low-income: Households at or below the federal poverty level.

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

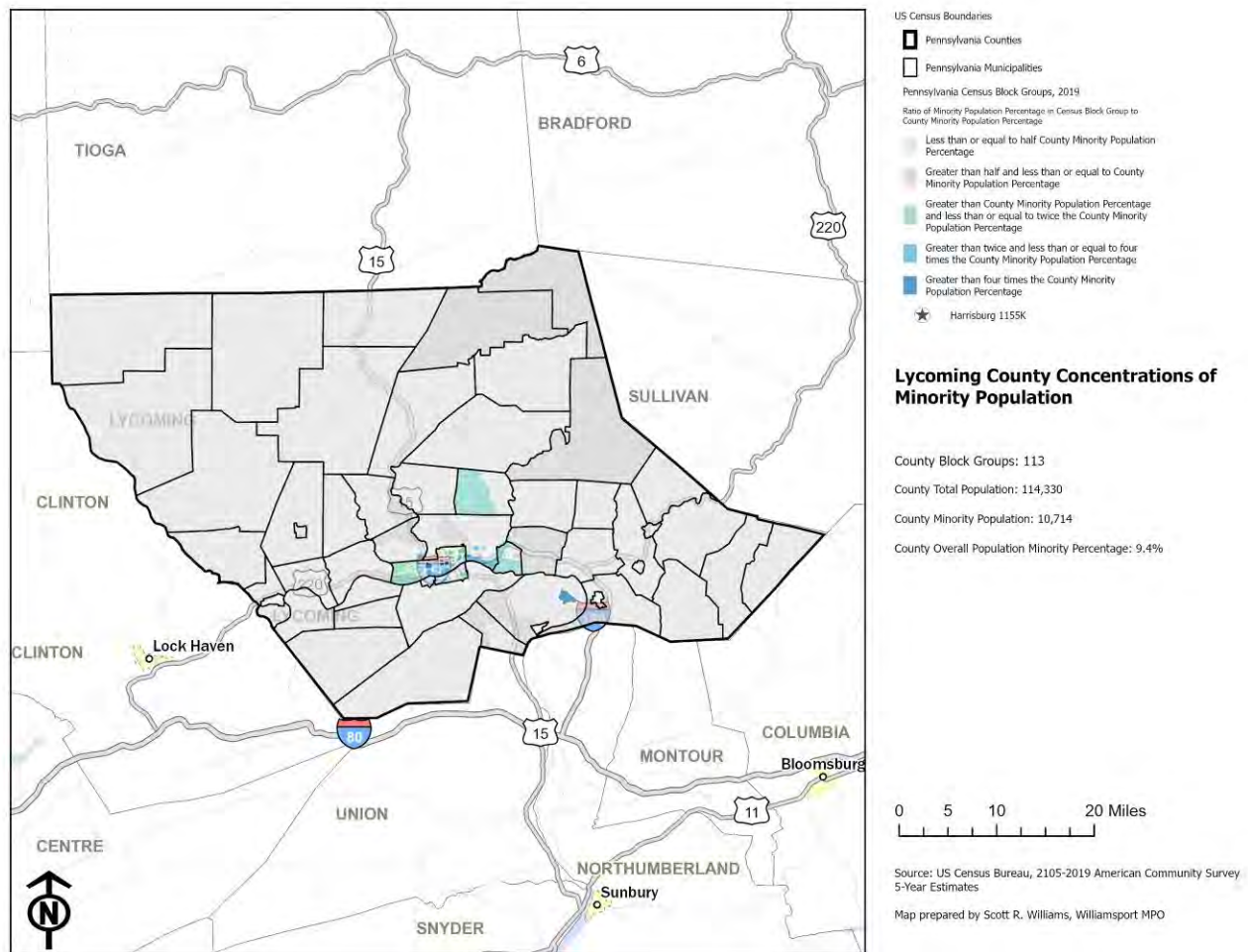
Minority Population Disparate Effects Analysis

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

Minority Population of Lycoming County

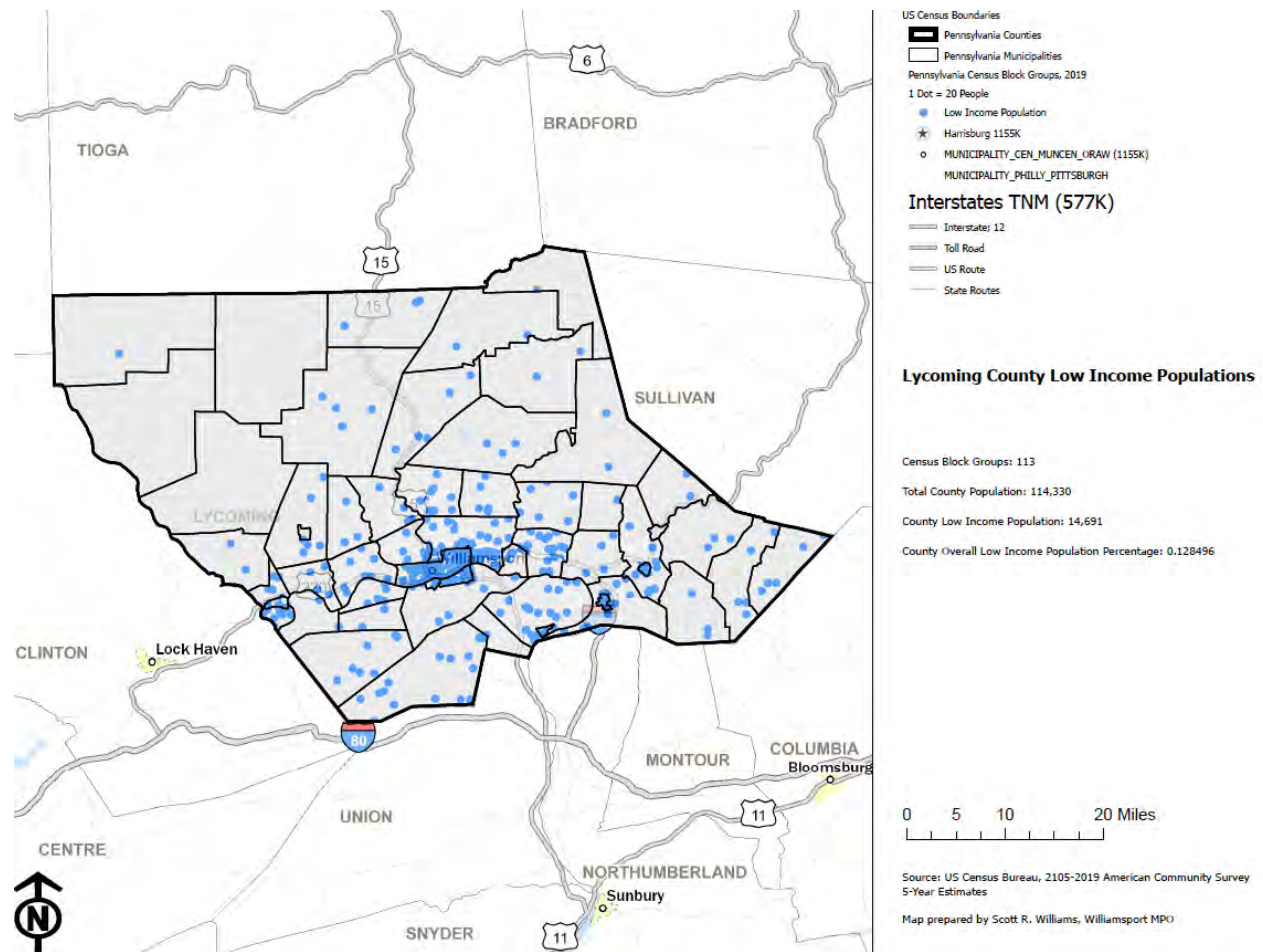


Concentrations of Minority Population of Lycoming County

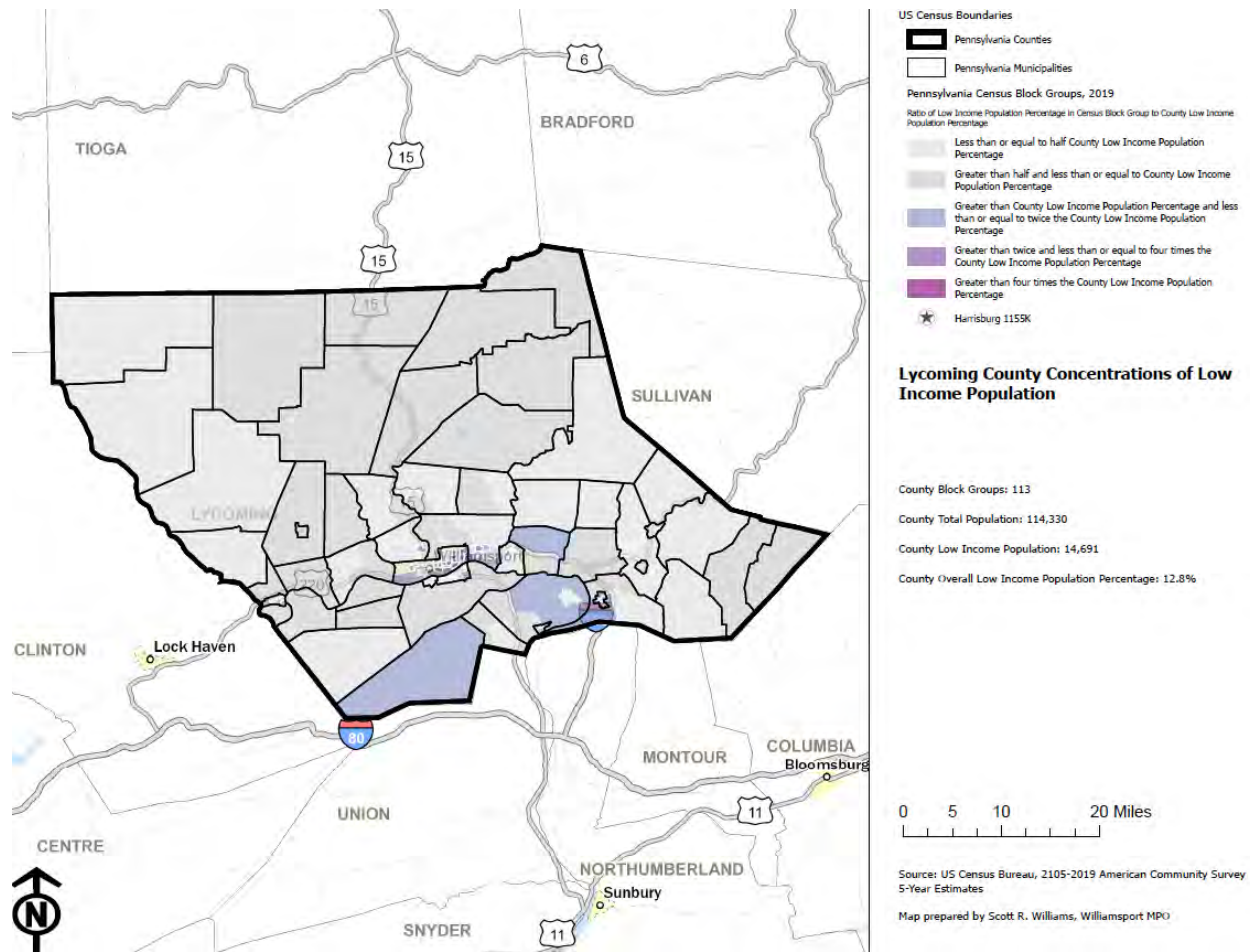


It should be noted that the minority population in Lycoming County are not evenly distributed. As the Lycoming County Concentrations Minority Population map shows the largest distribution of minority populations is in the City of Williamsport, Loyalsock Township, Old Lycoming Township, and Montoursville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

Low income population of Lycoming County



Concentrations of Low-Income Population of Lycoming County



Disabled Population of Lycoming County

Concentrations of Disabled Populations in Williamsport Area Transportation Study MPO

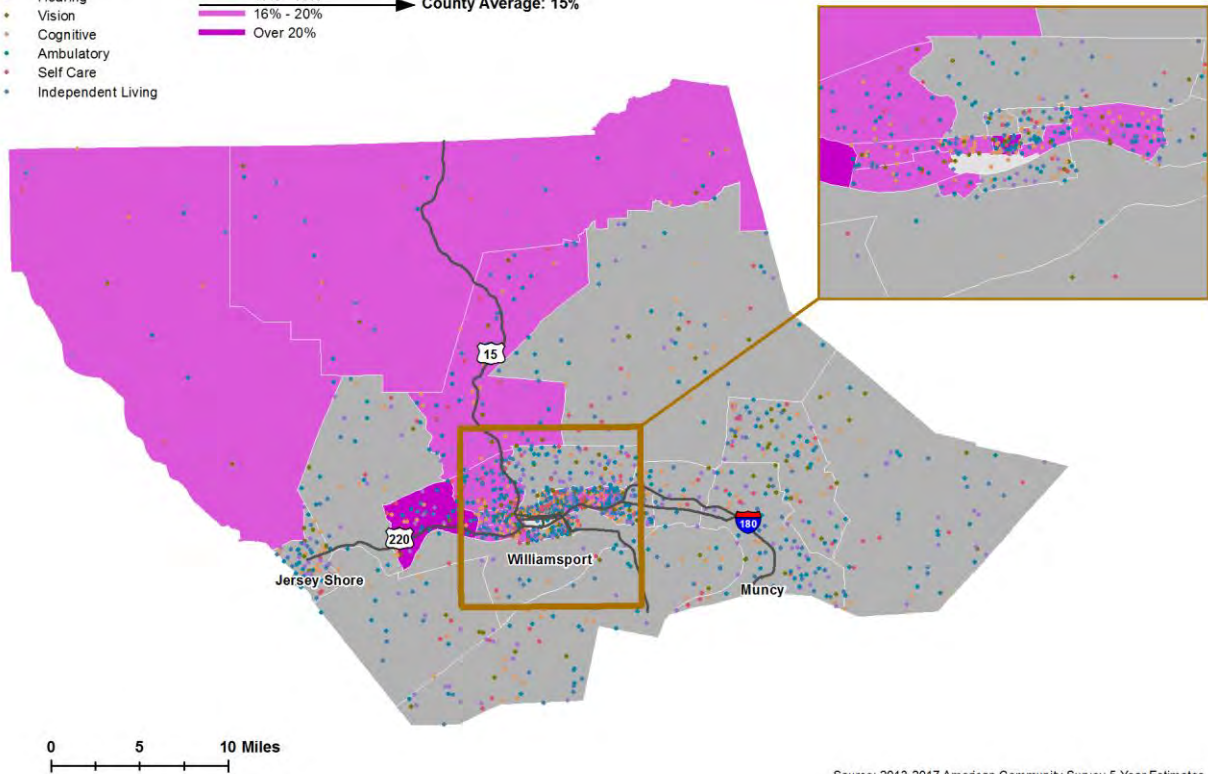
Disabled Population

- 1 Dot = 20
- Hearing
- Vision
- Cognitive
- Ambulatory
- Self Care
- Independent Living

Percent with Disability by Census Tract

- Under 10%
- 11% - 15%
- 16% - 20%
- Over 20%

County Average: 15%



Source: 2013-2017 American Community Survey 5-Year Estimates

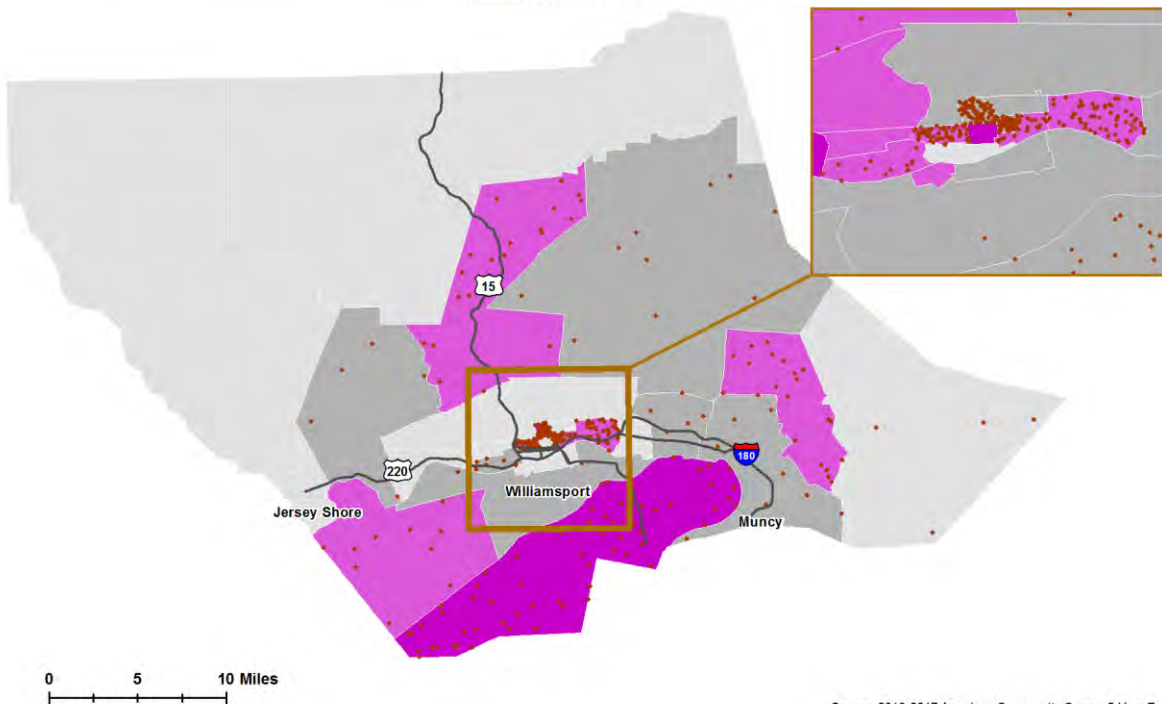
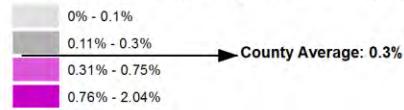
Limited English Proficiency Population of Lycoming County

Concentrations of Limited English Proficiency Populations in Williamsport Area Transportation Study MPO

Limited English Proficiency Population

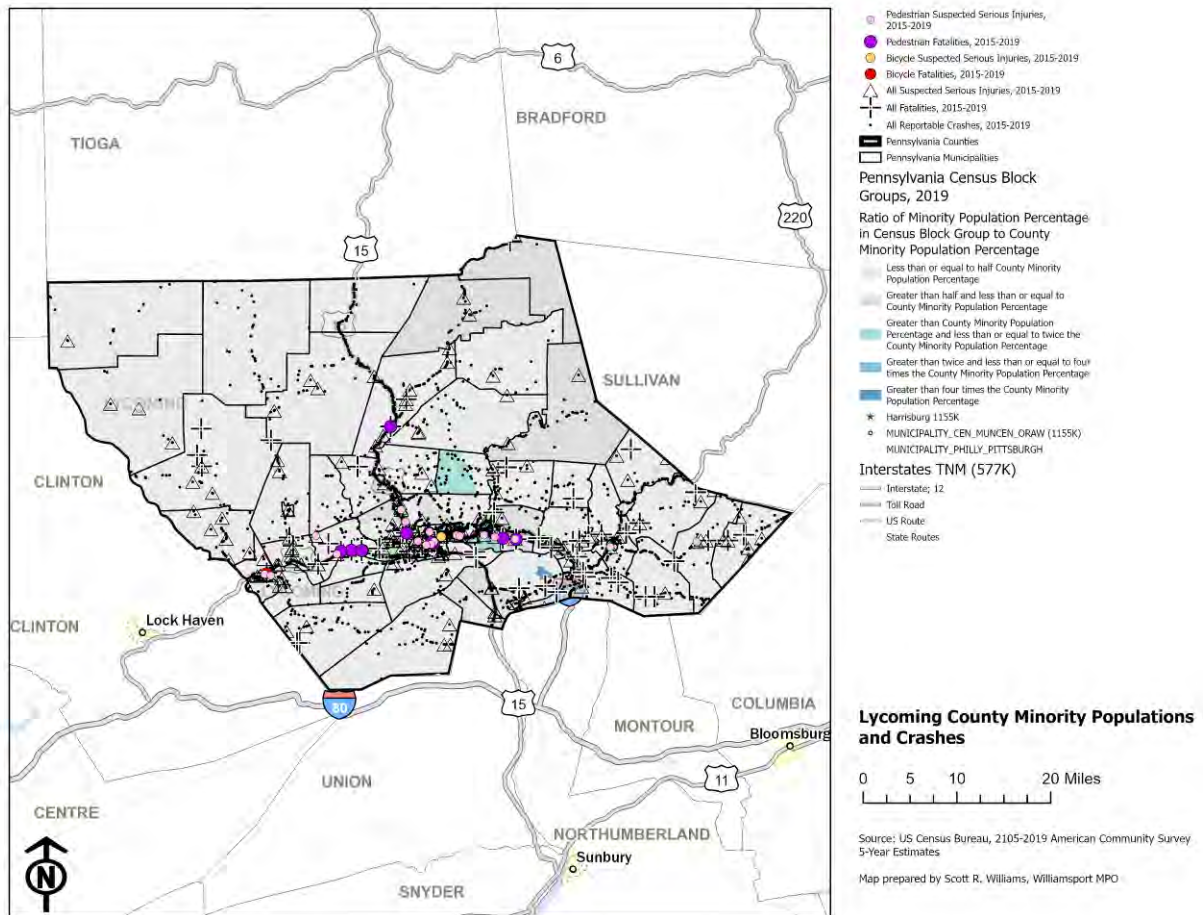
- 1 Dot = 1
- Population Speaking English "Not Very Well" or "Not At All"

Percent with Limited English Proficiency by Census Tract

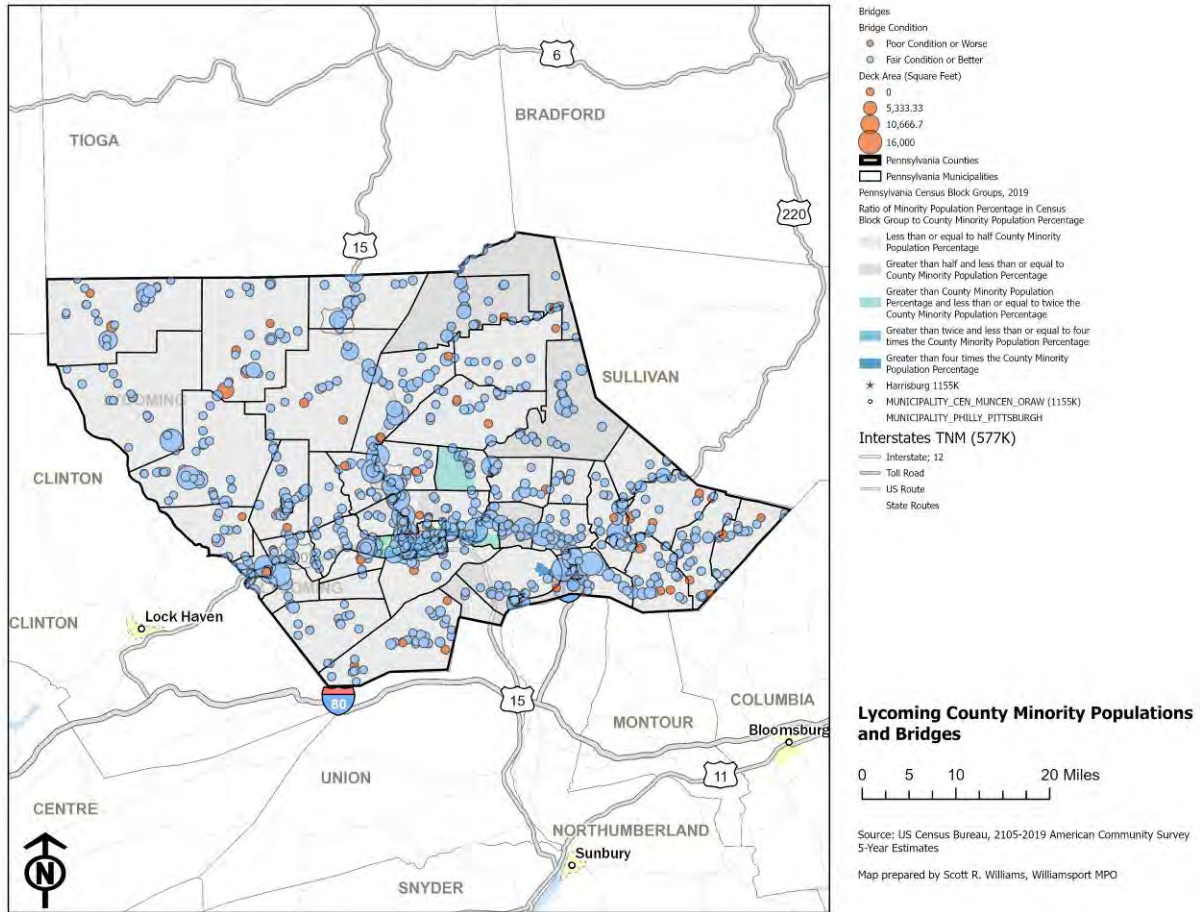


Source: 2013-2017 American Community Survey 5-Year Estimates

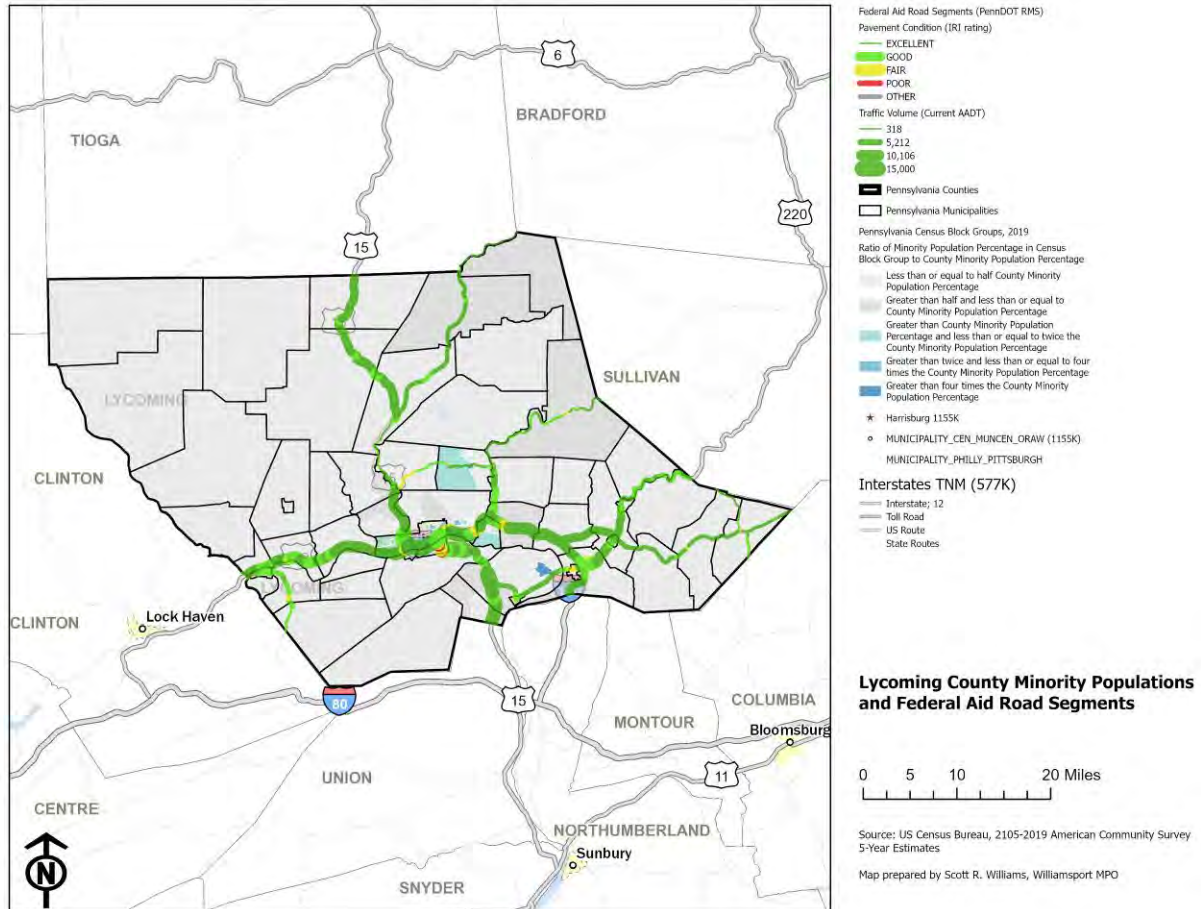
Lycoming County Minority Population and Crashes



Lycoming County Minority Population and Bridges



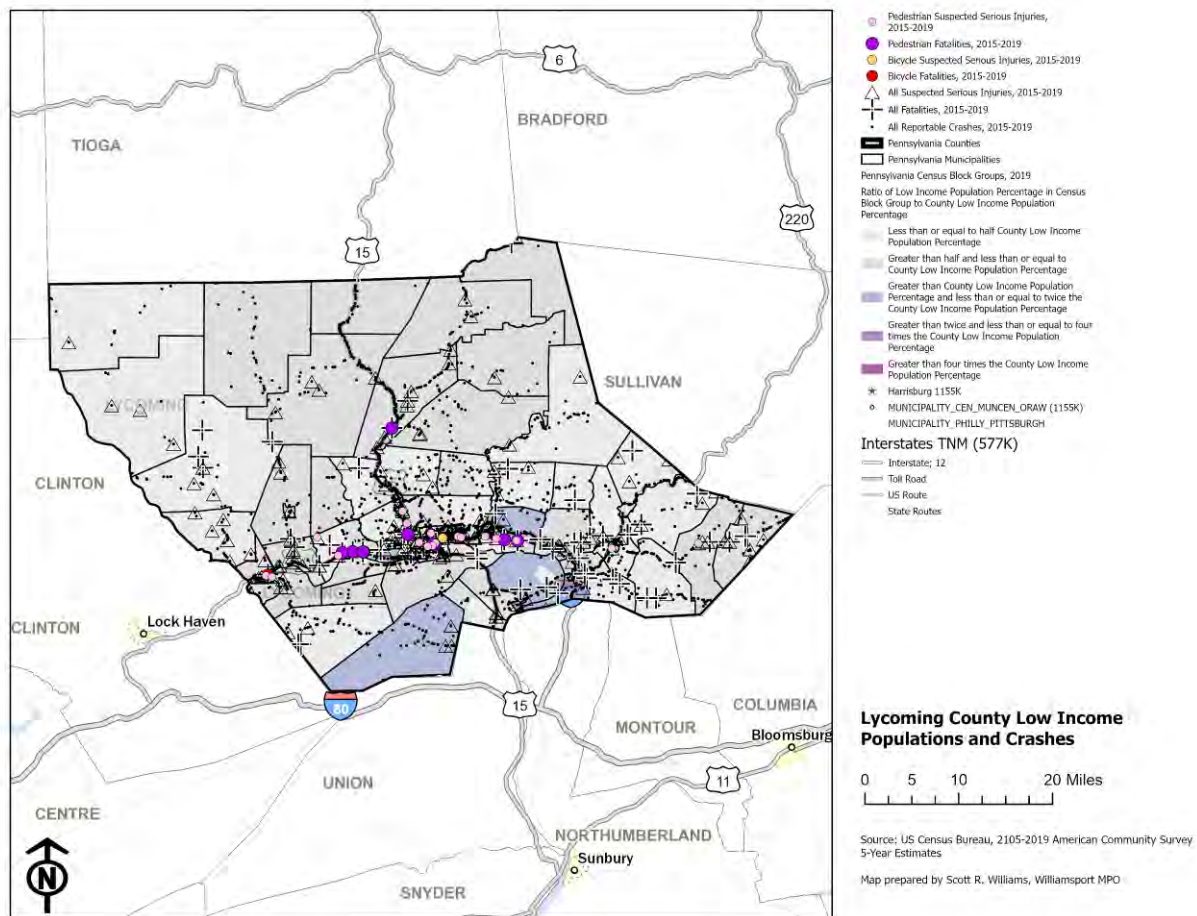
Lycoming County Minority Population and Federal Aid Road Segments



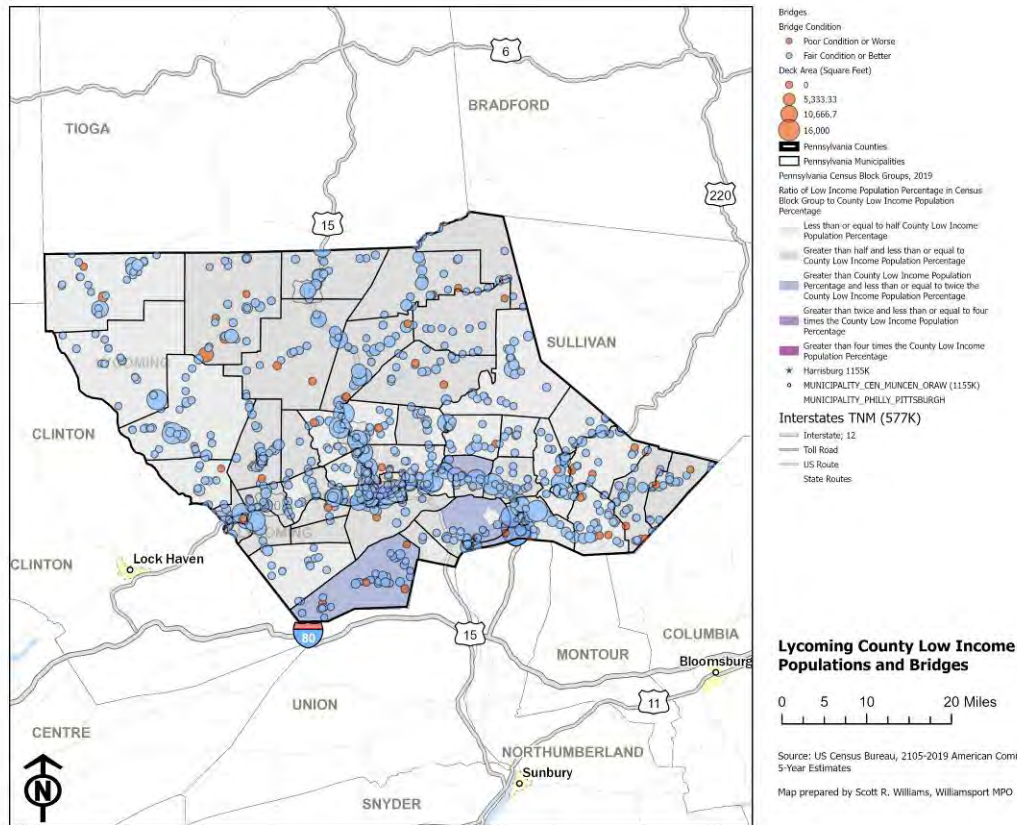
Low Income Population Disparate Effects Analysis

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

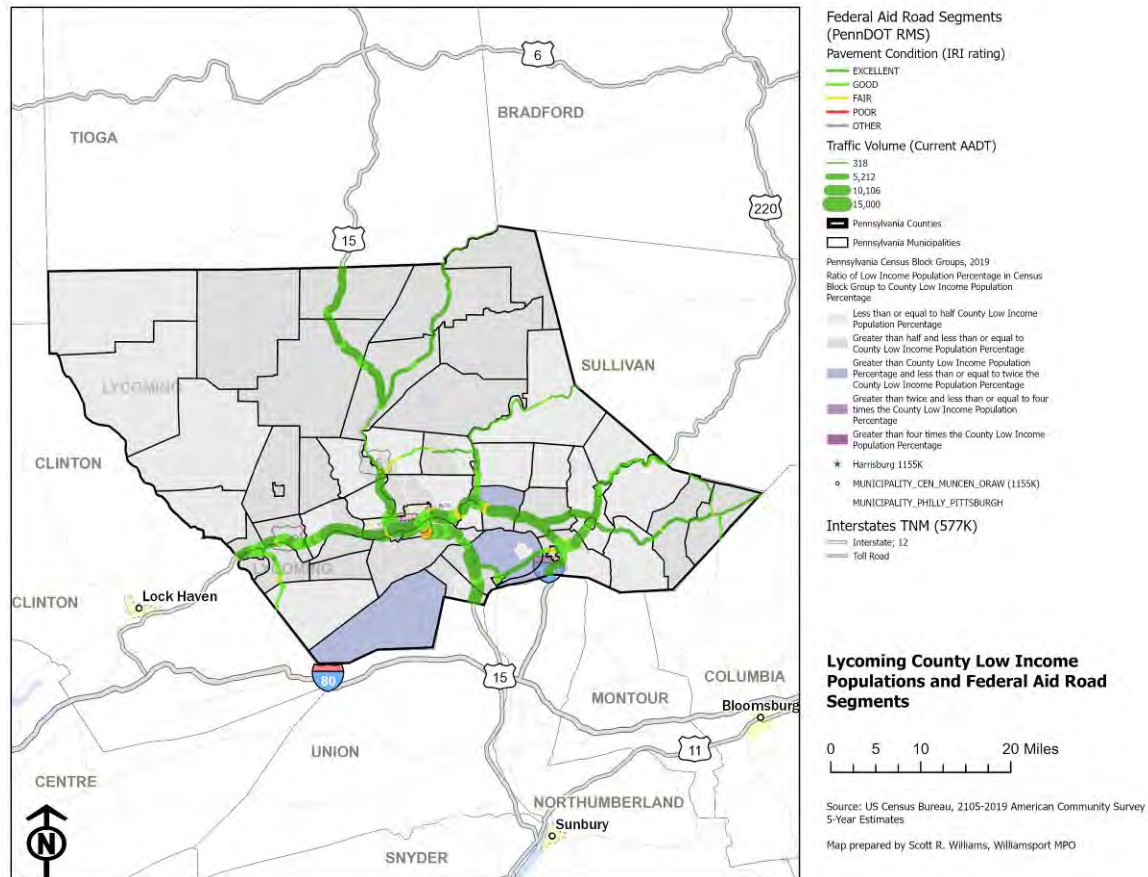
Lycoming County Low Income Population and Crashes



Lycoming County Low Income Population and Bridges



Lycoming County Low Income Population and Federal Aid Road Segments



Performance Based Planning and Programming (PBPP)

PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in [Appendix N Pennsylvania's 2023 Transportation Program General Guidance](#). In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near-term revenues that support the STIP and is provided in [Appendix N Pennsylvania's 2023 Transportation Program General Guidance](#).

Transportation Performance Management, PennDOT Policy

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

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

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

Performance Based Planning and Programming

Pennsylvania continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional

levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long-Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

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



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in [Appendix N Pennsylvania's 2023 Transportation Program General Guidance](#). In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided in [Appendix N Pennsylvania's 2023 Transportation Program General Guidance](#).

Evaluating 2023-2026 STIP Performance

The Federal Fiscal Year (FFY) 2023-2026 State Transportation Improvement Program (STIP) supports the goal areas established in PennDOT's current long-range transportation plan (Pennsylvania 2045). These include safety, mobility, equity, resilience, performance and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.

The following sections provide an overview of the federal performance measures. Since asset management, reliability and CMAQ targets have not yet been set for the 2022-2025 performance period, the current project selection process for the FY2023-2026 TIP is highlighted and related to meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through these performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.



Safety Performance Measures (PM1)

Background

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

Data Source

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

2022 Safety Measures and Targets (Statewide)

Measure	Baseline (2016-2020)	Target (2018-2022)
Number of fatalities	1,140.6	1,113.7
Rate of fatalities per 100 million VMT	1.157	1.205
Number of serious injuries	4445.6	4,490.8
Rate of serious injuries per 100 million VMT	4.510	4.860
Number of non-motorized fatalities & serious injuries	761.2	730.1

Methods for Developing Targets

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

Progress Towards Target Achievement and Reporting

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

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

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

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

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

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

Evaluation of STIP for Target-Achievement

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

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2023-2026 STIP includes \$520 million of HSIP funding. The Department distributes nearly 70% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide. A complete listing of the HSIP projects is included in [Appendix D WATS 2023-2026 Highway and Bridge Projects](#).
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the TIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all-inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.¹
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts new strategies are incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

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

Pavement/Bridge Performance Measures (PM2)

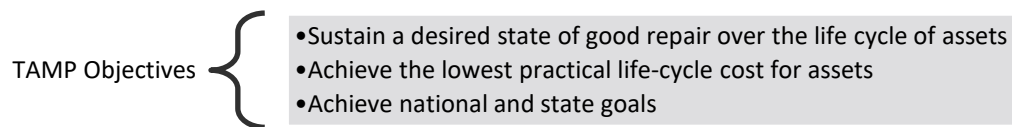
Background			
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program was published in the Federal Register (82 FR 5886) on January 18, 2017 and became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at 23 CFR 490 Subpart C and Subpart D . Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact the second four-year performance period of 2022 to 2025.			
Data Source			
Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).			
2022-2025 Pavement Performance Measure Targets (Statewide) – Due October 1 st 2022			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	TBD	TBD	TBD
% of Interstate pavements in Poor condition	TBD	TBD	TBD
% of non-Interstate NHS pavements in Good condition	TBD	TBD	TBD
% of non-Interstate NHS pavements in Poor condition	TBD	TBD	TBD
Bridge Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area in Good condition	TBD	TBD	TBD
% of NHS bridges by deck area in Poor condition	TBD	TBD	TBD
Methods for Developing Targets			
Pennsylvania's pavement and bridge targets will be established by October 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets will be consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals. ² Targets are expected to be calculated based general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP along with planned state funded maintenance projects.			

Progress Towards Target Achievement and Reporting

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

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

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



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

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

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

Evaluation of STIP for Target-Achievement

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

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

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

to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.

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

System Performance Measures (PM3)

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

NOx Emissions (Statewide)	<i>TBD</i>	<i>TBD</i>
PM2.5 Emissions (Statewide)	<i>TBD</i>	<i>TBD</i>
PM10 Emissions (Statewide)	<i>TBD</i>	<i>TBD</i>
CO Emissions (Statewide)	<i>TBD</i>	<i>TBD</i>
Methods for Developing Targets		
The System Performance measure targets will be established by October 2022 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.		

Progress Towards Target Achievement and Reporting

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

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

PennDOT L RTP Mobility Goal and Objectives

MOBILITY

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

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

Evaluation of STIP for Target-Achievement

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

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2023-2026 STIP includes over \$289 million of funding dedicated to congestion relief projects.

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

Transit Asset Management Performance Measures

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

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

Progress Towards Target Achievement and Reporting

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

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

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

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

Evaluation of STIP for Target-Achievement

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

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

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

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

Public Transit Safety Performance Measures

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

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

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

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

WATS Approach to Performance Based Planning and Programming

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

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

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

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

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

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

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

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

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

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

MAP-21 established seven national performance goals:

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

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

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

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

Measures of Safety Performance (PM1)

There are five performance measures established to track highway safety:

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

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

PM-1 Performance Measures	Statewide Target, 2018-2022	WATS Target, 2018-2022	Statewide Baseline, 2016-2020	WATS Baseline, 2016-2020
Number of Fatalities	1,113.7	11.1	1140.6	11.2
Fatality Rate (per 100 Million Miles Traveled)	1.205	1.19	1.157	1.11
Number of Serious Injuries	4,490.8	33.4	4,445.6	40.0
Serious Injury Rate (per 100 Million Miles Traveled)	4.860	3.584	4.510	3.964
Number of Non-motorized Fatalities and Serious Injuries	730.1	7.2	761.2	7.4

Progress Towards Target Achievement and Reporting:

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

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

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

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

Evaluation of STIP for Target Achievement:

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

- Each year, PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). This STIP includes \$520 million of HSIP funding. The Department distributes nearly 70% of this funding to its regions based on fatalities, serious injuries and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide. A complete listing of the HSIP projects is included in [Appendix G](#).
- PennDOT continues to improve the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.⁵
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts will lead new strategies that will be incorporated into future updates of the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. Some HSIP projects on the STIP are in an early planning stage and do not have HSM predictive analyses completed. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

WATS Highway Safety Trends, 2010-2020

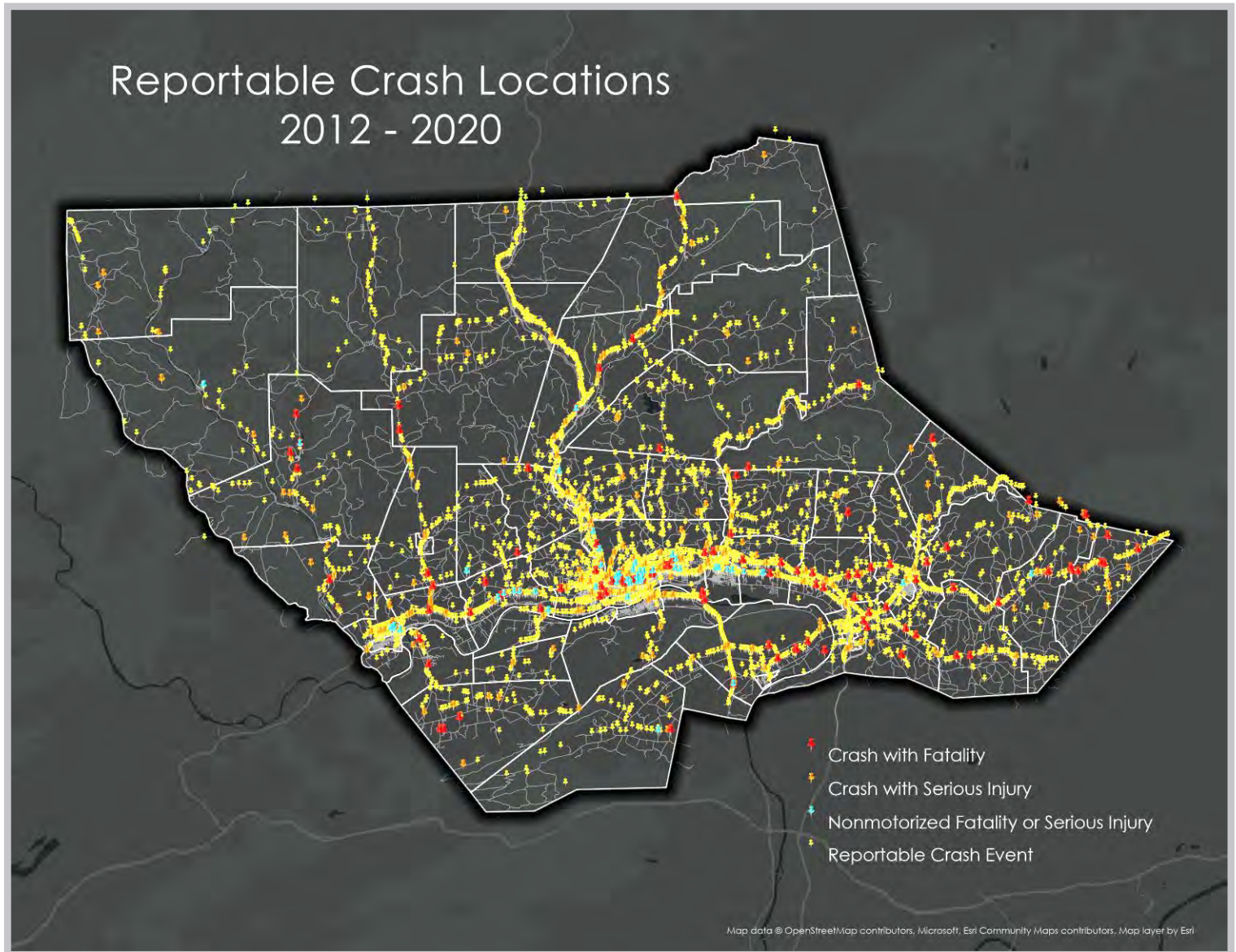
A key component of effective performance-based planning is tracking the measures through time and analyzing available data to identify patterns or trends. This tells us how the decisions we make are affecting the transportation system of Lycoming County and provides a more informed approach when making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

It is also important to note that all information below is derived from data on “reportable” crashes only. Reportable crashes are defined as those that result in “injury to or death of any person and/or result in damage to any vehicle to the extent that it cannot be driven under its own power in its customary

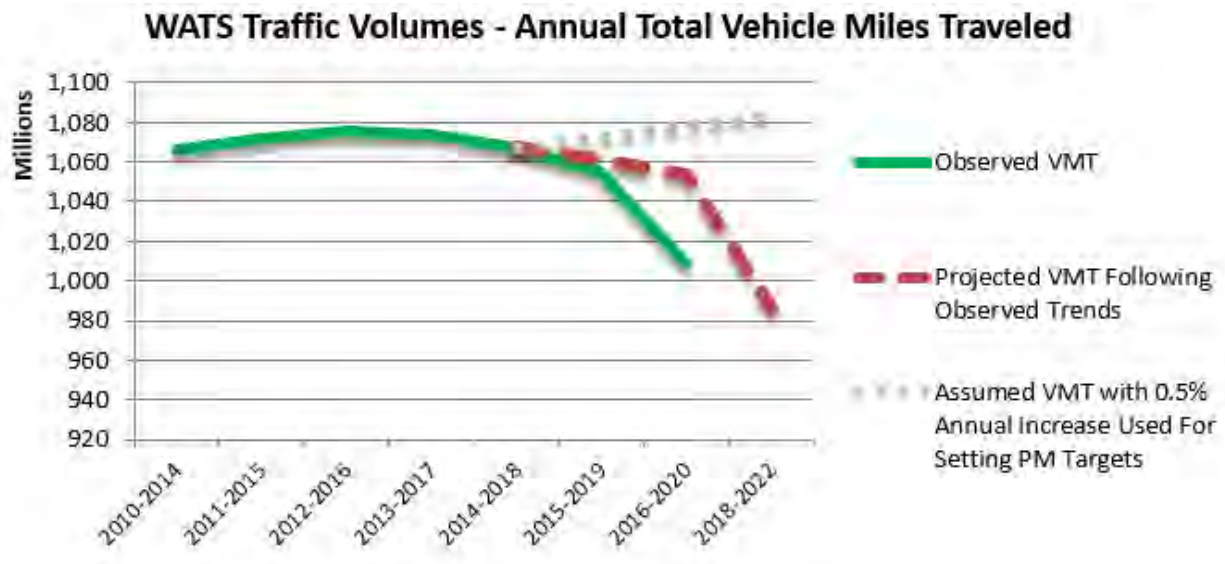
⁵ For more information on SPFs: <https://www.penndot.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/activeProjects/Safety-Performance-Functions.aspx>

manner without further damage or hazard to the vehicle, other traffic elements, or the roadway, and therefore requires towing.”

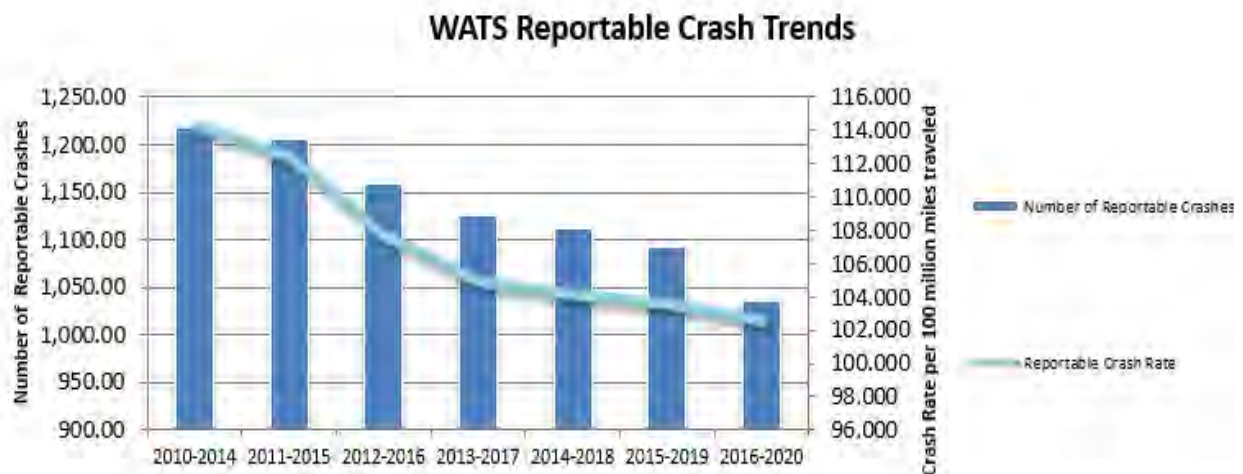
Reportable Crash Locations, 2010-2020



Traffic Volumes, 2010-2020



Reportable Crashes, 2010-2020



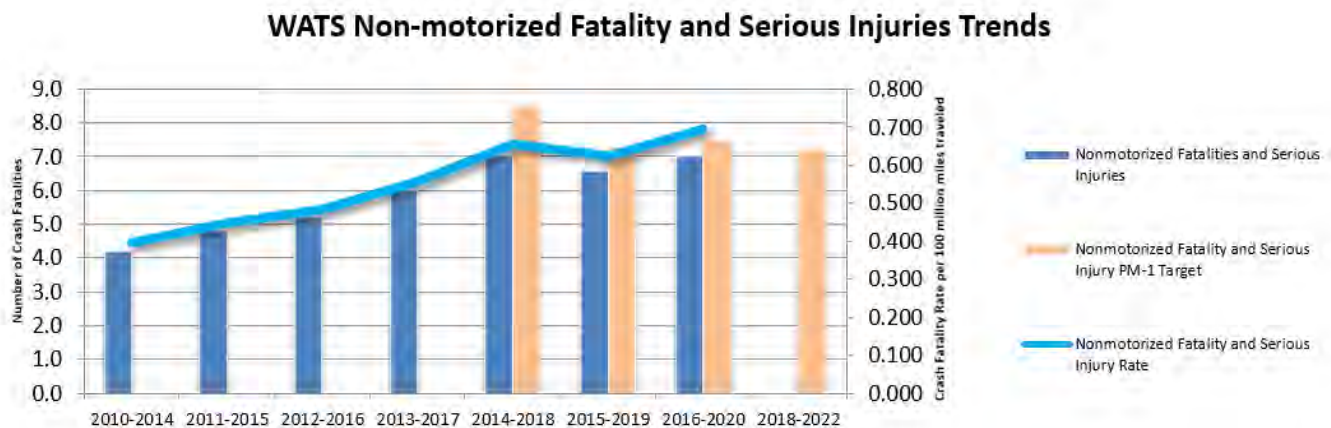
Crash Fatality Trends, 2010-2020



Crash Serious Injury Trends, 2010-2020



Non-motorized Fatality and Serious Injuries Trends, 2010-2020



Measures of Asset Condition (PM2)

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

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

Definitions of good and poor condition

Pavement condition is determined from four distress components:

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

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

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

Baselines and targets

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

	2020 baseline	2022 two-year target	2024 four-year target
Percentage Interstate pavement in Good condition	85.15%	N/A	89%
Percentage Interstate pavement in Poor condition	0.0%	N/A	1.0%
Percentage NHS non-Interstate pavement in Good condition	63.12%	50.0%	44.0%
Percentage NHS non-Interstate pavement in Poor condition	0.1%	2.0%	1.0%
Percentage NHS bridge deck area in Good condition	25.6%	25.8%	26.0%
Percentage NHS bridge deck area in Poor condition	5.5%	5.6%	6.0%



Asset conditions within WATS are as follows:

Performance Measure	2019	2020
Percentage Interstate pavement Good condition IRI	94.0%	93.9%
Percentage Interstate pavement Good condition OPI	98.7%	96.1%
Percentage Interstate pavement Poor condition IRI	0.0%	0.0%
Percentage Interstate pavement Poor condition OPI	0.0%	0.0%
Percentage NHS non-Interstate pavement Good condition IRI	93.94%	92.72%
Percentage NHS non-Interstate pavement Good condition OPI	94.2%	94.19%
Percentage NHS non-Interstate pavement Poor condition IRI	1.28%	2.18%
Percentage NHS non-Interstate pavement Poor condition OPI	1.25%	1.51%
Percentage NHS bridge deck area in Good condition	47.06%	47.06%
Percentage NHS bridge deck area in Poor condition	0.0%	0.0%

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

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

TAMP Objectives

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

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

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

Evaluation of STIP for Target Achievement:

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

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge restoration and reconstruction projects. Many of these projects are focuses on our state's interstate and NHS roads.
- Pennsylvania's investment strategy, reflected in the statewide 2021 Twelve Year Program (TYP) and the 2023-2026 STIP, is the result of numerous strategic decisions on which projects to advance at what time. These decisions are made by many different entities and must be made consistently across the state.
- The TAMP is a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP and LRTP development.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General Procedural Guidance and Transportation Program Financial Guidance documents.⁷ The guidance, which is consistent with the TAMP, formalizes the process for MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach a consensus on their portion of the program – while meeting asset management targets within the available budget.

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

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

- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues – such as lowest life-cycle cost programming – and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT’s asset management tools and methods evolve and enhance its ability to program to lowest life-cycle cost.
- In the short term, candidate projects are defined and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) outputs to verify that the program is developed to the lowest practical life cycle cost. The percentages of good, fair, and poor can also be projected and compared to PM-2 targets based on the proposed improvements and built-in deterioration models. When PAMS and BAMS are further implemented and in the hands of planners, then the system outputs can be used to select projects. Draft programs can be analyzed in relation to the PM-2 measures.

Measures of System Performance (PM3)

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

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

Baselines and targets

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

Progress Towards Target Achievement and Reporting

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and L RTPs are developed and managed to support progress toward the achievement of the statewide system performance targets. At this time, MPO/RPOs have noted established separate regional reliability targets. Regional targets are required for the Congestion Mitigation and Air Quality (CMAQ) delay and emissions measures per the applicability requirements of the federal performance measure rule. States are permitted to adjust their 4-year targets at the midterm of the performance period,

Long Range Plan Objectives:

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

representing data through 2021 in a report due to FHWA by October 1, 2022. PennDOT is planning to revise the system performance targets based on new data processing methodologies and will coordinate any updates to the performance measures with the MPOs/RPOs.

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

Evaluation of STIP for Target Achievement:

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

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2023-2026 STIP includes over \$289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program provides over \$440 million of funding on the STIP for projects that benefit regional air quality. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ project selection procedures to maximize the air quality benefits from these projects.
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of the STIP investments on PM-3 performance measures are still being evaluated. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts and in revising future targets and goals.

Air Quality

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

Twelve Year Program

From the Pennsylvania [State Transportation commission website](#): *"The Twelve-Year Transportation Program (TYP) is Pennsylvania's official mid-range planning tool used to identify and prioritize transportation projects. It is the outcome of a collaborative effort between the Pennsylvania Department of Transportation (PennDOT), State Transportation Commission, its Planning Partners and the public. The TYP represents all modes and means of transportation including highways, bridges, public transit, aviation,*

and rail, as well as non-motorized transportation such as bicycling and walking. Pennsylvania's TYP is required by Act 120 of 1970 and must be submitted to the State Transportation Commission every two years. The TYP is a dynamic schedule of agreed-upon projects that PennDOT, with its various partners, will work to accomplish over a 12-year period. The Twelve-Year Transportation Program is separated into three four-year periods. The first four years corresponds with the federally required Statewide Transportation Improvement Program (STIP) and regional Transportation Improvement Programs (TIPs)."

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

Transit Performance Measures

River Valley Transit

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

	2021 Target	2021 Performance	2021 Difference	2022 Target
Percent of revenue vehicles that have met or exceeded their useful life benchmark				
BU - Bus	29.0%	33.3%	4.3%	28.0%
MV - Minivan	64.0%	16.7%	-47.3%	52.0%
TB - Trolleybus	0.00%	100.0%	100.0%	57.0%
Percent of service vehicles that have met or exceeded their useful life benchmark				
Automobiles	46.0%	68.8%	22.8%	57.0%
Trucks and other Rubber Tire Vehicles	50.0%	0.0%	-50.0%	27.0%
Percent of facilities rated 3 or below on the condition scale				
Maintenance	30.0%	0.0%	-30.0%	14.0%
Passenger	83.0%	0.0%	-83.0%	84.0%

STEP, Inc.

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

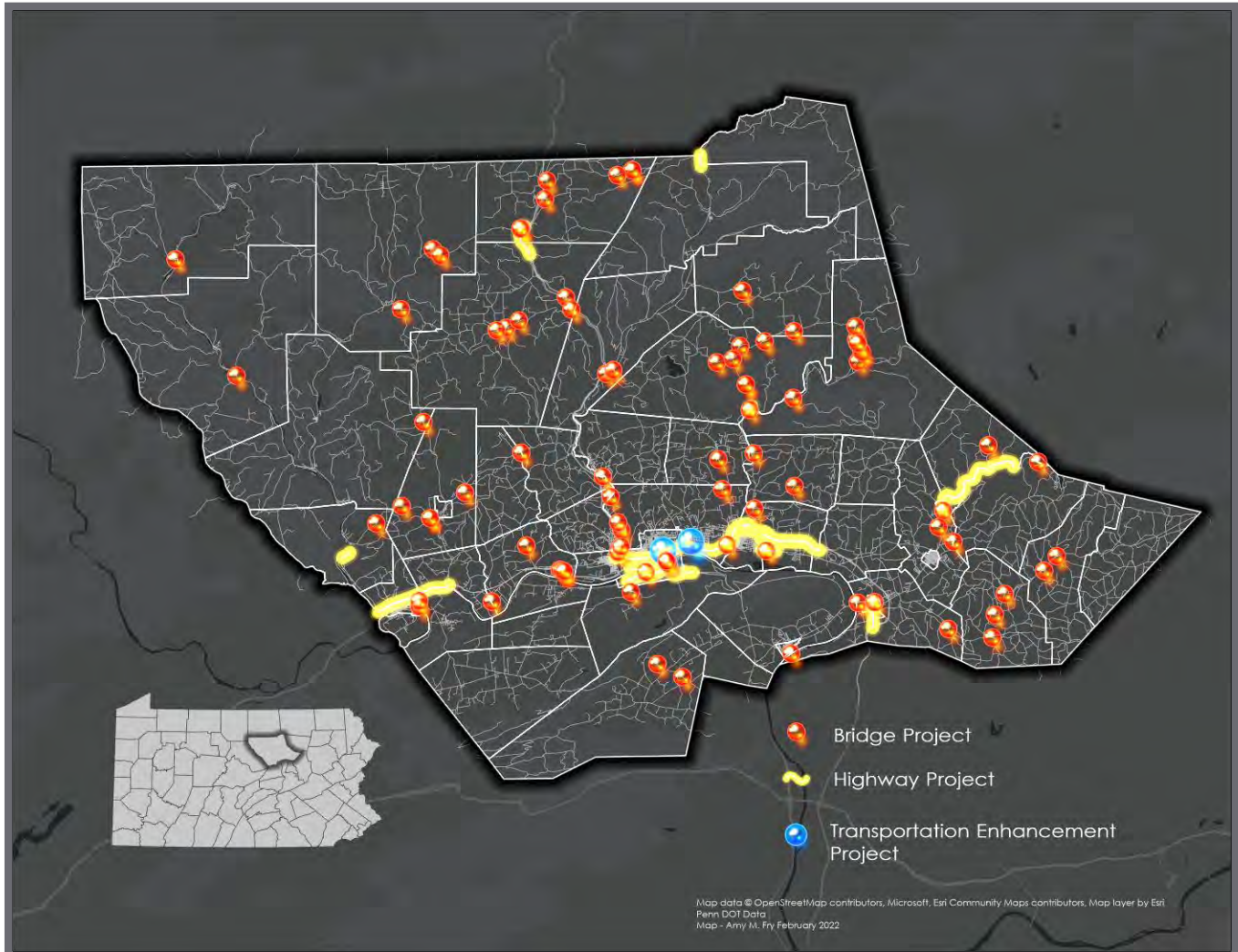
	2021 Target	2021 Performance	2021 Difference	2022 Target
Percent of revenue vehicles that have met or exceeded their useful life benchmark				
CU - Cutaway	42%	33.3%	-8.6%	52%
MV - Minivan	64%	100%	+36%	52%
VN - Van	64%	63.6%	-0.36%	65%

River Valley Transit financial capacity analysis

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

Project listing and narratives

Highway and Bridge Project Locations

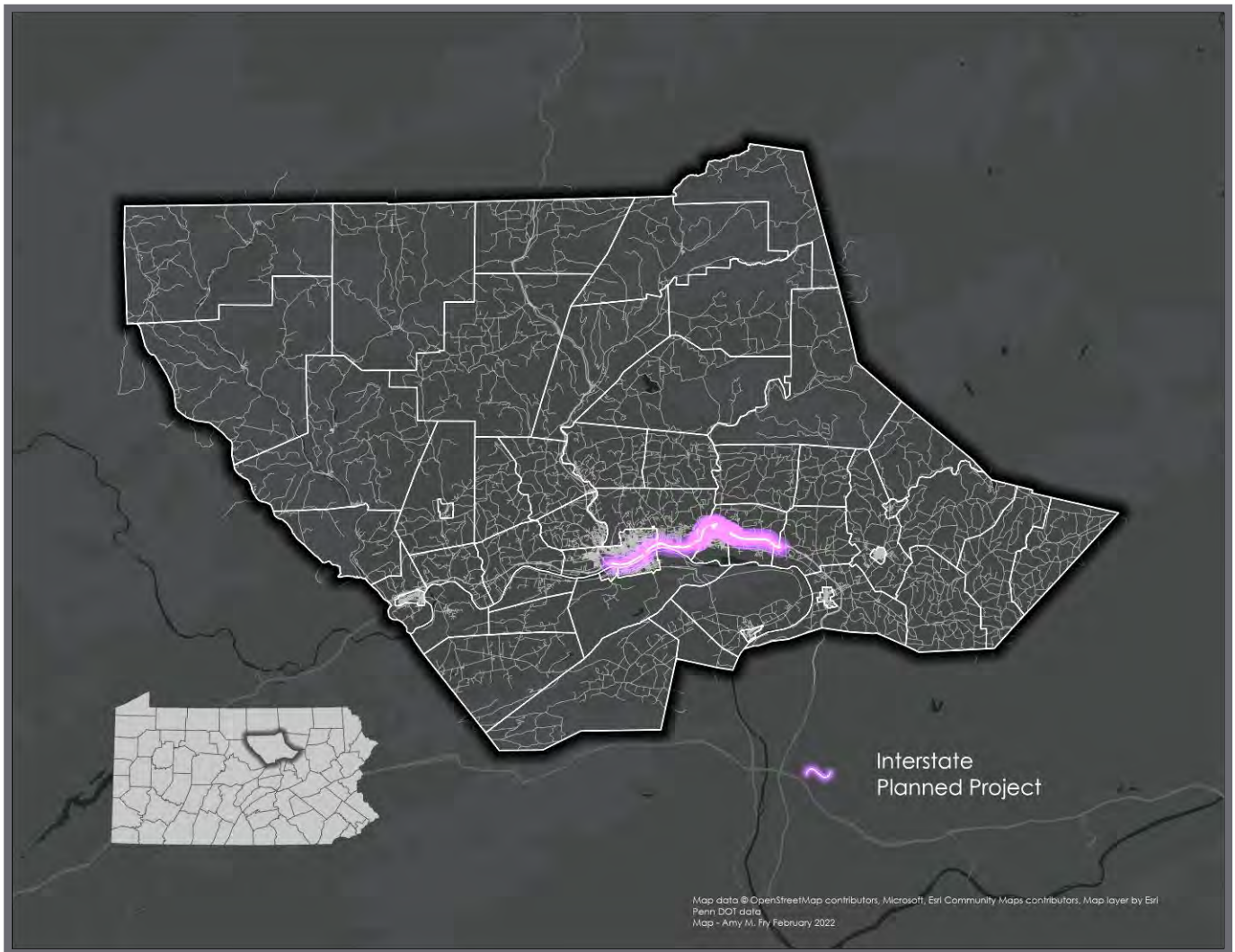


Project Narratives

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

Interstate and Statewide Projects

Interstate Program Project Locations within WATS Boundary



Interstate and Statewide Program Project Narratives

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

Transit projects

Transit Facilities Locations



River Valley Transit 2023-2026 TIP Capital Projects

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

In Fiscal years 2023 through 2026, RVT has programmed \$335,000.00 for the replacement of support vehicles and \$446,000.00 for other transit fleet vehicles. Support vehicles will be used by supervisors,

maintenance personnel, and bus operators for shuttle transportation, distributing schedules, pickup of maintenance supplies, road supervision, road service, and other departmental needs. The replacement of these vehicles will be consistent with PennDOT's estimated useful life. The acquisition of other transit fleet vehicles will allow RVT to operate service on low-density routes at reduced costs, as these vehicles are smaller and less costly to operate than the traditional fixed route fleet vehicle. These smaller vehicles also give RVT resources to support the Endless Mountains Transportation Authority and promote transit regionalization as RVT and the Endless Mountains system continue a long-term management relationship.

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

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

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

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

Project Narratives

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

TIP Analysis

Fiscal constraint analysis

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

The 2023-2026 WATS TIP is fiscally constrained by year and by allocations. All projects have been screened against funding program eligibility requirements. Projects with phases beyond the 2023-2026 TIP have estimated costs shown in the TYP and WATS LRTP.

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

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

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

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

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

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

L RTP consistency analysis

All projects have been screened against [WATS 2018-2038 L RTP project selection criteria](#). A matrix of how projects and criteria intersect is included as [Appendix H](#).

The 84 projects programmed on the WATS TIP met an average of 12 of 35 (34%) project selection criteria. For a project to be programmed, the WATS planning process specifies that it must meet at least one of the criteria. No project on this TIP meets fewer than 9 of the 35 project selection criteria. This indicates that the projects programmed on this TIP will substantially contribute towards meeting the identified transportation needs of Lycoming County.

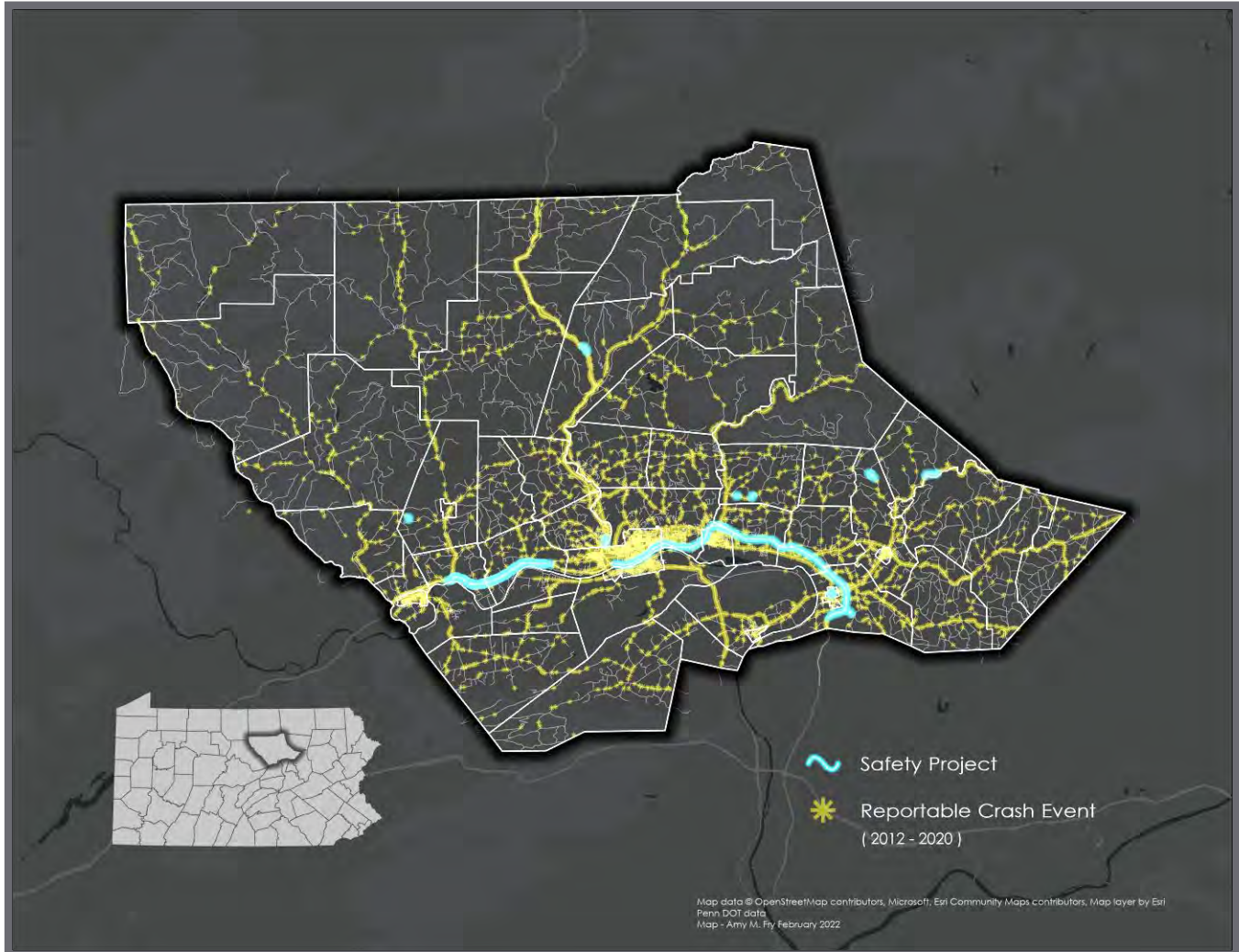
Performance based planning and programming analysis

The 84 projects programmed on the WATS TIP are anticipated to substantially contribute towards meeting [performance measure targets established for WATS](#).

PM1 – Measures of Safety Performance

As previously described, [WATS established target and baseline values for safety performance measures](#). This TIP dedicates \$4,966,640 towards five safety projects.

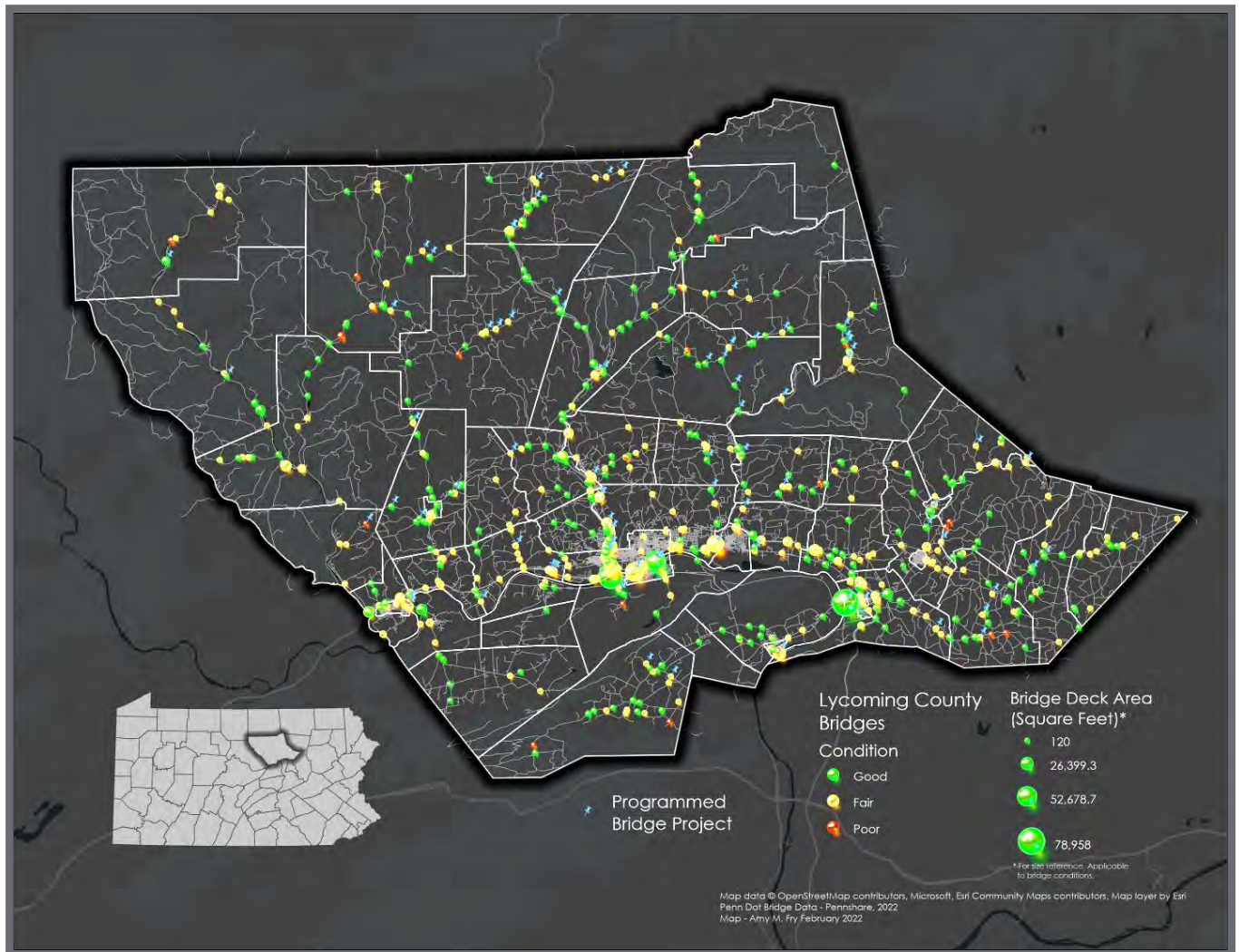
The major safety project programmed on the WATS TIP is Project ID 106182 Countywide guiderail replacements. Over the past 7 years of available crash data, 44.1% of all reportable crashes in Lycoming County involved a single vehicle departing the roadway and 8.9% of crashes involved a vehicle striking a guiderail or guiderail end. Investment in modernizing guiderails will substantially improve safety on Lycoming County roadways. Other safety projects include Project ID 117827 installing sequential lighted chevrons on the US 15/I-180 ramp.



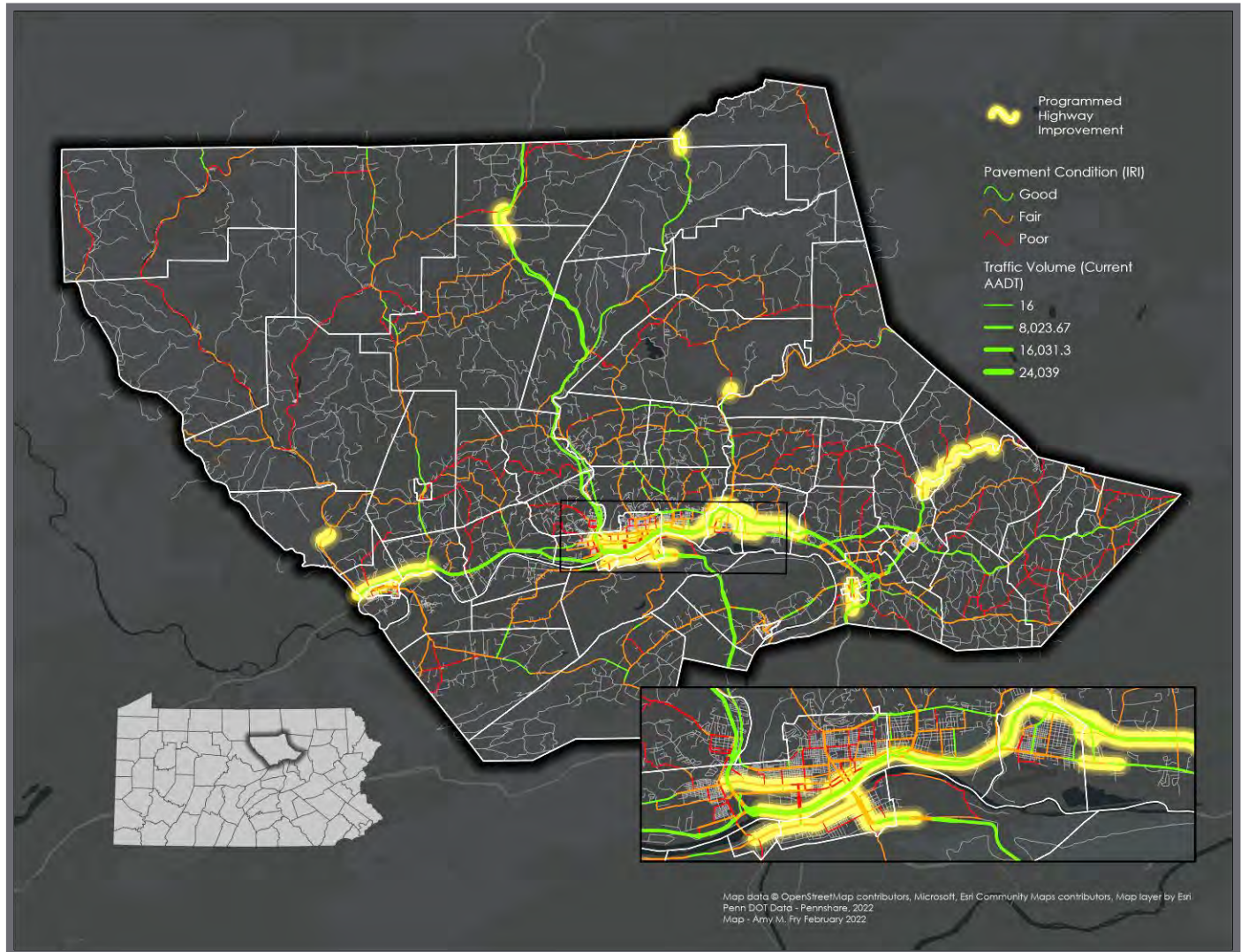
Year	Total Reportable Crashes	Single Vehicle Run Off Road Crashes	Percentage of Crashes	Guide Rail or Guide Rail End Hit	Percentage of crashes
2014	1,091	525	48.1%	98	9.0%
2015	1,162	524	45.1%	105	9.0%
2016	1,101	460	41.8%	89	8.1%
2017	1,088	481	44.2%	92	8.5%
2018	1,115	501	44.9%	103	9.2%
2019	1,001	446	44.5%	106	10.5%
2020	870	337	38.7%	73	8.4%
Total	7,428	3,274	44.0%	666	8.9%
Average	1,061	468	44.1%	95	8.9%

PM2 – Measures of Pavement and Bridge Condition

The WATS TIP programs \$52,164,376 towards 52 bridge improvements and \$41,537,374 towards 25 highway projects.



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



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

PM3 – Measures of System Performance

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

Transit Performance Measures

To meet transit performance measures, River Valley Transit has programmed \$8,140,000 to modernize the bus fleet and \$335,000 for the replacement of support vehicles.

Environmental Justice Benefits and Burdens

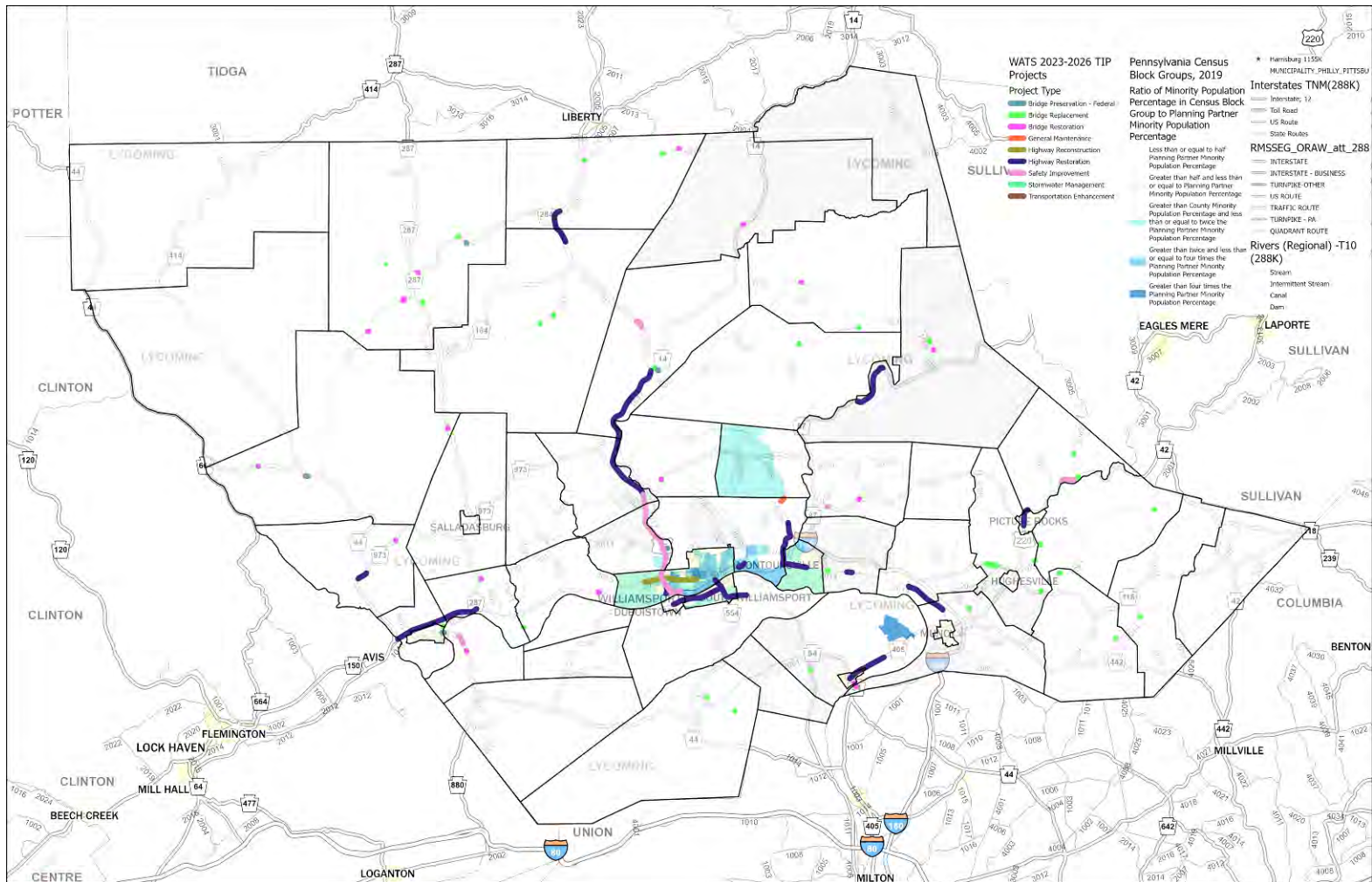
The tables and maps below summarize how 2023-2026 WATS TIP funding is distributed among Lycoming County census block groups based on the minority and low-income intervals identified in the ["Identification of traditionally underserved and underrepresented populations"](#) section above. All analyses are based on census block groups within a 500-foot buffer distance from MPMS project locations.

Minority Population

Ratio of Minority Population Percentage in Census Block Group to Lycoming County Overall Minority Population Percentage		Less than or equal to half of Lycoming County Minority Population Percentage	Greater than half Lycoming County Minority Population Percentage and less than or equal to Lycoming County Minority Population Percentage	Greater than Lycoming County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage	Greater than twice Lycoming County Minority Population Percentage and less than or equal to four times the County Minority Population Percentage	Greater than four times the Lycoming County Minority Population Percentage
Number of Block Groups		53	23	20	12	5
Transportation System by Interval	Federal Aid Road Segment Miles	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%
Population Shares by Interval	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	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%
Roadway Projects	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%
Bridge Projects	Amount of Funding	\$31,738,472.00	\$16,520,788.00	\$15,790,088.00	\$7,442,788.00	\$1,750,000.00
	Per Capita Funding	\$559.00	\$770.06	\$778.64	\$718.90	\$320.10
	Number of Projects	13	8	9	5	1
Safety Projects	Amount of Funding	\$4,137,054.00	\$470,000.00	\$350,000.00	\$470,000.00	\$350,000.00
	Per Capita Funding	\$72.86	\$21.91	\$17.26	\$45.40	\$64.02
	Number of Projects	5	2	1	2	1
All Projects	Amount of Funding	\$84,883,690.00	\$22,841,000.00	\$16,540,088.00	\$7,912,788.00	\$2,100,000.00
	Per Capita Funding	\$1,495.04	\$1,064.65	\$815.63	\$764.30	\$384.12
	Number of Projects	63	22	11	7	2

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

PennDOT Project ID	Project Description
97508	Reconstruction of SR 1214 (Fourth Street) from Campbell Street to US Route 15 in the City of Williamsport
114045	Interim resurfacing of US 15 (Hastings Street) from the Susquehanna River to the US 15 Overlook in South Williamsport Borough and Armstrong Township. This project is related to a delayed project .



As shown by the above analysis, the WATS 2023-2026 TIP projects are well distributed throughout the County. Since PennDOT District 3 and the WATS MPO prioritize asset management and safety improvements there are very little occurrences of right-of-way acquisition and practically no capacity expansion projects programmed. The projects that are located in areas with greatest minority population concentration, which may contribute to some short-term impacts during construction, will generally benefit those residents by improving traveling conditions and safety for all users.

The 2023-2026 WATS TIP Environmental Justice (EJ) Benefits and Burdens analysis shows that there is one (1) poor condition bridge, and there are no Federal Aid road segment miles with poor International Roughness Index (IRI) or poor Overall Pavement Index (OPI) in areas with the greatest minority population.

The 2023-2026 EJ analysis shows that from 2015-2019 there were 88 reportable bicycle or pedestrian crashes in the areas with the greatest minority population, averaging 43% of all bicycle or pedestrian crashes within WATS MPO for 2015-2019. Based on this analysis, the WATS MPO may want to consider bicycle or pedestrian safety improvement projects in the areas with greatest minority population on future MPO TIPs.

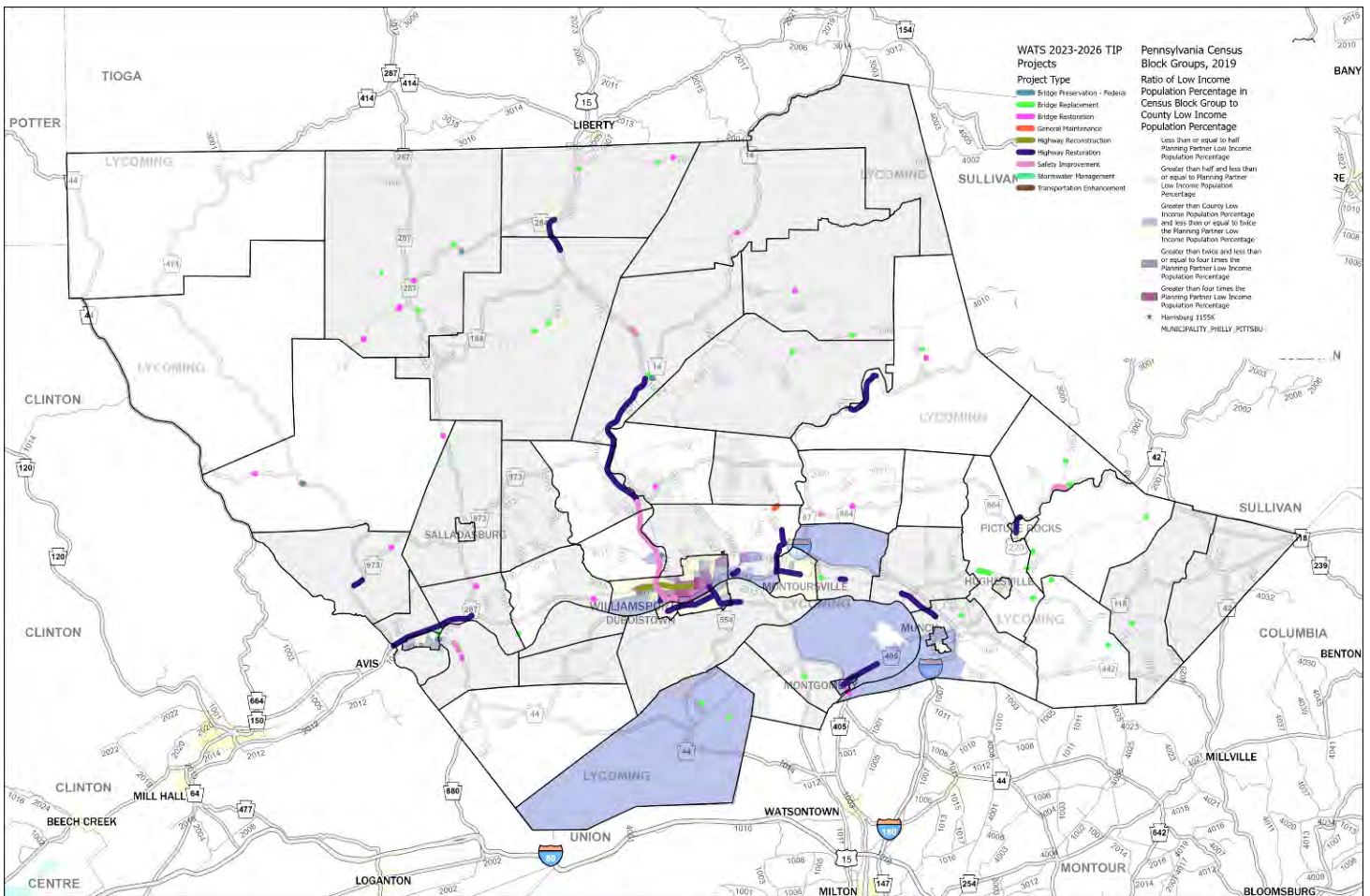
Highway reconstruction projects affecting these areas that were delayed from the 2021-2024 TIP are being reviewed to be re-programmed on the 2023-2026 WATS TIP where feasible.

Low Income Population

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%
	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%
	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%
Roadway Projects	Percent Low Income	3.98%	9.99%	19.76%	40.24%	69.93%
	Amount of Funding	\$21,134,586.00	\$39,626,974.00	\$18,634,088.00	\$10,539,088.00	\$1,750,000.00
	Per Capita Funding	607.9795754	828.026249	838.0897724	1347.192637	716.0392799
	Number of Projects	9	15	10	4	1
Bridge Projects	Amount of Funding	\$13,499,000.00	\$41,505,376.00	\$3,419,000.00	\$0.00	\$0.00
	Per Capita Funding	388.3263334	1022.022999	153.7735	0	0
	Number of Projects	22	32	6	0	0
	Number of Projects	22	32	6	0	0
Safety Projects	Amount of Funding	\$2,863,000.00	\$1,744,054.00	\$350,000.00	\$470,000.00	\$0.00
	Per Capita Funding	82.36004833	42.94535963	15.74165692	60.07925348	0
	Number of Projects	3	4	1	2	0
	Number of Projects	3	4	1	2	0
All Projects	Amount of Funding	\$37,496,586.00	\$76,876,404.00	\$22,403,088.00	\$11,009,088.00	\$1,750,000.00
	Per Capita Funding	1078.665957	1892.994607	1007.604929	1407.271891	716.0392799
	Number of Projects	34	51	17	6	1

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

PennDOT Project ID	Project Description
97508	Reconstruction of SR 104 (Fourth Street) from Campbell Street to US Route 15 in the City of Williamsport
114045	Interim resurfacing of US 15 (Hastings Street) from the Susquehanna River to the US 15 Overlook in South Williamsport Borough and Armstrong Township. This project is related to a delayed project .



PennDOT Project ID	Project Description
106124	Bridge improvement on US Route 220 over Ramp A (West Fourth Street), T-331 and the SEDACOG railroad in Woodward Township

As shown by the above analysis, the WATS 2023-2026 TIP projects are well distributed throughout the County. Since PennDOT District 3 and the WATS MPO prioritize, asset management and safety improvements there are very little occurrences of right-of-way acquisition and practically no capacity expansion projects programmed. The projects that are located in areas with greatest low-income population concentration, which may contribute to some short-term impacts during construction, will generally benefit those residents by improving traveling conditions and safety for all users.

The 2023-2026 WATS TIP Environmental Justice (EJ) Benefits and Burdens analysis shows that there is one (1) poor condition bridge, and there are no Federal Aid road segment miles with poor International Roughness Index (IRI) or poor Overall Pavement Index (OPI) in areas with the greatest low-income population.

The 2023-2026 EJ analysis shows that from 2015-2019 there were 72 reportable bicycle or pedestrian crashes in the areas with the greatest low-income population, averaging 33% of all bicycle or pedestrian crashes within WATS MPO for 2015-2019. Based on this analysis, the WATS MPO may want to consider

bicycle or pedestrian safety improvement projects in the areas with greatest low-income population on future MPO TIPs.

Highway reconstruction projects affecting these areas that were delayed from the 2021-2024 TIP are being reviewed to be re-programmed on the 2023-2026 WATS TIP where feasible.

Based on the distribution of current TIP funding and the above [analysis of prior investment based on asset conditions](#), there do not appear to be any disparities in investment linked to concentrations of minority or low-income populations in Lycoming County. Any information to the contrary should be brought to the attention of WATS using the [contact information provided above](#).

Appendices

[Appendix A – Acronyms and Abbreviations](#)

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

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

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

[Appendix E – WATS Transit Projects](#)

[Appendix F – Interstate Projects](#)

[Appendix G – Statewide Projects](#)

[Appendix H – WATS 2023-2026 TIP Project Selection Matrix](#)

[Appendix I – WATS 2021 TYP Survey Results](#)

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

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

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

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

[Appendix N – Pennsylvania’s 2023 Transportation Program General and Procedural Guidance](#)

Appendix A – Acronyms and Abbreviations

Funding Codes

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

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

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

Project Phases

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

Other Acronyms and Abbreviations

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

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

Acronym or Abbreviation	Meaning
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)
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
LVERR	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

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

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

Appendix B – WATS Public Participation Plan

WILLIAMSPORT
AREA
TRANSPORTATION
STUDY
METROPOLITAN
PLANNING
ORGANIZATION

PUBLIC
PARTICIPATION
PLAN



2019



**Adopted by Williamsport MPO
December 19, 2013
Amended
January 27, 2020**

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. Auxiliary services can be provided to individuals who submit a request at least seven (7) days prior to a meeting. Requests made within seven (7) days will be accommodated to the greatest extent possible.

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) 320-2130, email jlavelle@lyco.org, or visit the WATS MPO website at <http://www.lyco.org/Departments/Planning-and-Community-Development/Transportation-Planning/Transportation-Planning-Calendar>.

Documents will be made available in alternative languages or formats if requested. Persons requiring additional accommodations or those with questions should call 570-320-2130.

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Chapter 1 - Introduction

A Metropolitan Planning Organization (MPO) is a planning body composed of elected and appointed officials representing local, state and federal governments or other agencies having an interest or responsibility in the local transportation system. The MPO is responsible for creating a Long Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP). An MPO can be a regional, multicounty organization or a single county.

The Williamsport Area Transportation Study Metropolitan Planning Organization (WATS MPO) is the single county MPO covering Lycoming County. The role of the WATS MPO is to develop transportation policies, programs and projects, which move people and goods in a safe, efficient manner, promote economic development, protect the environment, and preserve Lycoming County's outstanding quality of life amenities.

The Lycoming County Planning & Community Development (PCD) staff assumes lead responsibility for undertaking Federal Highway Administration (FHWA) funded planning tasks while River Valley Transit (RVT) is responsible for undertaking the FTA transit planning tasks contained in this work program. WATS MPO public meetings are now held at least quarterly throughout the year. All WATS MPO Technical and Coordinating Committee meetings are publicly advertised in compliance with the PA Open Meetings Law and WATS MPO Public Participation Plan.

The WATS MPO is the transportation planning and program partner for Pennsylvania Department of Transportation (PennDOT) Engineering District 3-0.

The contents of this Plan contain references to Federal Regulations or State Guidelines for public participation in the transportation process, including, but not limited to the following:

- Code of Federal Regulations Title 23 § 450.316
- Presidential Executive Order 12898, Environmental Justice
- Title VI of the Civil Rights Act of 1964
- The Americans with Disabilities Act (ADA) of 1990
- Executive Order 13166, Improving Access to Services for Persons with Limited-English Proficiency
- Commonwealth's Sunshine Law (65 PA C.S. § 701-716)

Federal law, (SAFETEA-LU and MAP-21) requires 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."*

Federal law and regulations require the establishment of a Metropolitan Planning Organization, (MPO) to oversee the transportation planning process 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 (MPO) for the Williamsport Urbanized area established under a legal Agreement with PennDOT approved in 1968. The WATS MPO jurisdictional boundary was further extended in 1991 to encompass the entire geographic area of Lycoming County. WATS MPO undertakes the federal transportation planning and programming process within Lycoming County, including the development and approval of the WATS Long Range Transportation Plan (LRTP), WATS Transportation Improvement Program (TIP) and WATS Public Participation Plan (PPP).

WATS core functions include:

- ❖ *Establish and manage a fair and impartial setting for effective regional decision-making in the planning area (Lycoming County).*
- ❖ *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).*
- ❖ *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 designed to achieve the area's goals, using spending, regulation, operating, management and financial tools.*
- ❖ *Involve the public: Continually involve the general public and other affected constituencies in the essential functions listed above.*

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. The Technical Committee consists of seven (7) voting members, as follows:

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

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

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(s) serving on the Technical Committee as their voting member(s) at the beginning of each calendar year and provides written documentation to the WATS MPO Chairperson 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.

In addition to the seven voting members, the Technical Committee includes three (3) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration
- Fullington Trailways

Non-voting members of the Technical Committee receive WATS reports, meeting notices, 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 Coordinating Committee consists of eleven (11) voting members, comprising elected and appointed officials as follows:

- PennDOT Engineering District 3-0 Executive
- PennDOT Center for Programming Development and Management
- Lycoming County Commissioner
- Lycoming County Commissioner
- Mayor, City of Williamsport
- Council Member, City of Williamsport
- River Valley Transit General Manager
- SEDACOG Joint Rail Authority Executive Director
- Williamsport Regional Airport Executive Director
- Lycoming County Association of Township Officials Representative
- Lycoming-Sullivan Boroughs Association Representative

The PennDOT Engineering District 3-0 Executive serves as Chairperson 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 Chairperson 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.

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

- Federal Highway Administration
- Federal Transit Administration

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

Current Advisory Committees, Ad-hoc Work Groups, and Task Forces

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 and a Bicycle / Pedestrian Advisory Committee. Both committees are comprised of WATS members, transit providers, and various social service and community organizations to provide input and recommendations to the WATS MPO on public transit, bicycle, and pedestrian issues and needs in Lycoming County.

Bicycle and Pedestrian Advisory Committee

The purpose of the Bicycle and Pedestrian Advisory Committee is to review and 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 Committee consists of eleven (11) voting members, as follows:

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

- Pennsylvania College of Technology

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

- SEDA-COG MPO
- Federal Highway Administration
- PennDOT Bicycle Pedestrian Coordinator
- Pennsylvania Department of Conservation and Natural Resources, Recreation and Parks Regional Advisor
- Pennsylvania State Association of Township Supervisors Representative
- Pennsylvania State Association of Boroughs Representative

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

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

Committee Vacancies and Member Removal

Article IV of the WATS MPO Bylaws outline the process for filling vacancies, or removing members on the Technical and Coordinating Committees. Vacancies on the WATS MPO Coordinating or Technical Committee shall be filled by an appointment by the responsible organization. Removal of any member, or their representative, of the WATS MPO Coordinating or Technical Committee, due to failure to attend meetings, or for other reasons, shall be at the discretion of the appointing authority.

Revisions to WATS MPO Products/Projects

Amendments and Administrative Actions

During development and updates of WATS MPO products/projects, it may be necessary to revise the product/project. These revisions occur in two groups: *Amendments and Administrative Actions*. The PennDOT / WATS Memorandum of Understanding (MOU) defines what is considered an amendment or administrative modification.

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

- Affects air quality conformity regardless of the cost of the project or the funding source;
- Adds a new project, deletes a project that utilizes federal funds, or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/WATS TIP, and does not have

- previous obligations from a prior STIP/WATS TIP. Federally-funded Statewide Program projects are excluded from this provision;
- Adds a new phase(s) to an existing project, deletes a project phase(s), increases or decreases a project phase(s) that utilizes federal funds where the revision exceeds the following thresholds:
 - \$7.5 million for the Interstate Management (IM) Program
 - \$2 million for WATS
 - \$1 million for other federally-funded Statewide Programs
 - Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation
 - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and WATS (not to exceed any federally-funded threshold contained in this MOU)
 - Results in a change in the scope of work on any federally-funded project that is significant enough to essentially constitute a new project
 - During a WATS LRTP lapse, all STIP/WATS TIP revisions will be treated as amendments and the below administrative modifications will not be utilized (or be in effect).

Approval by the WATS MPO is required for **Amendments**. The WATS MPO must then request PennDOT Central Office approval using the e-STIP process. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any PMC materials that may have been prepared, along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency. An eSTIP submission shall include:

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

The initial submission and approval process of the federally-funded Statewide Program or increases/decreases exceeding the thresholds above will be considered an amendment (subsequent placement of these individual projects or line items on the WATS TIP will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally-funded statewide programs, approval by PennDOT's Program Management Committee (PMC) and FHWA is required.

Administrative Actions are minor revisions to existing products/projects. These can include minor changes to cost or changes to project initiation dates. If an administrative action is needed the administrative actions will be presented at a WATS MPO Technical Committee meeting, but do not require approval by a governing body or public comment.

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

- Shifts federally-funded projects, a federally-funded project phase(s), or federal funds to existing federally-funded projects or a federally-funded project phase(s) in the approved STIP/WATS TIP and must maintain year-to-year STIP/TIP fiscal constraint requirements;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding; or WATS TIP placement of the federally-funded Statewide Program;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes;
- Draws down or returns funding from an existing STIP/WATS TIP reserve line item and does not exceed the threshold established in this MOU. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item but does not exceed the above thresholds.

Administrative Modifications do not affect air quality conformity nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not add a new federally-funded project or delete a federally-funded project; does not exceed the threshold established in this MOU, or the threshold established by this MOU (as detailed in the Amendment Section); and does not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

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

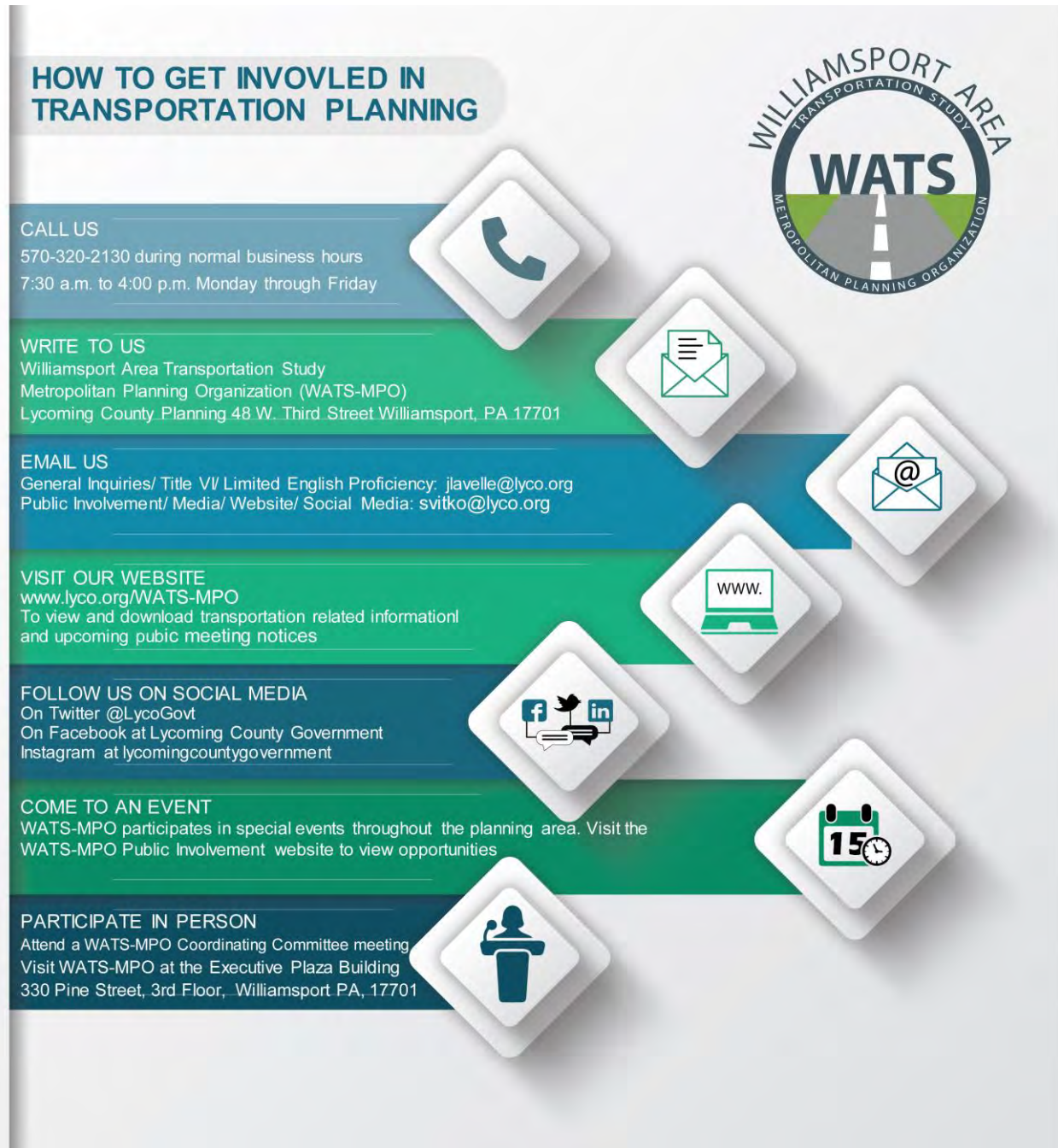
All revisions, amendments, and administrative modifications shall be identified, numbered, and grouped as one action on a FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire revision action) will require review and/or approval by the Cooperating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

Additional Opportunity for Public Comment

In the event that major revisions have occurred to a WATS MPO product/project, and the end product/project differs significantly from what was made available for public comment, the WATS MPO will provide an additional opportunity for public comment.

To ensure the full and fair public participation in the transportation decision-making process, the WATS MPO will make the new product/project available during a new public comment period, and follow the procedures outlined in [WATS Public Outreach Techniques](#).

How Can You Participate



HOW TO GET INVOLVED IN TRANSPORTATION PLANNING

CALL US
570-320-2130 during normal business hours
7:30 a.m. to 4:00 p.m. Monday through Friday

WRITE TO US
Williamsport Area Transportation Study
Metropolitan Planning Organization (WATS-MPO)
Lycoming County Planning 48 W. Third Street Williamsport, PA 17701

EMAIL US
General Inquiries/ Title VI/ Limited English Proficiency: jlavelle@lyco.org
Public Involvement/ Media/ Website/ Social Media: svitko@lyco.org

VISIT OUR WEBSITE
www.lyco.org/WATS-MPO
To view and download transportation related information and upcoming public meeting notices

FOLLOW US ON SOCIAL MEDIA
On Twitter @LycoGovt
On Facebook at Lycoming County Government
Instagram at lycomingcountygovernment

COME TO AN EVENT
WATS-MPO participates in special events throughout the planning area. Visit the WATS-MPO Public Involvement website to view opportunities

PARTICIPATE IN PERSON
Attend a WATS-MPO Coordinating Committee meeting
Visit WATS-MPO at the Executive Plaza Building
330 Pine Street, 3rd Floor, Williamsport PA, 17701

WILLIAMSPORT AREA TRANSPORTATION STUDY WATS METROPOLITAN PLANNING ORGANIZATION

Fully accessible Public Transportation provided by River Valley Transit. Contact (570) 326-2500 for more information or visit www.ridervt.com.

Chapter 2 - Why have Public Participation

Who is “the Public”

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

Federal Requirements - Public Participation Plan

According to the Federal Highway Administration (FHWA), current Federal statutes and regulations provide general guidelines for the public involvement processes and procedures. There is great flexibility available to transportation agencies in developing specific public involvement / participation plans. However, while the set of techniques for any given situation may differ, depending upon such factors as demographics and identified potential impacts, the general approach to developing a public involvement / public participation plan contains elements that are relevant and responsive to all communities. Below are brief excerpts from relevant federal statutes, regulations and Executive Orders setting forth key elements of the public involvement process that is to be used during the transportation planning and project development process.

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act of 1990 (ADA) *“prohibits discrimination on the basis of disability by public entities in services, programs, and activities. Public entities are required to make programs accessible to individuals with disabilities including conducting meetings and hearings in ADA-compliant buildings. Special accommodations must be provided to ensure communications are equally effective for persons with disabilities in order to participate in meetings, planning and programming activities.”* With advance notice, special provisions must be made to accommodate hearing-impaired or visually impaired participants.

The WATS MPO addresses the Americans with Disabilities Act (ADA) accommodation procedures further in this plan in the [Americans with Disabilities Act Plan](#).

Title VI of the Civil Rights Act

Title VI of the Civil Rights Act of 1964 is the federal law that protects individuals from discrimination based on an individual’s race, color, or national origin in programs that receive federal financial assistance. Title VI states, **“No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”**

There are many forms of illegal discrimination based on race, color, or national origin that can limit the opportunity of individuals to gain equal access to services and programs.

For example, in operating a federally assisted program, a recipient cannot, based on race, color, or national origin, either directly or through contractual means:

- Engage in intentional discrimination because of race, color, or national origin;
- Use criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin; or,
- Intimidate, threaten, coerce, or discriminate against any individual in retaliation for exercising a right or privilege.

The WATS MPO addresses Title VI complaint procedures further in this plan in the [WATS MPO Title VI Plan](#).

Environmental Justice (EJ)

Public participation must also take into consideration Presidential Executive Order 12898 establishes provisions for Environmental Justice. Executive Order 12898 states “*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. Each Federal agency, whenever practicable and appropriate, shall collect, maintain, and analyze information assessing and comparing environmental and human health risks borne by populations identified by race, national origin, or income. To the extent practical and appropriate, Federal agencies shall use this information to determine whether their programs, policies, and activities have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.*”

Further, the Federal Highway Administration establishes three fundamental environmental justice 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 and low-income populations.

Therefore, all recipients of Federal aid are required to certify nondiscrimination under *Title VI* of the *Civil Rights Act of 1964*. To ensure that the WATS MPO meets the principles laid out by the Federal Highway Administration, US census tract data is gathered and an Environmental Justice mapping analysis is completed in order to determine where minority and low-income populations may exist. Projects are then overlaid onto this map and project specific analysis is completed to determine the “benefits and burdens” on how transportation investments are affecting the WATS MPO minority and low-income populations.

The WATS MPO addresses Environmental Justice compliance procedures further in this plan in the [WATS MPO Environmental Justice Plan](#).

Limited English Proficiency (LEP)

On August 11, 2000, the President signed Executive Order 13166, “Improving Access to Services for Persons with *Limited English Proficiency*, (LEP). “LEP” persons are those individuals who do not speak English as their primary language, and who have a limited ability to read, speak, write or understand English. The key commonality among LEP persons is their inability to communicate effectively in the English language, regardless of their native tongue. Persons that are multi-lingual, in that they speak one or more other languages **in addition to being proficient in English**, are not considered Limited English Proficient. The Executive Order is intended to improve access to federally assisted programs and activities for persons who, because of national origin, are limited in their English proficiency.

The Federal Highway Administration has published guidance related to LEP in 2005, which includes methods by which transportation agencies can determine the need for translation of materials or provision of interpreters at public hearings or other events. It states that recipients “are required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.”

The WATS MPO addresses Limited English Proficient accommodation procedures further in this plan in the [WATS MPO LEP Plan](#).

State Requirements – Public Participation Plan

Commonwealth of Pennsylvania, Sunshine Law

Act 84 of 1986 as amended June 15, 1993, February 26, 1996 and October 15, 1998 is an act requiring public agencies to hold certain meetings and hearings open to the public; and providing penalties. The PA General Assembly finds that secrecy in public affairs undermines the faith of the public in government. Highlights of this law include:

- ❖ *Official action and deliberation by a quorum of the members of an agency shall take place at a meeting open to the public.*
- ❖ *Written minutes shall be kept of all open meetings of agencies.*
- ❖ *Public notice is not required in the case of an emergency meeting or a conference.*
- ❖ *The board or council has the option to accept all public comment at the beginning of the meeting.*
- ❖ *A person attending a meeting of an agency shall have the right to use recording devices to record all the proceedings.*



Chapter 3 - Overview of the WATS Transportation Planning Process

MPO Public Participation Plans

The Federal SAFETEA-LU Act requires MPO's to develop and document, in consultation with interested parties, a Public Participation Plan that details strategies for incorporating visualization techniques, using electronic media, holding public meetings, and responding to public input, among other things, prior to development of the MPO Long Range Transportation Plan and MPO Transportation Improvement Program. The public involvement process shall include the publication and distribution of draft versions of the proposed plan and provide adequate opportunities for review and comment. The approved plan must also be published or made readily available in other ways for informational purposes. Where possible, this process should include visualization techniques and make use of the internet. Federal regulations require that public officials (elected and appointed) and citizens have adequate opportunity to participate in the development of the Long Range Transportation Plan before it is approved and adopted by the MPO. The regulations explicitly identify several parties who should be engaged and involved throughout the plan development / update process.

The purpose of this section is to describe the public participation process for the WATS MPO. The Public Participation Plan consists of methods that facilitate and encourage citizen participation in the WATS MPO transportation planning process. Public involvement is a **right of all residents** of Lycoming County. Public participation is essential to good planning. Without meaningful public participation, there is a risk of making poor decisions, or decisions that have unintended negative consequences. The fundamental objective of public participation programs is to make certain that everyone with an interest in transportation decisions has an opportunity to provide input in the development of policies, programs and projects that are proposed in Lycoming County.

The Public Participation Plan (PPP) is the tool that the WATS MPO uses to ensure residents and stakeholders have a voice in the project development and planning processes. In 1991, Congress passed the Intermodal Surface Transportation Efficiency Act of 1991 in an effort to increase the amount of public involvement in transportation planning. The emphasis for greater public involvement in transportation planning was continued with the passage of the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Feasible, Efficient Transportation Act – A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century Act (MAP-21), and the Fixing America's Surface Transportation Act (FAST). The WATS MPO Public Participation Plan is designed to establish a process that provides:

- Timely information to the public
- Timely public notice of meetings, advisory committee appointments, and workshops
- Public access to key decisions
- Early and continuing involvement of the public in developing transportation plans and transportation improvement programs

The WATS MPO Public Participation Plan incorporates the MAP-21 standards by:

- Providing citizens and affected public agencies, and representatives of public transportation employees a forum for public participation in statewide and regional planning processes.
- Develops its Public Participation Plan in consultation with all interested parties
- Employs visualization techniques to describe plans
- Holds public meetings at convenient and ADA accessible locations and times
- Ensures public information is available in electronically accessible format, such as the internet, as appropriate to afford reasonable opportunity for consideration of public information.

WATS MPO Approach toward Fulfillment of Public Participation Process

This section of the Public Participation Plan specifically outlines how the WATS MPO, under the leadership direction of the Lycoming County Board of Commissioners and Planning staff, responds to the previously outlined federal and state requirements regarding public involvement in the development of the LRTP, TIP, and during the transportation project development process and preparation of special studies and related plans.



Lycoming County Board of Commissioners

From Left:
Commissioner Mirabito,
Commissioner McKernan,
Commissioner Mussare

Interested Parties

Interested parties are generally defined under federal SAFETEA-LU legislation. In response, the WATS MPO has further defined interested parties to ensure local public participation among all categories of transportation users and stakeholders defined in the law. The Public Participation Plan identifies a number of organizations as interested parties. The WATS MPO conducts direct mailings, emails, and outreach calls to multiple interested parties / stakeholder organizations during development of the WATS Long Range Plan, the Transportation Improvement Program, and other WATS initiatives as appropriate. A full interested party organization list is found in [Appendix B Interested Party Organizations](#) of the Public Participation Plan.

WATS MPO Products/Reports

There are a number of reasons that public involvement / public participation is important to the WATS MPO product process. As mentioned previously, public participation is essential to good planning. Without meaningful public participation, there is a risk of making poor decisions, or decisions that have unintended negative consequences. Below is a list of the different products the WATS MPO creates/updates, along with the estimated timeline for completion. All of the products/reports are viewable/accessible via the [WATS MPO website](#) and print versions of all products/reports are available at the Lycoming County Planning and Community Development Department.

Product	Update Cycle	Current	Next	
		Adoption/Completion	Required Adoption	Targeted Completion
Unified Planning Work Program (UPWP)	2 Years	November 18, 2019	January 31, 2022	August, 2021
Long Range Transportation Plan (LRTP)	5 Years	December 17, 2018	December 31, 2023	December, 2023
Transportation Improvement Program (TIP)	2 Years	June 18, 2018	June 30, 2020	April, 2020
Environmental Justice Analysis of Benefits and Burdens	As needed	December 17, 2018	As needed	November 18, 2019
Public Participation Plan (PPP)	As Needed	July 18, 2016	As needed	January, 2020
Title VI Policy & Procedures	As Needed	July 18, 2016	As needed	January, 2020
Limited English Proficiency (LEP) Plan	As Needed	July 18, 2016	As needed	January, 2020
Coordinated Public Transit Plan	As Needed	November 18, 2019	As needed	As needed
Local Technical Assistance Program (LTAP) Annual Report	Annual	July 31, 2019	July 31, 2020	July 31, 2020
Annual List of Federally Obligated Projects	Annual	December 17, 2018	December 31, 2019	November 18, 2019
WATS MPO Annual Report	Annual	June 2019	As needed	April 30, 2020

Unified Planning Work Program (UPWP)

The Unified Planning Work Program describes the transportation-related work activities that the Lycoming County Department of Planning and Community Development (PCD) and River Valley Transit (RVT) (with the aid of planning consultants, as necessary) will perform within Lycoming County.

The UPWP is updated every 2 years. During the update process, the WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process by providing opportunities for public comment/participation throughout the review process and 30-day public comment period. A Summary of Public Comments will be included in the final UPWP showing analysis and disposition of public comments. Examples of public comment/participation opportunities

include Lycoming County Commissioner meetings, Lycoming County Planning Commission meetings, social media notices, WATS MPO meetings, accessing the draft UPWP from the [WATS MPO website](#), accessing the draft UPWP print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly.

Long Range Transportation Plan (LRTP)

The Long Range Transportation Plan delineates how the available and projected transportation funds will be spent in Lycoming County over a 20-year period. A staged transportation project listing is included along with estimated costs, funding sources and timeframes to undertake each project phase. The plan is fiscally constrained in that project costs do not exceed present and future funding levels reasonably expected to be received during the plan's timeframe. The plan addresses federal requirements to adjust project cost estimates to reflect the Year of Expenditure inflation factors in accordance with PennDOT issued guidance. The Long Range Transportation Plan also outlines the MPO's "vision" of the future transportation system; describes all existing modes of transportation such as highways, bridges, public transit, air service, rail service and bicycle and pedestrian facilities; addresses federal planning factors, and provides public policy statements by transportation mode.

The LRTP also includes a full treatment of how WATS will study and address environmental justice concerns within the transportation planning and programming process. Because the 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. WATS MPO conducts environmental justice benefits and burdens analysis as needed. The outcome of this analysis is used to inform the Public Participation process for the WATS MPO.

The LRTP is updated every 5 years. As LRTP updates and the EJ benefits and burdens analyses are performed the WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process and seek public input early and often during LRTP development. This includes multiple opportunities for public comment/participation during the 45-day public comment period. A Summary of Public Comments will be included in the final LRTP showing analysis and disposition of public comments. Examples of public comment/participation opportunities include Lycoming County Commissioner meetings, Lycoming County Planning Commission meetings, social media notices, WATS MPO meetings, accessing the draft LRTP from the [WATS MPO website](#), accessing the draft LRTP print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly. The next plan update is scheduled by the WATS MPO for adoption by December 31, 2023 (plan development will begin in 2022).

2018-2038 WATS Long Range Plan Development Public Meeting Schedule

This section outlines the 2018-2038 LRTP development and public meeting schedule. There were 15 publicly advertised meetings held or arranged by WATS during the development of this WATS Long Range Transportation Plan Update as follows:

<i>Public Meeting</i>	<i>Date/Time</i>	<i>Place</i>	<i>Topics Discussed</i>
WATS Technical Committee	9/11/17 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Plan Update Kickoff
WATS Coordinating Committee	9/25/17 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 2
WATS Technical Committee	12/4/17 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Opportunity for Public Input
WATS Coordinating Committee	12/18/17 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Opportunity for Public Input
WATS Technical Committee	1/29/18 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 3
WATS Coordinating Committee	2/1/18 12:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 3
WATS Technical Committee	4/16/18 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 1
WATS Coordinating Committee	4/30/18 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 1
WATS Technical Committee	6/1/18 12:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 4
WATS Coordinating Committee	6/18/18 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 4
Lycoming County Board of Commissioners	11/1/2018 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Opportunity for Public Input / Presentation of Draft Plan
Lycoming County Planning Commission (Canceled due to weather)	11/15/2018 6:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Opportunity for Public Input / Presentation of Draft Plan
WATS Technical Committee	12/3/18 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Opportunity for Public Input / Presentation of Draft Plan
WATS Coordinating Committee	12/17/18 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Summary of Public Comment / Plan Adoption
Lycoming County Planning Commission	12/20/2018 6:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Rescheduled Presentation of Adopted Plan

The WATS Technical Committee served as the overall WATS Long Range Transportation Plan development steering committee. In addition to the above noted public meeting schedule, an Agency Coordination Meeting, (ACM) consultation was held with ACM participation environmental agencies on **August 22, 2018** fulfilling the federal environmental consultation public involvement requirements. For this draft of the Long Range Transportation Plan, WATS, following the ACM presentation, which began on October 18, 2018 and concluded on December 7, 2018, advertised the federally required 45-day public comment period. A significant snowstorm, which occurred on the day of the second of two public hearings (11/15/18), forced the rescheduling/re-advertising of the hearing for the December 3, 2018 WATS Technical Committee meeting. In doing so, the public comment period was extended for an additional week to December 7, 2018.

All public comments were summarized and addressed prior to the WATS MPO plan adoption date on **December 17, 2018**. The next Long Range Plan Update adoption is scheduled for December 31, 2023.

Transportation Improvement Plan (TIP)

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 WATS MPO develops the TIP cooperatively between PennDOT, the Lycoming County PCD and RVT for review and approval every two years. Again, an extensive MPO public involvement process is employed during development of the TIP. Projects are identified from the WATS Long Range Transportation Plan consistent with financial guidance provided by PennDOT, as the TIP must also be fiscally constrained. Upon approval by the WATS MPO, the TIP is forwarded to PennDOT 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.

Because the 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. The WATS MPO TIP includes a full treatment of how WATS will study and address environmental justice concerns within the transportation planning and programming process. WATS MPO conducts environmental justice benefits and burdens analysis as needed. The outcome of this analysis is used to inform the Public Participation process for the WATS MPO.

The TIP is updated every 2 years. As TIP updates and the EJ benefits and burdens analyses are performed the WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and seek public input early and often during TIP development. This includes multiple opportunities for public comment/participation during the 30-day public comment period. In addition, the WATS MPO coordinates with tribal nations that once had a presence in Lycoming County for review of the TIP as part of the 30-day public comment period. A Summary of Public Comments will be included in the final TIP showing analysis and disposition of public comments

Examples of public comment/participation opportunities include Lycoming County Commissioner meetings, Lycoming County Planning Commission meetings, social media notices, WATS MPO meetings, accessing the draft TIP from the [WATS MPO website](#), accessing the draft TIP print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly.

Public Participation Plan (PPP)

The WATS MPO conducts updates to the Public Participation Plan as needed. As part of the update process the WATS MPO reviews the Environmental Justice Analysis of Benefits and Burdens, the Title VI Policy and Procedures, and the Limited English Proficiency Plan and makes changes as needed using the most current U.S. Census and other data. During the update process the WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making

process, and seek public input early and often during PPP development. This includes multiple opportunities for public comment /participation during the 45-day public comment period. A Summary of Public Comments will be included in the final PPP showing analysis and disposition of public comments. Examples of public comment/participation opportunities include WATS MPO meetings, social media notices, accessing the draft PPP from the [WATS MPO website](#), accessing the draft PPP print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly with any comments.

Title VI Policy and Procedures

The Title VI Policies and Procedures are included in the PPP and are updated, as needed, during the Public Participation Plan update. During this review, the WATS MPO utilizes the most current U.S. Census and other data.

By way of incorporating the Title VI Policy and Procedures into the PPP during the update process, the WATS MPO ensures the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes multiple opportunities for public comment /participation during the 45-day public comment period. Examples of public comment/participation opportunities include WATS MPO meetings, social media notices, targeted public outreach events, accessing the draft PPP from the [WATS MPO website](#), accessing the draft PPP print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly with any comments.

Limited English Proficiency Plan (LEP Plan)

Because the WATS MPO utilizes federal funds to plan and implement transportation projects, the MPO is responsible for improving meaningful access to the MPO programs, activities, and opportunities for public participation to persons with Limited English Proficiency. The LEP Plan is included in the PPP and is updated, as needed, during the Public Participation Plan update.

By way of incorporating the Limited English Proficiency Plan into the PPP during the update process, the WATS MPO ensures the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes multiple opportunities for public comment /participation during the 45-day public comment period. Examples of public comment/participation opportunities include WATS MPO meetings, social media notices, targeted public outreach events, by posting the draft PPP on the [WATS MPO website](#), accessing the draft PPP print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly with any comments.

Coordinated Public Transit 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. The WATS MPO collaborates with the Susquehanna Economic Development Association (SEDA) Council of Governments (COG) for the Coordinated Public Transit Plan. 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.

Updates to the Coordinated Public Transit Plan are performed as needed. As updates occur, the WATS MPO and SEDA COG will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process by providing opportunities for public comment/participation throughout the development process. Examples of public comment/participation opportunities include SEDA-COG meetings, WATS MPO meetings, social media notices, targeted public outreach events (Listening Sessions, etc.), accessing the draft Coordinated Public Transit Plan from the [WATS MPO website](#) and the [SEDA-COG website](#), accessing the draft Coordinated Public Transit Plan print copies available at the WATS MPO office and SEDA-COG office, and by contacting the WATS MPO staff members directly with any comments. On November 18 2019, the WATS MPO adopted the 2019 update to the joint Coordinated Public Transit-Human Services Transportation Plan.

Local Technical Assistance Program (LTAP) Annual Report

The WATS MPO has collaborated with PennDOT since 2005 to assist in delivery of the LTAP program. The contracting mechanism for the 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.

The WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes opportunities for public comment. Examples of public comment opportunities include the ability for the public to comment/ask questions regarding the report by presenting the LTAP Annual Report at WATS MPO meetings, posting the Annual Report on the [WATS MPO LTAP website](#), accessing the Annual Report print copies available at the WATS MPO office, or by contacting MPO staff members directly with any comments.

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 within 90-days of the end of the Federal Fiscal Year and is made available to the public.

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.

The WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes opportunities for public comment. Examples of public comment opportunities include the ability for the public to comment/ask questions regarding the report by presenting the Annual List at WATS MPO meetings, posting the Annual List on the [WATS MPO website](#), accessing the Annual List print copies available at the WATS MPO office, or by contacting MPO staff members directly with any comments.

WATS MPO Annual Report

Each year in the spring, the WATS MPO produces an annual report of activity in the previous calendar year. The annual report includes involvement in major projects, milestones reached in major planning deliverables, any staffing changes, and financial information related to the work program. Also included are summaries of status, trends, and progress related to performance measures on the WATS MPO transportation system.

The WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes opportunities for public comment. Examples of public comment opportunities include the ability for the public to comment/ask questions regarding the annual report by presenting the WATS MPO Annual Report at WATS MPO meetings, posting the Annual Report on the [WATS MPO website](#), accessing the Annual Report print copies available at the WATS MPO office, or by contacting MPO staff members directly with any comments.

Chapter 4 – Compliance with State and Federal Requirements

WATS Public Outreach Techniques

The Lycoming County Planning Commission utilizes a variety of public outreach techniques to encourage public participation in the development of WATS programs, including the Long Range Transportation Plan and Transportation Improvement Program, and other products previously stated. These outreach techniques are summarized below.

Public Participation Element	Outreach Technique
WATS Documents Availability	LCPC Office, Interested Party mailings, WATS MPO website
Comment Opportunities	Public meetings, written comments (email or hardcopy)
Public Meeting	Hold minimum of 1 public meeting during public comment period and 1 public meeting at plan adoption stage
Public Comment Period Notice	Publish legal notice at least 30 calendar days prior to TIP public comment period ending and 45 calendar days for Long Range Transportation Plan ending (appearing in the Williamsport Sun Gazette minimum of 3 times)
Public Meeting Notice	Publish legal notice at least 7 calendar days prior to public meeting (appearing in Williamsport Sun Gazette)
Public Comment Summary	Prepare a summary of comments received (during public comment period) and incorporate public comments into products.
Visualization Techniques	Where appropriate, make use of Geographic Information System (GIS) to develop maps, charts, figures, presentations, public displays, and annual reports for outreach
Social Media	Public announcements and updates on major activities will be posted to WATS MPO Facebook, YouTube, Linked In, Twitter, and Instagram accounts. The WATS MPO utilizes the Facebook, Twitter, and Instagram accounts to profile local transportation projects and updates on ongoing projects, inform public of WATS MPO Technical and Coordinating Committee meeting dates/times/locations, and inform the public of emergency alerts authored by PennDOT and other sources. The MPO utilizes the Linked In account to connect with potential engineering/contracting firms for projects.

WATS MPO General Public Participation Procedures

To ensure the full and fair public participation in the transportation decision-making process the WATS MPO implements the following general procedures for public comment/participation.

Public Meetings

- All WATS MPO meetings are publicly advertised in the Williamsport Sun Gazette at least 7 days prior to the meeting and are open to the public. Agendas for the meetings are available at the meetings, and are posted on the [WATS MPO website](#) prior to all meetings.
- Minutes of all WATS public meetings are prepared by LCPC staff and are posted on the [WATS MPO website](#), after WATS approval at their public meeting and copies are publicly available from the LCPC office upon request.
- All WATS public meetings are typically held at the Lycoming County Executive Plaza Building, 330 Pine St., Williamsport, PA 17701. In instances where the Executive Plaza Building is unavailable, the secondary meeting location is the Michael Ross Event Center in the Trade and Transit Centre II Building, located at 144 W 3rd. St. Williamsport, PA 17701. Both facilities are ADA compliant and accessible to public transportation provided by River Valley Transit, which operates a fully accessible fixed route transit fleet as well as ADA paratransit services subcontracted through a shared ride provider, STEP, Inc.

Unplanned/Short Notice Meeting Procedure

To ensure the full and fair public participation in the transportation decision-making process the WATS MPO implements the following procedure in the event of an unplanned or short notice meeting:

- In accordance with Section 3 of the WATS MPO Bylaws when formal actions need to be expedited without the opportunity to convene 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.
 -

Public Comment

- WATS MPO publishes a Public Comment Period Notice at least 30 calendar days prior to the TIP public comment period ending and 45 calendar days prior to the Long Range Transportation Plan ending (the notices appear in the Williamsport Sun Gazette a minimum of 3 times). All public comment period notices are posted on the [WATS MPO website](#), WATS MPO social media accounts, and along with a draft of the product for review
- WATS MPO will hold a minimum of one public meeting during the public comment period and one public meeting at the plan adoption stage.
- The WATS MPO accepts public comment on draft products at Lycoming County Commissioner meetings, Lycoming County Planning Commission meetings, social media notices, WATS MPO meetings, accessing the draft product from the [WATS MPO website](#), accessing the draft print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly.
- After the public comment period has ended, the WATS MPO staff will prepare a summary of all comments received, how those comments were addressed, and incorporate the public comments into products.

Outreach and Visualization Techniques

- The WATS MPO, where appropriate, makes use of Geographic Information System (GIS) to develop maps, charts, figures, presentations, public displays, and annual reports for outreach.
- The WATS MPO posts public announcements to profile local transportation projects, updates to ongoing projects, inform the public of MPO Technical and Coordinating Committee meetings, dates, times, locations, public comment period notices, and updates on other major activities to the [WATS MPO website](#), and the MPO Facebook, Twitter, and Instagram accounts.
- The WATS MPO utilizes targeted public outreach events/activities as needed when for projects/products
- All public information requests for WATS MPO produced documents are handled directly either by the Lycoming County Planning Department Staff or by the Lycoming County Director of Administration, who is the Lycoming County Right to Know Public Information Officer. All requests are handled in a manner that complies with state law.

Public Participation Plan Requirements

Compliance with PA Sunshine Law

In order to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process and comply with the [Commonwealth of Pennsylvania Sunshine Law](#), the WATS MPO utilizes the [general procedures](#) previously outlined. Whereby all WATS MPO public meetings are publicly advertised in the Williamsport Sun Gazette at least 7 days prior to the meeting and are open to the general public, agendas for the meetings are available at the meeting and are posted on the [WATS MPO website](#) prior to all meetings. Public information requests for WATS produced

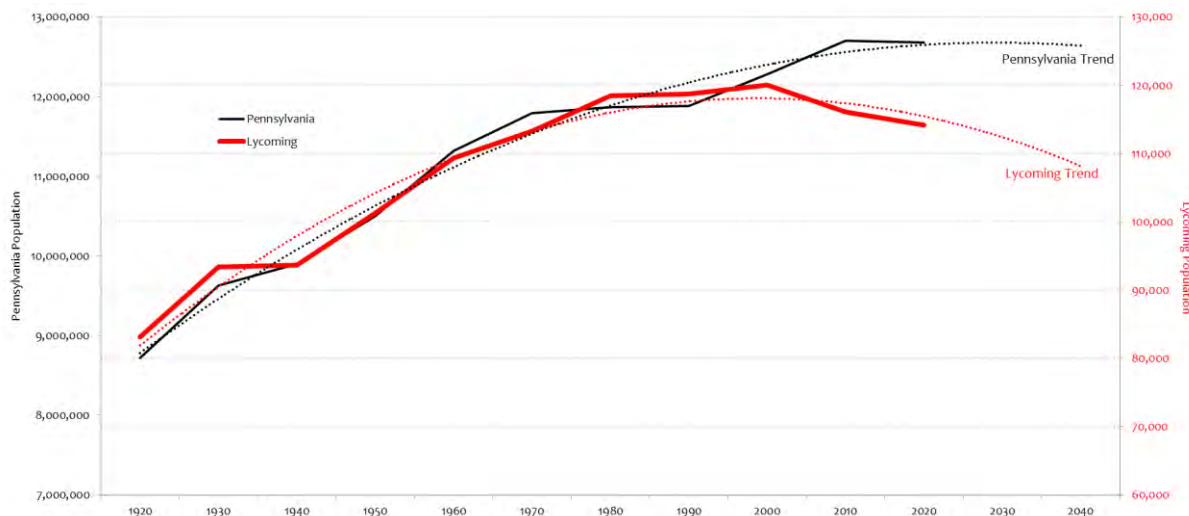
documents are handled directly either by the Lycoming County Planning Department Staff or by the Lycoming County Director of Administration, who is the Lycoming County Right to Know Public Information Officer. All requests are handled in a manner that complies with state law. Minutes of all WATS public meetings are prepared by LCPC staff and are posted on the [WATS MPO website](#), after WATS approval at their public meeting and copies are publicly available from the LCPC office upon request.

Compliance with Federal Government Requirements

The WATS MPO initially developed a Public Participation Plan in 1994 with subsequent plan updates since that time to ensure compliance with [Federal Public Participation Requirements](#) and to respond to changing demographics and emerging new technologies that have become available to the WATS MPO to improve public outreach techniques. The WATS MPO Public Participation Plan update provides a demographic overview of Lycoming County based on U.S. Bureau of Census American Community Survey information.

Population Trends

According to the U.S. Bureau of Census American Community Survey Population Estimate figures, there is an estimate of 115,398 persons residing in Lycoming County. Up to and including the 2000 Census, the population of Lycoming County was steadily growing. From 1970 to 2000, Lycoming County's population grew by 6,748 persons (a 6% overall gain) which was higher than Pennsylvania's overall population growth at 4.1%. However, based on the 2010 Census count of population and annual American Community Survey (ACS) estimates for the county's population, the population of Lycoming County peaked sometime in the late 1990s and has begun to decline. Projecting the 100-year population trend forward for Lycoming County suggests that within the 20-year planning horizon of this long-range plan the population of Lycoming County will be at a similar level to what it was in the late 1960s.



Population change trends for Lycoming County and Pennsylvania

Similar to statewide trends, Lycoming County population has been shifting outward from the City and Boroughs (incorporated municipalities) into the suburban and rural Townships. Municipalities that have seen population growth are mostly rural Townships located generally along the I-180 corridor between Williamsport and the Borough of Muncy. Within this general area of the county, the Townships of Wolf, Mill Creek, Fairfield and Penn each realized population growth over 5%. Muncy Township and Loyalsock Township each grew by 3% and 1.5% respectively. Meanwhile, the incorporated municipalities within this same area saw large population declines:

Picture Rocks: -2%

Montoursville: -3.4%

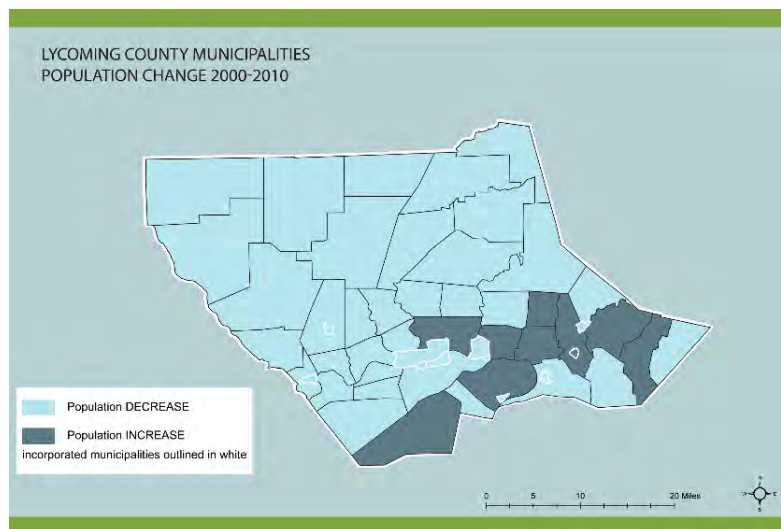
Hughesville: -4%

Williamsport: -4.3%

Muncy: -7%

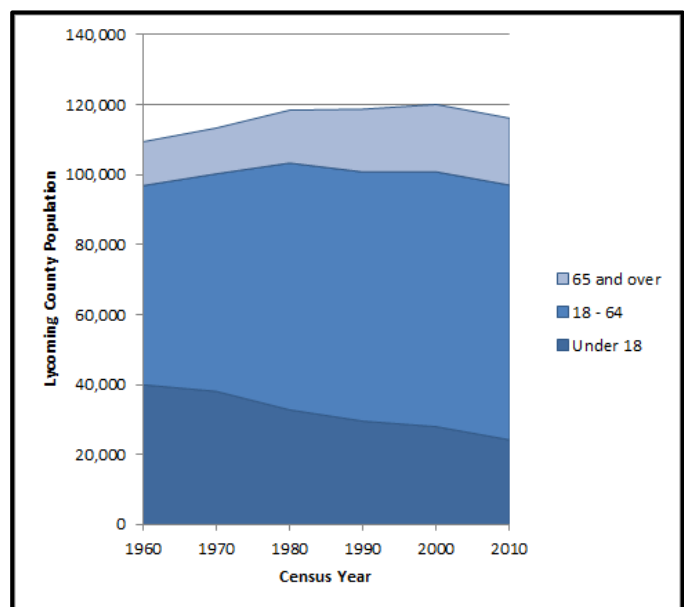
Collectively, these 5 municipalities lost 1,780 people between the 2000 and 2010 census, 1.5% of the total county population in 2000.

Meanwhile, even larger percentage decreases in population occurred in the central and northern parts of the county. The Townships of Old Lycoming, Pine, Plunketts Creek, Gamble, Lewis, Brown, McNett and Cummings each saw population decrease by over 10% from the 2000 to the 2010 census.



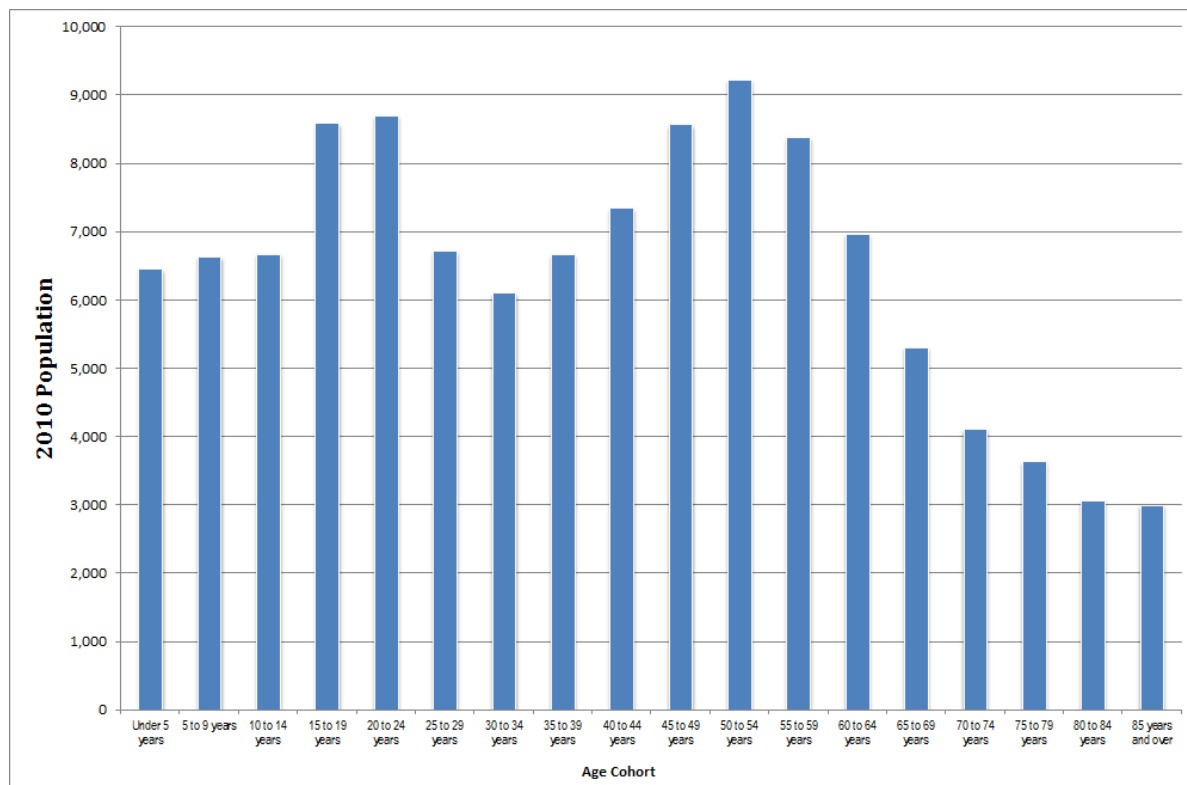
Population by Age Group

The population of Lycoming County is also becoming older on average. However, the largest driver of this trend is not an increase of people over the age of 65 but instead a diminishing proportion of the population under the age of 18. The youth population of the county has seen a steady linear decrease over the 50 year period from 1960-2010. From 1960 to 2010, the proportion of the population in Lycoming County under the age of 18 decreased from 37% to 21%. This was a numerical decrease of nearly 16,000 from a high of nearly 40,000 in 1960 to just 24,000 in 2010. Meanwhile, the proportion of the population aged 65 or over has increased from 11% to 16%. This was a



numerical increase of less than 7,000 from about 12,500 in 1960 to just over 19,000 in 2010.

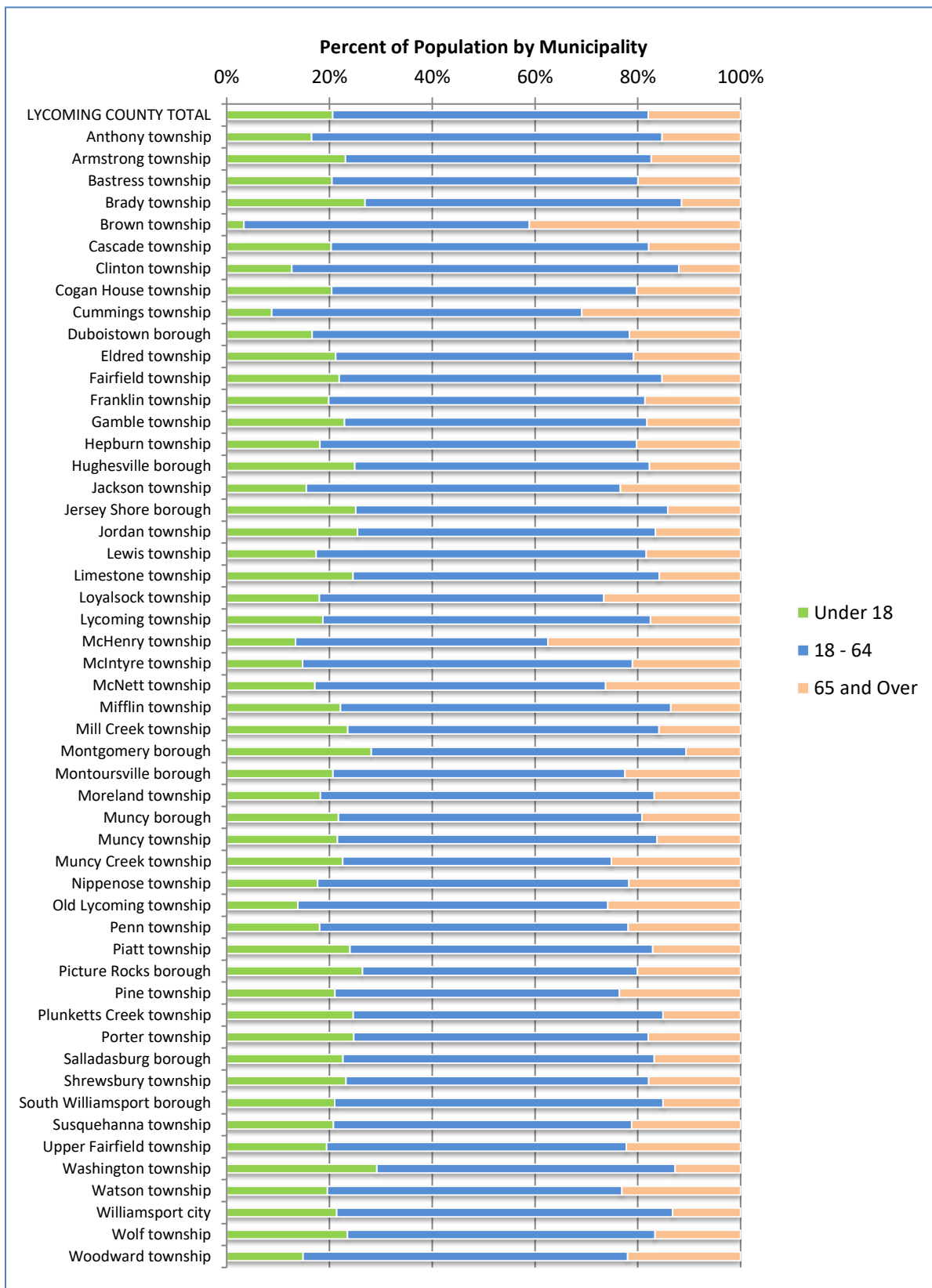
Looking at the breakdown of the population in 2010 based on age reveals another trend greatly influencing the current population composition and future demographics of Lycoming County. Currently, the largest age cohort in Lycoming County is individuals aged 50-54.



In addition, individuals aged 45-49 and aged 55-59 make up a large proportion of the population. Our large (2,211 in the 2010 census) college student population buoys the numbers of those aged 15-24 in the county. Over the lifespan of this plan, with a 20-year planning horizon, the largest age group within the county (those aged 45-59 in 2010, 22% of the total population) will enter their retirement years and then begin to decline in numbers due to mortality. Without an influx of population from outside of the county or a drastic increase in birth rates, Lycoming County is likely to see a dramatic decline in population between the years 2018 and 2038.

The chart below shows the percent of population by age group breakdown for the Lycoming County total and per municipality for the *under 18*, *18-64*, and *65 and over* age groups.

Williamsport Area Transportation Study Metropolitan Planning Organization Public Participation Plan



In terms of a future countywide total population forecast, the Lycoming County Comprehensive Plan Update anticipates total population to decrease to 112,000 persons by 2020 with a further decrease to 106,000 persons by 2030, which is the new County Comprehensive Plan Update horizon year. A hypothesized reason for this decrease is attributed to “brain drain” trends where younger people going to colleges and universities elsewhere do not return to Lycoming County for employment once students graduate.

Environmental Justice Plan

Identification of Environmental Justice Populations

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.” Because the WATS MPO is responsible for allocating federal funds, the MPO is required to consider Environmental Justice (EJ). 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 and low-income populations.

The WATS MPO meets these requirements by providing data and mapping of Lycoming County environmental justice population areas utilizing U.S Bureau of Census information, along with analysis of proposed transportation project impacts related to environmental justice populations in the LRTP. The WATS MPO uses the FHWA and FTA joint guidance issued to the MPOs and RPOs of Pennsylvania, when performing equity analysis by incorporating the following “core elements”:

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

Identification of traditionally underserved and underrepresented populations

Executive Order 12898 specifies that *minority* and *low-income* populations must be considered in Environmental Justice analysis and these populations were identified using data from the U.S. Bureau of Census 2010 Decennial Census and the American Community Survey, (ACS). The following definitions are used for the purposes of this analysis:

- Minority: Individuals who are:
 - Black or African American,
 - Hispanic or Latino,
 - Asian American,
 - American Indian/ Native American or Alaskan Native
 - Native Hawaiian and Other Pacific Islander
 - Two or more races
- Low-income: Person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.

A complete list of definitions for these categories is found in [Appendix E Glossary](#) at the end of this document.

To ensure the full and fair participation by all potentially affected communities in the transportation decision making process, the WATS MPO, as part of the preliminary design phase of proposed projects, coordinates with PennDOT and consultant teams to avoid, minimize, and mitigate adverse impacts environmental justice populations. These efforts are documented in the environmental clearance documents for each project.

For other transportation projects, which are advancing from the WATS Long Range Transportation Plan for programming on the WATS Transportation Improvement Program preliminary design phase, WATS will work with PennDOT and other project sponsors to identify the environmental justice populations and evaluate direct and indirect impacts of the projects on these populations. For projects that have advanced beyond preliminary design phase, WATS, PennDOT and other project sponsors will work to avoid, minimize and mitigate adverse impacts to environmental justice populations. Again, these efforts are documented in the appropriate environmental clearance documents for the projects.

In terms of transit, it should be recognized that WATS, River Valley Transit and STEP, Inc. actively solicit input from environmental justice populations through the WATS Transit Advisory Committee that includes numerous social service organizations providing programs and services supporting the transportation needs of such populations. RVT and STEP continually attempt to improve public transit service to key growth areas, which include subject populations.

On November 18, 2019, the WATS MPO adopted an update to its Coordinated Public Transit-Human Services Transportation Plan in conjunction with the SEDA-COG MPO. This plan helps guide the distribution of federal funds from certain transit programs that serve low-income, minority, persons with disabilities, and the elderly population. A large number of stakeholders provided input about this Coordinated Plan, including many stakeholders that directly or indirectly represent environmental justice populations of concern.

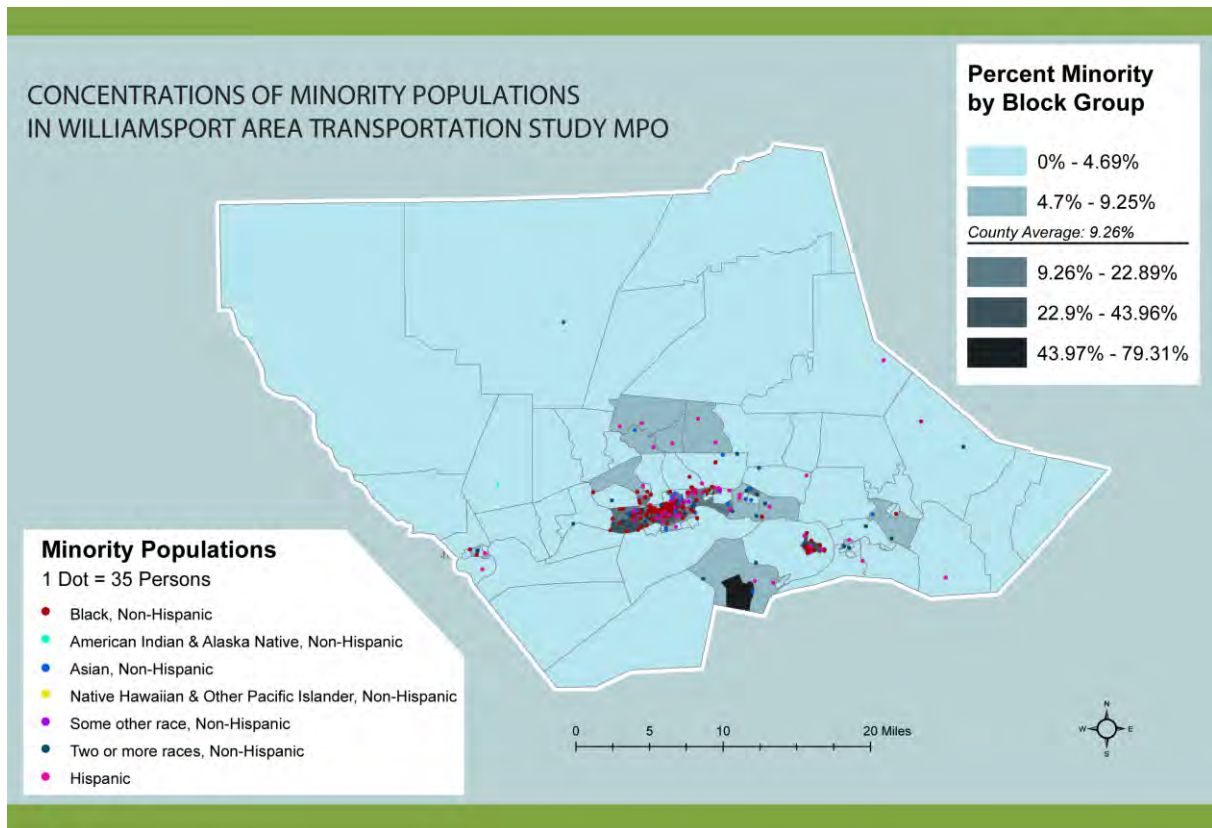
Identification of Minority Populations

According to the ACS, there are 10,686 persons in Lycoming County for whom minority status has been determined. This represents 9.26% of the Lycoming County total population (2013-2017 ACS Demographic Indicator data). The US. Bureau of Census 2017 American Community Survey Population Estimates information on minority composition is provided on the following table (*It should be noted that Hispanic or Latino is an ethnicity, not a racial category contained in Census data since persons of Hispanic origin can be of any race*):

RACE	2017 POPULATION	PERCENT SHARE
White	106,211	92.0%
Black or African American	5,711	4.9%
American Indian and Alaska Native	173	0.2%
Asian	704	0.6%
Native Hawaiian and other Pacific Islander	12	0.0%
Some other Race	523	0.5%
Two or More Races	2,062	1.8%
Totals	115,398	100.0%

There are 2,204 persons of Hispanic or Latino minority ethnicity, which represent 1.9% of Lycoming County's population according to the 2017 American Community Survey Population Estimates data, which is considerably lower than the Statewide 6.8% Hispanic, or Latino minority population figure. As shown in the above statistics, the County's population racial composition is predominantly white, however 8.0% of the population is non-white, which is substantially lower than the 18.2 % statewide non-white population figure ([2013-2017 ACS Demographic Characteristics](#)).

The following map illustrates the minority population in Lycoming County by Census Block Group. It is noteworthy that minority populations in Lycoming County are not geographically distributed evenly and they are primarily concentrated in the Williamsport Urbanized Area.

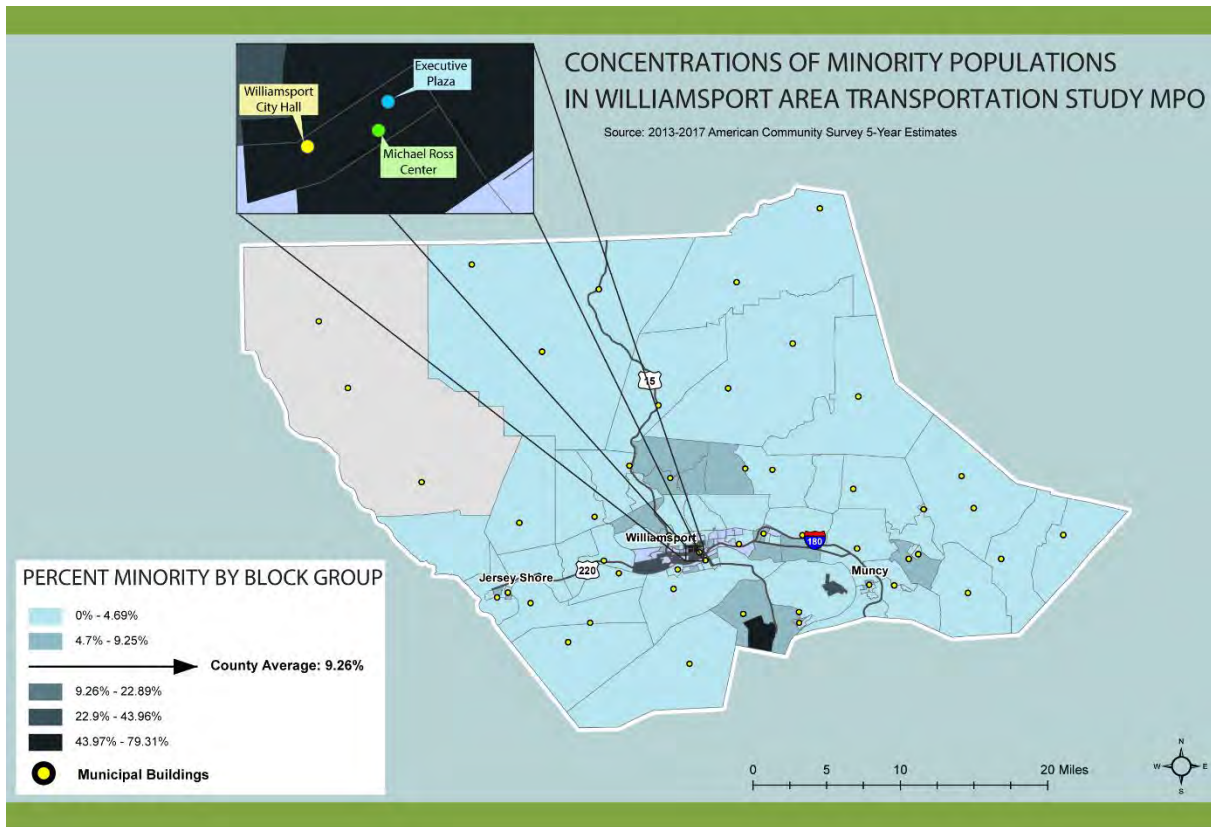


Disparities in Minority Populations Public Participation Process

During this Public Participation Plan update, the WATS MPO has not discovered any disparities for minority populations in the public participation process. However, the WATS MPO recognizes the need to continuously enhance public participation efforts. A more detailed description of future public participation efforts is found in the [Future Public Participation Plan Efforts and Evaluation Procedures](#) section. The WATS MPO will address any minority population special accommodation needs for public participation as requested and during product development.

Minority Populations Public Participation Techniques/Procedures

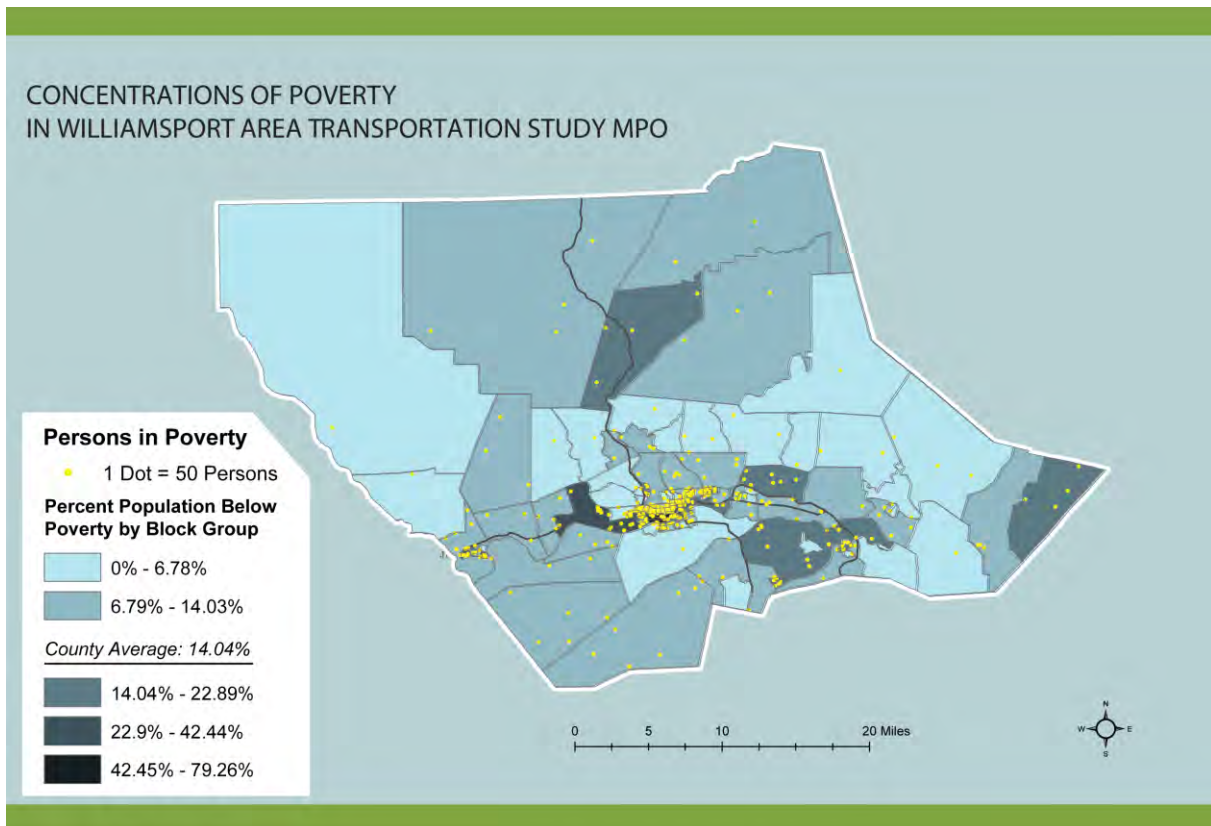
To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the WATS MPO utilizes the public participation techniques and procedures outlined in the [WATS MPO General Public Participation Procedures](#). The WATS MPO meetings are typically held in Lycoming County Executive Plaza (see inset map below). In an effort to provide more opportunities for minority populations to participate in transportation decision-making processes, the WATS MPO may utilize other locations throughout the County such as the Michael Ross Event Center in Trade & Transit II and municipal offices. Furthermore, as projects are developed, additional public meeting locations may be utilized such as civic centers, non-profit centers, or religious facilities in order to increase access for the County's minority populations.



Identification of Low-income Population

- ❖ There are 109,487 persons in Lycoming County for whom low-income status can be determined. Of this number, 15,375 persons (14.0%) were determined to be falling below the poverty level, which is slightly higher than the Pennsylvania 12.5% poverty level figure ([2013-2017 ACS Poverty Status](#) and [Census Poverty data](#)).

The following map illustrates the low-income population in Lycoming County by Census Block Group. The low-income population in Lycoming County are not geographically distributed evenly. The largest portion of low-income population are primarily concentrated in the Williamsport Urbanized Area.

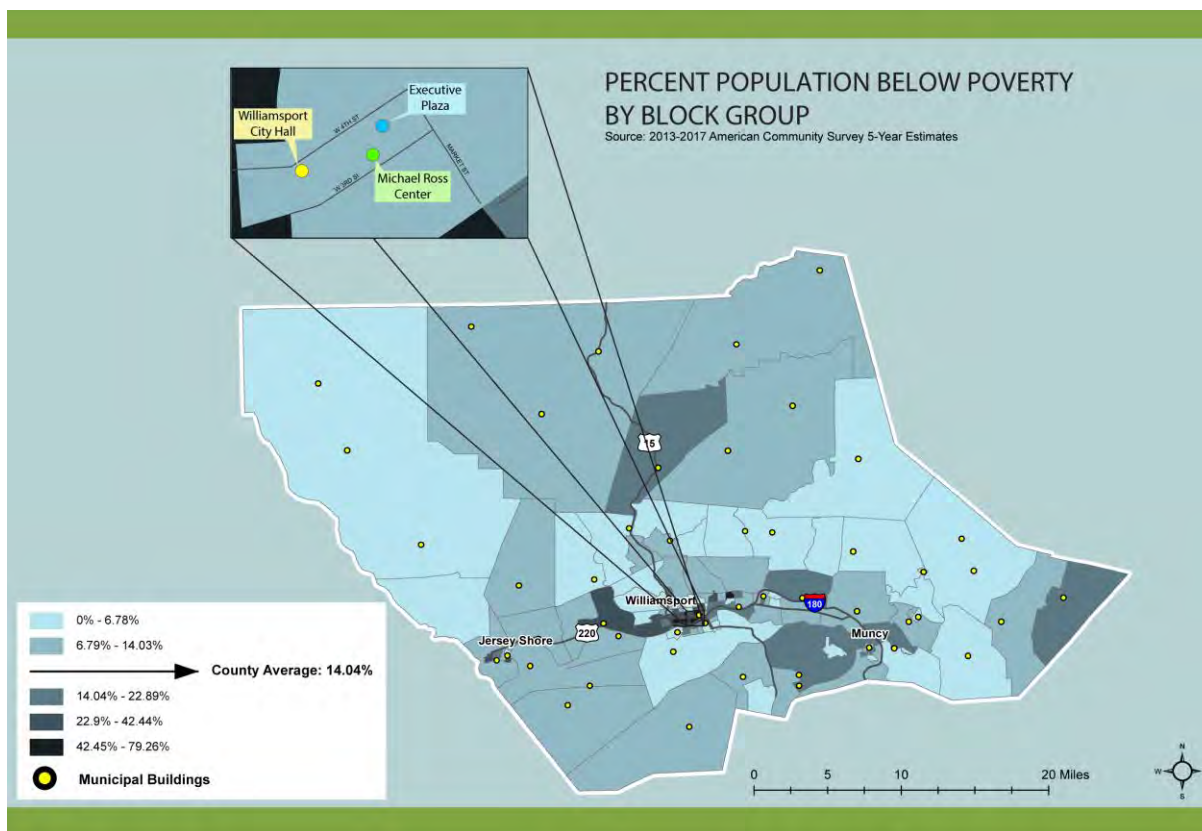


Disparities in Low-Income Population Public Participation Process

During this Public Participation Plan update, the WATS MPO has not discovered any disparities for low-income populations in the public participation process. However, the WATS MPO recognizes the need to continuously enhance public participation efforts. A more detailed description of future public participation efforts is found in the [Future Public Participation Plan Efforts and Evaluation Procedures](#) section. The WATS MPO will address any low-income population special accommodation needs for public participation as requested and during product development.

Low-Income Population Public Participation Techniques/Procedures

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the WATS MPO utilizes the public participation techniques and procedures outlined in the [WATS MPO General Public Participation Procedures](#). The WATS MPO meetings are typically held in Lycoming County Executive Plaza (see inset map below). In an effort to provide more opportunities for low-income populations to participate in transportation decision-making processes, the WATS MPO may utilize other locations throughout the County such as the Michael Ross Event Center in Trade & Transit II and municipal offices. Furthermore, as projects are developed, additional public meeting locations may be utilized such as civic centers, non-profit centers, or religious facilities in order to increase access for the County's low-income populations.



Environmental Justice Analysis

The WATS MPO will continue its targeted outreach efforts to ensure many opportunities for the full and fair participation by all potentially affected communities in the transportation decision-making process. The WATS MPO will seek input from environmental justice populations on all WATS proposed projects, especially regarding those projects situated within environmental justice population centers, which are primarily concentrated within the Williamsport Urbanized Area. The MPO will also continue to refine the locations of populations of concern (as additional ACS and Census information becomes available), to expand methods of analysis for determining benefits and burdens, and to implement techniques for informing and gathering public input from all citizens about future transportation projects.

Title VI Plan

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the WATS MPO is fully committed to ensuring compliance with [Title VI of the Civil Rights Act](#). As such, the WATS MPO does not discriminate on the grounds of race, color, or national origin in its programs or activities. Furthermore, the WATS MPO will not, directly or through contractual arrangements:

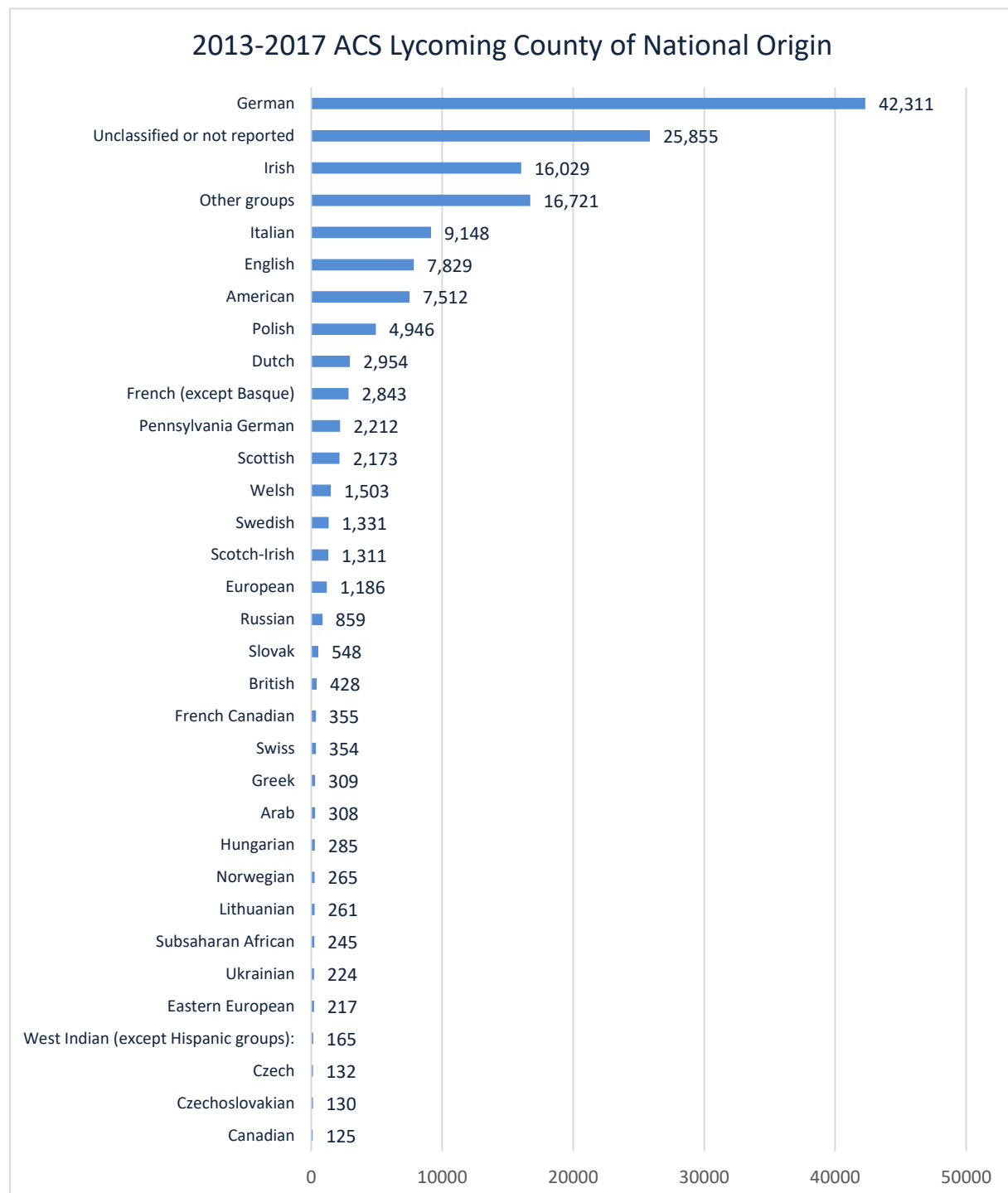
- Engage in intentional discrimination because of race, color, or national origin;

- Use criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin; or,
- Intimidate, threaten, coerce, or discriminate against any individual in retaliation for exercising a right or privilege.
- WATS MPO will include language in its public notices and advertisements relating to nondiscrimination and avenues of redress if an individual feels they have been discriminated against. All public meeting notices and advertisements shall state the following, ***“Under Title VI of the Civil Rights Act of 1964. If you feel you have been denied participation in, denied benefits of, been subject to discrimination in regard to this project development, or otherwise discriminated against because of race, ethnic or socioeconomic status you may contact John Lavelle, Transportation Supervisor, WATS MPO.”***

Identification of Title VI Populations

National Origin

The graph below shows the Lycoming County national origin breakdown for those who reported

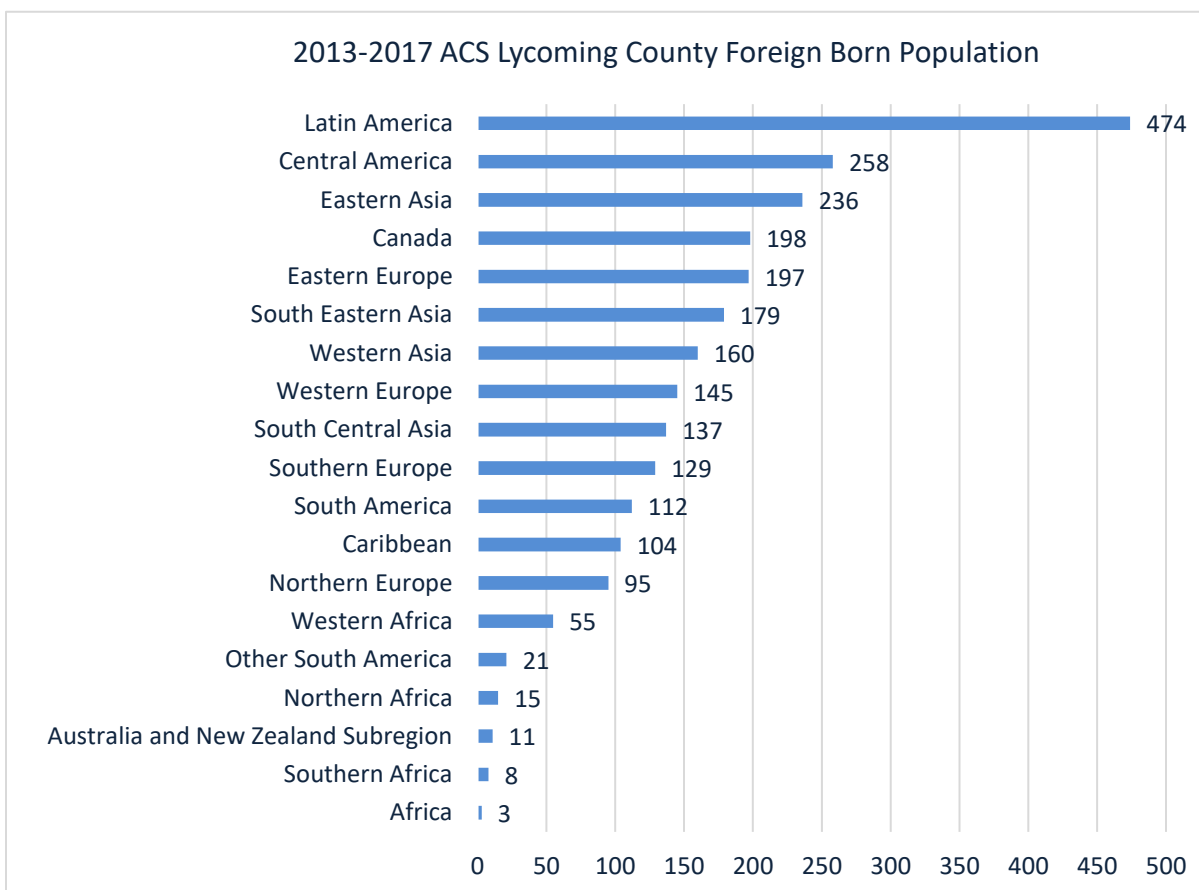


Due to 25,855 persons either not reporting ancestry or being labeled as unclassified, the US. Bureau of Census 2017 American Community Survey Population Estimates were only able to determine ancestry information for 89,543 persons in Lycoming County. From

those identified, German ranks as the highest ancestry in Lycoming County with 42,311 persons of German ancestry.

Foreign Born Population

The graph below shows US. Bureau of Census 2017 American Community Survey Population Estimates for Lycoming County. Latin America is the highest foreign-born place of birth in Lycoming County with 474 persons being born in Latin America.



Disparities in Title VI Populations Public Participation Process

During this Public Participation Plan update, the WATS MPO has not discovered any disparities for Title VI populations in the public participation process. However, the WATS MPO recognizes the need to continuously enhance public participation efforts. A more detailed description of future public participation efforts is found in the [Future Public Participation Plan Efforts and Evaluation Procedures](#) section. The WATS MPO will address any Title VI population special accommodation needs for public participation as requested and during product development.

Title VI Populations Public Participation Techniques/Procedures

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the WATS MPO utilizes the public participation techniques and procedures outlined in the [WATS MPO General Public Participation Procedures](#). The WATS MPO meetings are typically held in Lycoming County Executive Plaza (see inset map below). In an effort to provide more opportunities for Title VI populations to participate in transportation decision-making processes, the WATS MPO may utilize other locations throughout the County such as the Michael Ross Event Center in Trade & Transit II and municipal offices. Furthermore, as projects are developed, additional public meeting locations may be utilized such as civic centers, non-profit centers, or religious facilities in order to increase access for the County's Title VI populations.

WATS MPO Title VI Complaint Procedure

All complaints that allege exclusion from participation in, denial of benefits, or discrimination on the grounds of race, color, national origin from a program, service, or activity administered by the WATS MPO shall be forwarded to the WATS MPO Title VI Coordinator for intake and disposition. These complaints will be reviewed and acted upon consistent with the WATS MPO Title VI complaint procedure, which was adopted at the WATS MPO July 23, 2012 public meeting. Any Title VI Complaints should be directed to:

John Lavelle
Transportation Supervisor
Lycoming County Planning & Community Development
48 West Third Street
Williamsport, PA 17701
Phone: (570) 320-2138
Email: jlavelle@lyco.org

An example of the *WATS MPO Title VI Complaint Form* can be found in [Appendix C WATS MPO Title VI Complaint Form](#) of the Public Participation Plan. All WATS public meeting notices indicate the procedures for filing a Title VI complaint. To date, the WATS MPO has not received any complaints under Title VI associated with development of this plan or other WATS MPO functions.

Americans with Disabilities Act Plan

The Americans with Disabilities Act of 1990 (ADA) “*prohibits discrimination on the basis of disability by public entities in services, programs, and activities. Public entities are required to make programs accessible to individuals with disabilities including conducting meetings and hearings in ADA-compliant buildings. Special accommodations must be provided to ensure communications are equally effective for persons with disabilities in order to participate in meetings, planning and programming activities.*” With advance notice, special provisions must be made to accommodate hearing-impaired or visually impaired participants.

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the WATS MPO is fully committed to ensuring compliance with the [Americans with Disabilities Act of 1990 \(ADA\)](#). The WATS MPO complies with Title II of the American with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973, and the Pennsylvania Human Relations Act of 199 by:

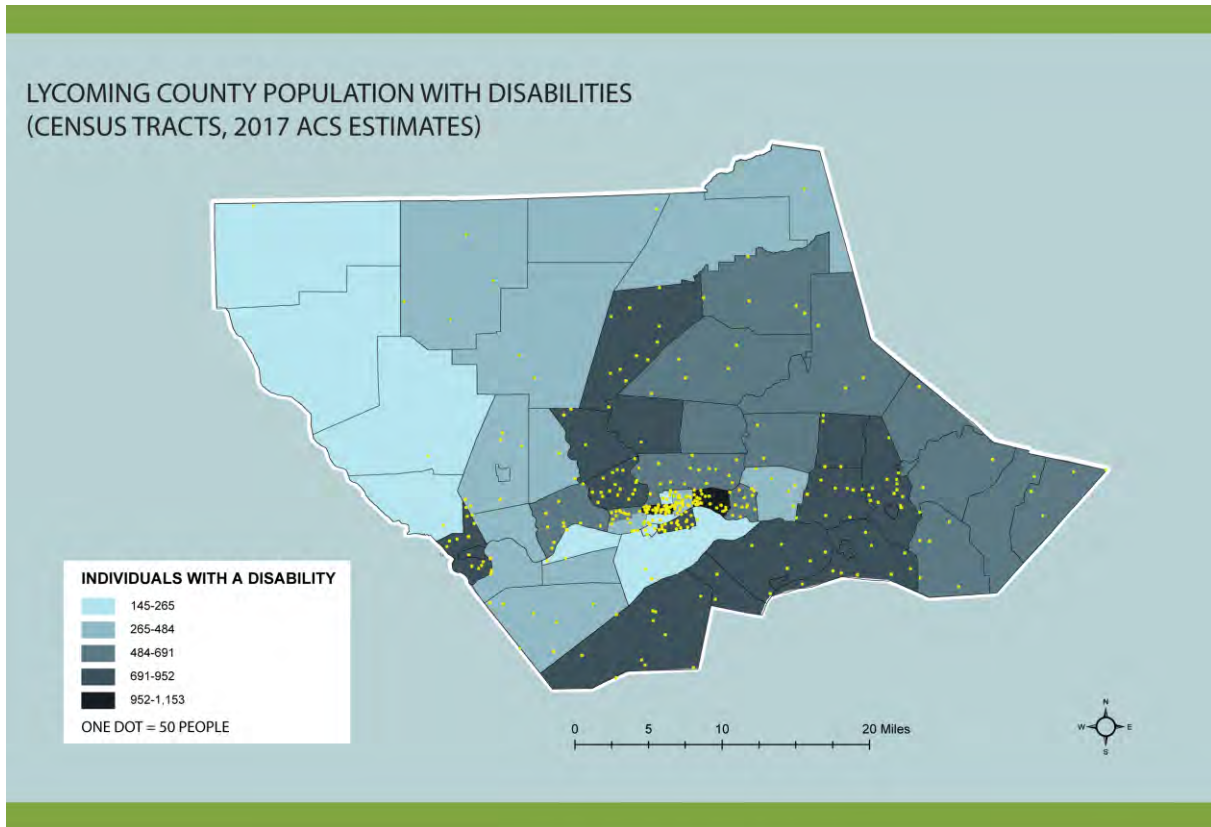
- WATS MPO Technical Committee and Coordinating Committee meetings are typically held at the Lycoming County Executive Plaza Building, 330 Pine St., Williamsport, PA 17701. In instances where the Executive Plaza Building is unavailable, the secondary meeting location is the Michael Ross Event Center in the Trade and Transit Centre II Building, located at 144 W 3rd. St. Williamsport, PA 17701. Both facilities are ADA compliant and accessible to public transportation provided by River Valley Transit, which operates a fully accessible fixed route transit fleet as well as ADA paratransit services subcontracted through a shared ride provider, STEP, Inc.
- All public notices published by WATS indicate that special ADA accommodations can be provided with advance notification to the Lycoming County Planning Commission. All public meeting notices and advertisements shall state the following, ***“If you require special assistance to attend or participate in this meeting or need additional information please contact the WATS MPO representative noted below, five days prior to the meeting event so that the special assistance can be accommodated.”***
- The WATS Transit Advisory Committee includes representation by community organizations that serve persons with disabilities, transit consumers, and public transportation providers.
- Identify alternative ADA compliant meeting sites, such as churches, schools, public libraries, and senior centers to reach traditionally underserved populations.

All public meetings associated with development of the 2018-2038 Long Range Transportation Plan were held at the ADA accessible Lycoming County Executive Plaza meeting location.

Identification of Disabled Population

In terms of the total Civilian Non-institutionalized population of Lycoming County, there are 112,226 persons residing in the County, where 17,314 persons (15.4%) have a physical or mental disability. The 65 years and over age group of this population grouping total 19,697 persons with 7,428 persons (37.7%) having a physical or mental disability. Lycoming County population disability percentages are slightly higher than the statewide disability percentages at 13.7% total disability and 34.3% over age 65 with disability figures ([2013-2017 ACS Social Characteristics data](#)). The map below shows the concentration of disability populations within the WATS MPO.

The following map illustrates the disabled populations in Lycoming County by Census Block Group. The disabled populations in Lycoming County are distributed fairly evenly throughout the County.



Disparities in Disabled Populations Public Participation Process

During this Public Participation Plan update, the WATS MPO has not discovered any disparities for the disabled populations in the public participation process. However, the WATS MPO recognizes the need to continuously enhance public participation efforts. A more detailed description of future public participation efforts is found in the [Future Public Participation Plan Efforts and Evaluation Procedures](#) section. The WATS MPO will address any disabled population special accommodation needs for public participation as requested and during product development.

Disabled Population Techniques/Procedures

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. The WATS MPO utilizes the public participation techniques and procedures outlined in the [WATS MPO General Public Participation Procedures](#). The WATS MPO meetings are typically held in Lycoming County Executive Plaza. In instances where the Executive Plaza Building is unavailable, the secondary meeting location is the Michael Ross Event Center in the Trade and Transit Centre II Building, located at 144 W 3rd. St. Williamsport, PA 17701. Both facilities are ADA

compliant and accessible to public transportation provided by River Valley Transit, which operates a fully accessible fixed route transit fleet as well as ADA paratransit services subcontracted through a shared ride provider, STEP, Inc.

In an effort to provide more opportunities for disabled populations to participate in transportation decision-making processes, the WATS MPO may utilize other locations throughout the County such as the Michael Ross Event Center in Trade & Transit II and municipal offices. Furthermore, as projects are developed, additional public meeting locations may be utilized such as civic centers, non-profit centers, or religious facilities in order to increase access for the County's disabled populations. The WATS MPO will not place a surcharge on an individual with a disability to cover the costs of providing auxiliary aids/services or reasonable modifications of policy.

Limited English Proficiency, (LEP) Plan

The WATS MPO is fully committed to ensuring compliance with [Executive Order 13166](#) "[Improving Access to Services for Persons with Limited English Proficiency, \(LEP\)](#) allowing for the full and fair participation by all potentially affected communities in the transportation decision-making process,

WATS MPO is committed to improving services to LEP individuals throughout Lycoming County. Review of the LEP and related outreach activities are conducted as needed during the Public Participation Plan update. Any improvements/changes to the LEP will be made based upon that review. Analysis of the languages spoken throughout Lycoming County's census block groups can be seen in the charts/map below.

Lycoming County Limited English Proficiency (LEP) Profile

2013-2017 American Community Survey 5 Year Estimates

Estimated Total Population 5 Years Old And Over			108,962
Estimated Population Speaking Only English Language			105,218
	Total Number of People Speaking Language At Home	Number of People Speaking This Language At Home Who Speak English "Very Well"	Number of People Speaking This Language At Home Who Speak English "Less Than Very Well"
Spanish	1,408	1,037	371
French, Haitian, or Cajun	240	226	14
German or other West Germanic languages	882	645	237

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Russian, Polish, or other Slavic languages	184	121	63
Other Indo-European languages	324	267	57
Korean	25	23	2
Chinese (incl. Mandarin, Cantonese)	150	94	56
Vietnamese	43	3	40
Tagalog (incl. Filipino)	48	25	23
Other Asian and Pacific Island languages	154	90	64
Arabic	202	74	128
Other and unspecified languages	84	76	8
TOTAL	3,744	2,681	1,063

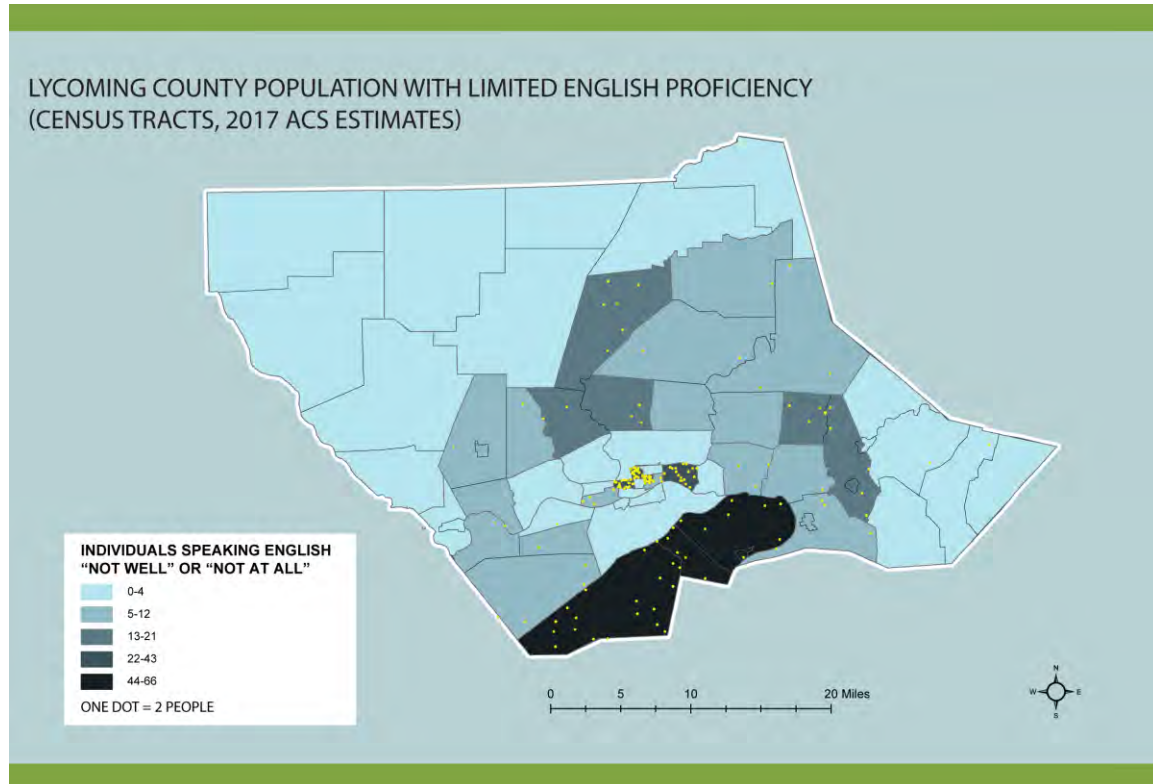
Source: [US Census American Community Survey 2013-2017 5-Year Estimates](#)

	Estimate	Margin of Error	Percent of Population
Number of Households	45,991	+/- 667	100%
Estimated Households Speaking Only English	43,995	+/- 687	95.6%
Estimated Households Speaking Spanish at Home:	658	+/- 157	1.4%
Limited English speaking household	48	+/- 53	0.1%
Not a limited English speaking household	610	+/- 141	1.3%
Estimated Households Speaking Other Indo-European languages at Home:	970	+/- 270	2.1%
Limited English speaking household	71	+/- 44	0.15%
Not a limited English speaking household	899	+/- 204	1.9%
Estimated Households Speaking Asian & Pacific Island languages at Home:	254	+/- 61	0.5%
Limited English speaking household	40	+/- 40	0.08%
Not a limited English speaking household	205	+/- 52	0.44%
Estimated Households Speaking Other Languages at Home:	114	+/- 80	0.2%
Limited English speaking household	58	+/- 74	0.1%
Not a limited English speaking household	56	+/- 33	0.1%

Source: [US Census American Community Survey 2013-2017 5-Year Estimates](#)

Identification of Limited English Proficiency Population

According to the American Community Survey 2013-2017 estimates, there are a total of 108,962 persons in Lycoming County aged five years and older. Of these, 1,063 persons (1%) speak a primary language at home other than English and Speak English less than very well. Lycoming County is lower than the statewide percent of 4.2% primary non-English speaking population and the national estimate of 8.5%. This LEP population breakdown for Lycoming County is illustrated below.



Disparities in LEP Population Public Participation Process

During this Public Participation Plan update, the WATS MPO has not discovered any disparities for Limited English Proficiency populations in the public participation process. However, the WATS MPO recognizes the need to continuously enhance public participation efforts. A more detailed description of future public participation efforts is found in the [Future Public Participation Plan Efforts and Evaluation Procedures](#) section. The WATS MPO will address any Limited English Proficiency population special accommodation needs for public participation as requested and during product development.

Limited English Proficiency Population Techniques/Procedures

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the WATS MPO utilizes the public participation techniques and procedures outlined in the [WATS MPO General Public Participation Procedures](#). The WATS MPO meetings are typically held in Lycoming County Executive Plaza (see inset map below). In an effort to provide more opportunities for Limited English Proficiency populations to participate in transportation decision-making processes, the WATS MPO may utilize other locations throughout the County such as the Michael Ross Event Center in Trade & Transit II and municipal offices. Furthermore, as projects are developed, additional public meeting locations may be utilized such as civic centers, non-profit centers, or religious facilities in order to increase access for the County's LEP populations. The WATS MPO complies with the Executive Order 13166, "Improving Access to Services for Persons with *Limited English Proficiency*, (LEP)" requirements by:

- Include in the WATS public meeting notices the availability of LEP language translation services upon advance notification (the WATS MPO has LEP translation service availability through a PennDOT partnership). Limited English Proficiency individuals, upon request, may have any publically available document that WATS MPO produces translated into other languages to facilitate public review.
- Include on all WATS MPO webpages a language translation option where LEP Individuals can select their most proficient language.
- Targeted public outreach events to venues frequented by LEP individuals (ex. Thrive International Programs).

Future Public Participation Plan Efforts and Evaluation Procedures

In order to ensure full and fair public participation in the transportation decision-making process the WATS MPO recognizes the need to continuously enhance public outreach efforts. To achieve these goals the WATS MPO will pursue the following activities:

- Review and evaluate the Public Participation Plan on a 2-year cycle prior to updating the Transportation Improvement Plan (TIP)
- As a component of the Public Participation Plan review/update the WATS MPO will also review/update the following plans:
 - Americans with Disabilities Act Plan
 - Environmental Justice Plan
 - Limited English Proficiency Plan
 - Title VI Plan
- Identify and consult with interested parties and stakeholders (continuing)
- Seek out Environmental Justice and Limited English Proficiency organizations, resources, and advocates throughout Lycoming County (continuing)

- Conduct review of ADA accessibility of meeting locations and website (continuing)
- Partner with disability advocates to ensure online products/documents are easier to access for the disabled population (continuing)
- Investigate the formation of a Citizens Advisory Committee to assist in public outreach and public participation (continuing)
- Periodically evaluate the opportunities and procedures for public participation including:
 - Review of public meeting attendance
 - The frequency and nature of public comments received on WATS planning documents, website and social media interaction
 - Any other comments or suggestions.

The findings will be incorporated as part of subsequent WATS Public Participation Plan updates and public involvement activities.

In November 2019 the WATS MPO received approval to move forward with the creation of a number of WATS MPO social media accounts. The MPO will be creating Facebook, Instagram, Twitter, Linked In, and YouTube accounts and plans to have the accounts up and running by January 2020. The addition of multiple social media accounts, along with existing public participation/public outreach methods, will enhance the WATS MPO's ability to ensure full and fair public participation by providing new platforms for the public to receive transportation related information, and participate in the transportation decision-making process. The memo providing the rationale for the new social media accounts is in [Appendix D: WATS Social Media Memo](#).

For questions regarding the WATS MPO Public Participation Plan, public participation opportunities, or accommodations please contact:

John Lavelle
Transportation Supervisor
Lycoming County Planning & Community Development
48 West Third Street
Williamsport, PA 17701
Phone: (570) 320-2138
Email: jlavelle@lyco.org

Appendix A: Glossary of Acronyms

Abbreviations of terms used in the Public Participation Plan are as follows:

A	AADT:	Annual Average Daily Traffic
	AASHTO:	American Association of State Highway & 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
B	BMP:	Best Management Practice
	BMS:	Bridge Management System
C	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
D	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
E	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
F	FAA:	Federal Aviation Administration

Appendix A: Glossary of Acronyms

Abbreviations, continued

	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
G	GIS:	Geographic Information Systems
	GWA:	Greater Williamsport Alliance Planning Area
H	HAT:	Height Above Terrain
	HOP:	Highway Occupancy Permit
	HPMS:	Highway Performance Monitoring System
	HSIP:	Highway Safety Improvement Program
I	ILS:	Instrument Landing System
	ISTEA:	Intermodal Surface Transportation Efficiency Act
	IRI:	International Roughness Index
	ITE:	Institute of Transportation Engineers
	ITS:	Intelligent Transportation System
J	JACIP:	Joint Automated Capital Improvement Program
	JRA:	Joint Rail Authority (SEDA-COG)
L	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
M	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

Appendix A: Glossary of Acronyms

Abbreviations, continued

	MPC:	Municipalities Planning Code
	MPMS:	Multimodal Project Management System
	MPO:	Metropolitan Planning Organization
	MSA:	Metropolitan Statistical Area
	MTF:	Multimodal Transportation Fund
N	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
O	OPI:	Overall Pavement Index
P	P3:	Public Private Partnership
	PAC:	Program Advisory Committee
	PAPI:	Precision Approach Indicators
	PAT:	Panning Advisory Team
	PCT:	Pennsylvania College of Technology
	PE:	Preliminary Engineering
	PEMA:	Pennsylvania Emergency Management Agency
	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
R	RLR:	Rail Line Relocation and Improvement
	RMS:	Roadway Management System
	ROP:	Regional Operations Plan
	ROW:	Right of Way

Appendix A: Glossary of Acronyms

Abbreviations, continued

RPO:	Rural Planning Organization
RRIF:	Railroad Rehabilitation & Improvement Financing
RTAP:	RRail Transportation Assistance Program
RVT:	River Valley Transit
S	SAFETEA-LU: Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy For Users
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
T	TAP: Transportation Alternatives Program
TEA-21:	Transportation Equity Act for the 21st Century
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
TOFC:	Trailer on Flat Car
TRB:	Transportation Research Board
TSA:	Transportation Security Administration
TSMO:	Transportation System Management & Operations
TYP:	Twelve-Year Program
U	UPWP: Unified Planning Work Program
USDOT:	United States Department of Transportation
V	VASI: Visual Approach Slope Indicators
VMT:	Vehicle Miles Traveled
W	WATS: Williamsport Area Transportation Study

Appendix B: Interested Party Organizations

Interested Parties		
MUNICIPAL GOVERNMENT CONTACTS - TOWNSHIPS		
Anthony Twp. Chair, Board of Supervisors	570-321-6177	402 Dutch Hill Rd Cogan Station PA 17725
Armstrong Twp. Chair, Board of Supervisors	570-326-6905	502 Waterdale Rd Williamsport PA 17702
Bastress Twp. Chair, Board of Supervisors	570-745-3622	518 Cold Water Town Rd Williamsport PA 17701
Brady Twp. Chair, Board of Supervisors	570-547-2220	1986 Elimsport Rd Montgomery PA 17752
Brown Twp. Chair, Board of Supervisors	570-353-2938	18254 Rt 414 Cedar Run PA 17727
Cascade Twp. Chair, Board of Supervisors	570-995-5099	1456 Kellyburg Rd Trout Run PA 17771
Clinton Twp. Chair, Board of Supervisors	570-547-1466	2016 SR 54 Montgomery PA 17752
Cogan House Twp. Chair, Board of Supervisors	570-634-3185	4609 Rt 189 Hwy Trout Run PA 17771
Cummings Twp. Chair, Board of Supervisors	570-753-4665	PO Box 117 Waterville PA 17776
Eldred Twp. Chair, Board of Supervisors	570-435-2606	5558 Warrensville Rd Montoursville PA 17754
Fairfield Twp. Chair, Board of Supervisors	570-433-4212	834 Fairfield Church Rd Montoursville PA 17754
Franklin Twp. Chair, Board of Supervisors	570-584-3240	PO Box 85 Lairdsville PA 17742
Gamble Twp. Chair, Board of Supervisors	570-998-2445	17 Beech Valley Rd Trout Run PA 17771
Hepburn Twp. Chair, Board of Supervisors	570-494-1907	1936 Rt 973 East Cogan Station PA 17728
Jackson Twp. Chair, Board of Supervisors	570-324-6802	3809 Williamson Trail Liberty PA 16930
Jordan Twp. Chair, Board of Supervisors	570-458-5450	PO Box 85 Unityville PA 17774
Lewis Twp. Chair, Board of Supervisors	570-998-2779	69 Main St PO Box 118 Trout Run PA 17771
Limestone Twp. Chair, Board of Supervisors	570-745-3478	6235 S Rt 44 Hwy Jersey Shore PA 17740
Loyalsock Twp. Chair, Board of Supervisors	570-745-3478	2501 East Third Street Williamsport PA 17701

Appendix B: Interested Party Organizations

Interested Parties, cont.		
MUNICIPAL GOVERNMENT CONTACTS - TOWNSHIPS		
Lycoming Twp. Chair, Board of Supervisors	570-998-2988	328 Dauber Rd Cogan Station PA 17728
McHenry Twp. Chair, Board of Supervisors	570-753-2679	145 Railroad Street Cammal PA 17723
McIntyre Twp. Chair, Board of Supervisors	570-995-5141	PO Box 171 Ralston PA 17763
McNett Twp. Chair, Board of Supervisors	570-673-3968	1785 Yorktown Rd Roaring Branch PA 17765
Mifflin Twp. Chair, Board of Supervisors	570-398-7123	106 First Fork Rd Jersey Shore PA 17740
Mill Creek Twp. Chair, Board of Supervisors	570-435-0255	206 Woodley Hollow Rd Montoursville PA 17754
Moreland Twp. Chair, Board of Supervisors	570-546-5857	1220 Moreland Twp Rd Muncy PA 17756
Muncy Creek Twp. Chair, Board of Supervisors	570-546-6067	575 Rt 442 Hwy Muncy PA 17756
Muncy Twp. Chair, Board of Supervisors	570-546-6845	1922 Pond Rd Pennsdale PA 17756
Nippenose Twp. Chair, Board of Supervisors	570-398-1281	Box 201 Antes Fort PA 17720
Old Lycoming Twp. Manager	570-322-6906	1951 Green Ave Williamsport PA 17701
Penn Twp. Chair, Board of Supervisors	570-584-3365	4600 Beaver Lake Rd Hughesville PA 17737
Piatt Twp. Chair, Board of Supervisors	570-398-0600	9687 North Rt 220 Hwy Jersey Shore PA 17740
Pine Twp. Chair, Board of Supervisors	570-353-2263	925 Oregon Hill Rd Morris PA 16938
Plunketts Creek Twp. Chair, Board of Supervisors	570-478-2231	179 Dunwoody Rd Williamsport PA 17701
Porter Twp. Chair, Board of Supervisors	570-398-4526	5 Shaffer Ln Jersey Shore PA 17740
Shrewsbury Twp. Chair, Board of Supervisors	570-584-3079	143 Point Bethel Rd Hughesville PA 17737
Susquehanna Twp. Chair, Board of Supervisors	570-322-6827	91 E Village Dr Williamsport PA 17701
Upper Fairfield Twp. Chair, Board of Supervisors	570-435-0488	4090 Rt 87 Hwy Montoursville PA 17754

Appendix B: Interested Party Organizations

Interested Parties, cont.		
MUNICIPAL GOVERNMENT CONTACTS - TOWNSHIPS		
Washington Twp. Chair, Board of Supervisors	570-547-6893	15973 S Rt 44 Hwy Cogan Station PA 17728
Watson Twp. Chair, Board of Supervisors	570-398-7829	5172 N SR 44 Cammal PA 17723
Wolf Twp. Chair, Board of Supervisors	570-584-2672	695 Rt 405 Hwy Hughesville, PA 17737
Woodward Twp. Chair, Board of Supervisors	570-323-9631	4910 S Rt 220 Hwy, Suite 1 Roaring Branch PA 17765
MUNICIPAL GOVERNMENT CONTACTS - BOROUGHES		
Duboistown Boro. President, Boro. Council	570-323-3646	2651 Euclid Ave DuBoistown PA 17702
Hughesville Boro. President, Boro. Council	570-584-2041	147 S 5th Street Hughesville 17737
Jersey Shore Boro. Manager	570-398-0104	232 Smith Street Jersey Shore PA 17740
Montgomery Boro. President, Boro. Council	570-547-1671	35 S Main Street Montgomery PA 17752
Montoursville Boro. President, Boro. Council	570-368-2486	617 N Loyalsock Ave Antes Fort PA 17754
Muncy Boro. President, Boro. Council	570-546-3952	14 North Washington Street Muncy PA 17756
Picture Rocks Boro. President, Boro. Council	570-584-6362	13 Main Street Picture Rocks PA 17762
Salladasburg Boro. President, Boro. Council	570-865-6641	145 Blackhorse Alley Salladasburg PA 17740
South Williamsport Boro. Manager	570-322-0158	329 W Southern Ave South Williamsport PA 17702
PA State Assoc. of Boroughs Executive Director	717-236-9526 ext. 1043	2941 North Front Street Harrisburg PA 17110
MUNICIPAL GOVERNMENT CONTACTS - MUNICIPAL MISC		
PA State Assoc. of Twp. Supervisors Executive Director	717-763-0930 ext. 187	4855 Woodland Dr Jersey Shore PA 17740
City of Williamsport President, City Council	570-327-7504	245 W 4th Street Montoursville PA 17754

Appendix B: Interested Party Organizations

Interested Parties, cont.		
COUNCILS OF GOVERNMENT CONTACTS		
Central Keystone COG Office Manager	570-522-1326	1610 Industrial Blvd Lewisburg PA 17837
Pine Creek Council of Governments Chairman, Pine Creek COG	231-384-2303	PO Box 82 Waterville PA 17776
SEDA-COG Chief of Transportation & Rail	570-524-4491	201 Furnance Road Lewisburg PA 17701
West Branch Council of Government	570-548-3349	74 Center Street Picture Rocks PA 17762
LYCOMING COUNTY GOVERNMENT CONTACTS		
Lycoming/Clinton Bi-County Office for the Aging Director, Office of Aging	570-326-0587	2138 Lincoln Street Williamsport PA 17701
Lycoming /Clinton Joinder Board Director	570-326-7895	200 East Street Williamsport PA 17701
Lycoming County Housing Authority Executive Director	570-327-3755	1941 Lincoln Dr Williamsport PA 17701
Lycoming Co. Public Assistance Office Executive Director	570-327-3300	400 Little League Boulevard Williamsport PA 17701
PENNSYLVANIA STATE AGENCIES		
PA DCED Deputy Executive Director	866-466-3972	400 North Street, 4th Floor Harrisburg PA 17120
PA DEP Environmental Community Relations Specialist	570-327-3636	208 W 3rd Street, Suite 101 Williamsport PA 17701
PennDOT Engineering District 3-0 Transportation Planning Manager	570-368-8686	715 Jordan Ave Montoursville PA 17754
EDUCATION ORGANIZATIONS - LIBRARIES		
Hughesville Public Library Director	570-584-3762	146 South 5th Street Hughesville PA 17737
James V. Brown Library Executive Director	570-326-0536 ext. 102	19 East 4th Street Williamsport PA 17701
Montgomery Area Public Library Director	570-547-6212	1 South Main Street Montgomery PA 17752
Muncy Public Library Director of Operations	570-546-5014	108 South Main Street Muncy PA 17756
WB Konkle Library Director	570-368-1840	384 Borad Street Montoursville PA 17754

Appendix B: Interested Party Organizations

Interested Parties, cont.		
EDUCATION ORGANIZATIONS - LIBRARIES		
East Lycoming SD Business Manager	570-584-2131	349 Cemetery Street Hughesville PA 17737
Jersey Shore SD Asst. Superintendent	570-398-1561	175 A and P Drive Williamsport PA 17701
Loyalsock SD Business Manager	570-326-6508	1605 Four Mile Dr Williamsport PA 17701
Loyalsock SD Transportation Manager	570-326-6508	1605 Four Mile Dr Williamsport PA 17701
Montgomery SD Superintendent	570-547-1608 ext 1122	120 Penn Street Montgomery PA 17752
Montoursville SD Superintendent	570-368-2491	50 N Arch Street Montoursville PA 17754
Muncy SD Superintendent	570-546-3125 ext. 2000	206 Sherman Street Muncy PA 17756
South Williamsport SD Superintendent	570-327-1581 ext. 4466	515 West Central Ave South Williamsport PA 17702
Williamsport SD Superintendent	570-327-5500	2780 West Fourth Street Williamsport PA 17701
EDUCATION ORGANIZATIONS - COLLEGES/ UNIVERSITIES		
Lycoming College Vice President, Finance & Administration	570-321-4031	700 College Place Williamsport PA 17701
PA College of Technology Chief of Staff / Asst. to the President for College Rels.	570-326-2400 ext. 4966	One College Ave. Williamsport PA 17701
PROVIDERS OF PUBLIC TRANSPORTATION		
STEP Inc. Program Manager, STEP Transportation	570-326-0587	2138 Lincoln Street Williamsport PA 17701
River Valley Transit Business and Compliance Manager	570-326-2500	1500 W 3rd Street Williamsport PA 17701
Williamsport Municipal Airport Auth. Director	570-368-2444	724 Airport Rd, Suite A106 Montoursville PA 17754
PROVIDERS OF PRIVATE TRANSPORTATION		
Billtown Cab President	570-322-2222	3575 W 4th Street Williamsport PA 17701
Fullington Trailways Director of Business Development	814-548-7332 ext. 324	11 W Church Street Williamsport PA 17701

Appendix B: Interested Party Organizations

Interested Parties, cont.		
PROVIDERS OF PRIVATE TRANSPORTATION, CONT.		
Lyft	844-331-1215	245 W 17th Street New York City NY 10011
Uber		636 W 28th St New York NY 10001
PROVIDERS OF FREIGHT TRANSPORTATION		
Lycoming Valley Railroad General Manager	570-327-0732	421 Reighard Ave Williamsport PA 17701
PA Motor Truck Association President/CEO	717-761-7122	910 Linda Lane Camp Hill PA 17011
SEDA-COG Joint Rail Authority Chief of Transportation & Rail	570-524-4491	201 Furnance Road Lewisburg PA 17837
Williamsport-Lycoming Chamber of Commerce President/CEO	570-320-4213	102 W 4th Street Williamsport PA 17701
REPRESENTATIVES OF USERS OF PUBLIC TRANSPORTATION		
US Congressman Fred Keller Chief of Staff	202-225-3731	1717 Longworth House Office Building Washington DC 20515
State Senator Eugene Yaw Chief of Staff	570-322-6457	175 Pine Street Suite 105 Williamsport PA 17701
State Representative Garth Everett Chief of Staff	570-546-2084	21 Kristi Rd, Suite 1 Muncy PA 17756
State Representative Jeff Wheeland Office Manager	570-321-1270	349 Pine Street, Suite 1 Williamsport PA 17701
REPS. OF USERS OF PEDESTRIAN WALKWAYS AND BICYCLE TRANSPORTATION FACILITIES		
Bicycle Recycle Manager	570-971-7263	1307 Park Ave, Building 10 Williamsport PA 17701
Williamsport Bicycle Club President, Williamsport Bicycle Club	570-279-1089	PO Box 187 Monrgomery, PA 17752
Susquehanna Valley Velo Club President	570-419-8039	PO Box 51 Williamsport PA 17703
REPRESENTATIVES OF PUBLIC TRANSPORTATION EMPLOYEES		
Amalgamated Transit Union, AFL-CIO/CLC President	301-431-7100	10000 New Hampshire Ave Silver Spring MD 20903
PA AFSCME Director	800-523-7263	250 Commerce Park Dr New Columbia PA 17856

Appendix B: Interested Party Organizations

Interested Parties, cont.		
REPRESENTATIVES OF THE DISABLED		
Center for Independent Living / Roads to Freedom of Northcentral PA - CEO	570-327-9070	24 East Third Street Williamsport PA 17701
Clearvision Residential Office Manager	570-547-2810	456 Saegers Station Rd Montgomery PA 17752
Hope Enterprises Office Manager	570-326-3745	2401 Reach Road Williamsport PA 17701
Office of Vocational Rehabilitation District Administrator	570-327-3600	208 W 3rd Street, Suite 102 Williamsport PA 17701
Northcentral Sight Services President/CEO	570-323-9401 ext. 126	2121 Reach Road Williamsport PA 17701
HEALTH CARE & ASSISTED LIVING FACILITIES		
Arista Care Loyalsock Loyalsock Administrator	570-601-8100	1445 Sycamore Rd Montoursville PA 17754
Elmcroft of Loyalsock Loyalsock Executive Director	570-360-9903	2985 4 Mile Drive Montoursville PA 17754
Hillside Senior Living Community Administrator	570-478-1017	2725 Four Mile Drive Montoursville PA 17754
Insingers Personal Care Administrator	570-327-1140	6 E Central Ave Williamsport PA 17702
ManorCare- Jersey Shore Building Administrator	570-398-4747	1008 Thompson Street Jersey Shore PA 17740
Manor Care Health Services -North Business Manager	570-323-8627	300 Leader Dr Williamsport PA 17701
Manor Care Health Services - South Building Administrator	570-323-3758	101 Leader Dr Williamsport PA 17701
Muncy Valley Skilled Nursing & Rehabilitation Center President Muncy Hosptial	570-546-4242	215 E Water Street Muncy PA 17756
Presbyterian Home At Williamsport Person Care Home Administrator	570-601-8351	810 Loisa Street Williamsport PA 17701
Rose View Nursing and Rehab Asst. Administrator and Admissions	570-323-4340	1201 Rural Ave Williamsport PA 17701
The Williamsport Home Executive Director	570-323-8781	1900 Ravine Rd Williamsport PA 17701
UPMC Susquehanna Public Relations Director	570-321-1000	700 High Street Williamsport PA 17701
West House Personal Care Inc Administrator	570-321-9378	616 W Edwin Street Williamsport PA 17701

Appendix B: Interested Party Organizations

Interested Parties, cont.		
FAITH BASED ORGANIZATIONS		
Antioch Baptist Church Administrator	570-323-2425	514 High Street Williamsport PA 17701
Elmsport Area Amish Church Elder	570-546-9709	105 Private Road Montgomery PA 17752
United Churches of Lycoming County Director	570-322-1110	202 East Third Street Williamsport PA 17701
OTHER INTERESTED PARTIES		
Career Link Williamsport Site Administrator	570-601-5465	329 Pine Street Williamsport PA 17701
Easter Seal Society Director, West Central Easter Seals	814-238-4434	383 Rolling Ridge Dr State College PA 16801
Firetree Place Executive Director	570-360-9946	600 Campbell Street Williamsport PA 17701
First Communities Foundation Partnership of PA President/CEO FCFP	570-321-1500	201 W 4th Street Williamsport PA 17701
Lycoming County United Way President/CEO	570-323-9448	One West Third Street, Suite 208 Williamsport PA 17701
Lycoming County Visitors Bureau	570-327-7700	102 West 4th Street Williamsport PA 17701
Lycoming Economic Development Foundation President	570-326-9081	1700 Four Mile Dr Williamsport PA 17701
Office of Vocational Rehabilitation President	570-327-3600	208 W 3rd Street, Suite 102 Williamsport PA 17701
PA Highway Information Association Managing Director	717-236-6021	800 N 3rd Street Harrisburg PA 17102
Thrive International Programs Executive Director	570-337-2898	420 Elmira Street Williamsport PA 17701
US Army Corps of Engineers	410-962-4977	2 Hopkins Lane Baltimore MD 21201
US Army Corps of Engineers (State College Office) Silver Jackets Coordinator	814-272-0745	1631 S Atherton Street 102 State College PA 16801
West Branch Susquehanna Builders Assoc.	570-326-4211	999 N Loyalsock Ave, Suite 1 Montoursville PA 17754
Williamsport Parking Authority On-site Manager	570-323-6476	270 W 3rd Street Williamsport PA 17701
Williamsport YMCA Branch Executive Director	570-323-7134	641 Walnut Street Williamsport PA 17701

Appendix B: Interested Party Organizations

Interested Parties, cont.


OTHER INTERESTED PARTIES, CONT.

Williamsport YWCA Communications & Development	570-322-4637	815 W 4th Street Williamsport PA 17701
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TRIBAL GOVERNMENTS

Cayuga Nation Section 106		PO Box 169 Seneca Falls NY 13148
Delaware Nation Tribal President	PO Box 825 31064 State Highway 281 Anadarko OK 73005	
Delaware Tribe Historic Preservation		PO Box 64 Pocono Lake PA 18347
Eastern Shawnee Tribe of Oklahoma Chief		PO Box 350 Seneca Falls MO 64865
Stockbridge-Muskegon Band of the Mohican Nation of Wisconsin Tribal President	N8476 MohHeConNuck Road Bowler WI 54416	
St. Regis Mohawk Tribe Chief	71 Margaret Terrance Memorial Way Akwasasne NY 13655	
Oneida Nation of Wisconsin Chair		PO Box 365 Oneida WI 54155
Oneida Indian Nation Nation Representative	2037 Dream Catcher Plaza Oneida NY 13421	
Onondaga Nation Chief		4040 Route 11 Nedrow NY 13120
Seneca-Cayuga Tribe of Oklahoma Chief		PO Box 453220 Grove OK 74344
Shawnee Tribe Tribal Administrator		PO Box 189 Miami OK 74355
Seneca Nation of Indians President		90 O:hi'yoh Way Salamanca NY 14779
Shawnee Tribe of Oklahoma Governor	2025 South Gordon Cooper Drive Shawnee OK 74801	
Tonawanda Seneca Nation Chief		7027 Meadville Road Basom NY 14013
Tuscarora Nation Chief		2006 Mt. Hope Road Lewistown NY 14092

Appendix C: WATS MPO Title VI Complaint Form

		<h3>DISCRIMINATION COMPLAINT FORM</h3>					
Name		Phone	Name of Person(s) That Discriminated Against You				
Address (Street No., P.O. Box, Etc.)		Location and Position of Person (If Known)					
City, State, Zip		City, State, Zip					
Discrimination Because of: <input type="checkbox"/> Race/Color* <input type="checkbox"/> Sex <input type="checkbox"/> Disability** <input type="checkbox"/> Age <input type="checkbox"/> National Origin* <input type="checkbox"/> Retaliation <input type="checkbox"/> Religion		Date of Alleged Incident					
Explain as briefly and clearly as possible what happened and how you were discriminated against. Indicate who was involved. Be sure to include how other persons were treated differently than you. Also, attach any written material pertaining to your case.							
Signature		Date					
<p align="center">Please submit this form to one of the following agencies:</p> <table border="1"> <tr> <td> Pennsylvania Department of Transportation <i>Bureau of Equal Opportunity</i> P.O. Box 3251 Harrisburg, PA 17105-3251 Phone: (800) 468-4201 Email: penndotreports@pa.gov </td> <td> Federal Highway Administration <i>U.S. Department of Transportation Equal Opportunity Specialist</i> Pennsylvania Division Office 228 Walnut Street, Room 508 Harrisburg, PA 17101-1720 Phone: (717) 221-3705 </td> <td> PA Human Relations Commission <i>Equal Opportunity Specialist</i> Harrisburg Regional Office 333 Market Street, 8th Floor Harrisburg, PA 17101 Phone: (717) 787-9780 </td> <td> U.S. Department of Justice <i>Office of Justice Programs</i> Office for Civil Rights 810 7th Street, NW Washington, DC 20531 Phone: (202) 307-0690 Phone (TDD): 202-307-2027 </td> </tr> </table>				Pennsylvania Department of Transportation <i>Bureau of Equal Opportunity</i> P.O. Box 3251 Harrisburg, PA 17105-3251 Phone: (800) 468-4201 Email: penndotreports@pa.gov	Federal Highway Administration <i>U.S. Department of Transportation Equal Opportunity Specialist</i> Pennsylvania Division Office 228 Walnut Street, Room 508 Harrisburg, PA 17101-1720 Phone: (717) 221-3705	PA Human Relations Commission <i>Equal Opportunity Specialist</i> Harrisburg Regional Office 333 Market Street, 8th Floor Harrisburg, PA 17101 Phone: (717) 787-9780	U.S. Department of Justice <i>Office of Justice Programs</i> Office for Civil Rights 810 7th Street, NW Washington, DC 20531 Phone: (202) 307-0690 Phone (TDD): 202-307-2027
Pennsylvania Department of Transportation <i>Bureau of Equal Opportunity</i> P.O. Box 3251 Harrisburg, PA 17105-3251 Phone: (800) 468-4201 Email: penndotreports@pa.gov	Federal Highway Administration <i>U.S. Department of Transportation Equal Opportunity Specialist</i> Pennsylvania Division Office 228 Walnut Street, Room 508 Harrisburg, PA 17101-1720 Phone: (717) 221-3705	PA Human Relations Commission <i>Equal Opportunity Specialist</i> Harrisburg Regional Office 333 Market Street, 8th Floor Harrisburg, PA 17101 Phone: (717) 787-9780	U.S. Department of Justice <i>Office of Justice Programs</i> Office for Civil Rights 810 7th Street, NW Washington, DC 20531 Phone: (202) 307-0690 Phone (TDD): 202-307-2027				
<small>* Indicates is specific to Title VI of the Civil Rights Act of 1964 **Indicates is specific to Americans with Disabilities Act of 1990</small>							

Click the image to link to Title VI Complaint Form

Appendix D: WATS Social Media Memo

MEMBERS:

Howard Fry III, Chairman
Christopher E. Keiser, Vice-Chairman
Carl Nolan, Secretary
Larry Allison, Jr.
James Crawford
James Dunn
George Logue, Jr.
Michael Sherman
Brett Taylor



Kurt Hausammann, Jr., AICP, Executive Director

McCormick Law Firm,
J. Michael Wiley, Solicitor

Voice: (570) 320-2130
Fax: (570) 320-2135

Location:
Executive Plaza - 330 Pine Street
Williamsport Pennsylvania 17701

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

TO: Matt McDermott, Director of Administration

FROM: John Lavelle, Transportation Supervisor

DATE: September 18, 2019

RE: WATS MPO Social Media Accounts

The Lycoming County Planning Department staff is in the process of reviewing and updating the Williamsport Area Transportation Study Metropolitan Planning Organization (WATS MPO) Public Participation Plan. As part of this update, we have reviewed Federal Highway Administration (FHWA) and Pennsylvania Department of Transportation (PennDOT) guidance that strongly recommends having an active social media presence as crucial to successful public outreach/public participation initiatives.

Furthermore, the Bureau of Equal Opportunity (BEO) recently conducted a desk audit of the WATS Title VI capabilities, including the Public Participation plan, and echoes the guidance from FHWA and PennDOT regarding a proactive social media presence in public outreach/public participation.

Because of the FHWA and PennDOT guidance, and the BEO desk audit results the Transportation staff is recommending the creation and implementation of WATS MPO social media sites on various social media platforms (Facebook, Twitter, YouTube, etc.) to be used in public outreach/public participation initiatives (see **Attachment A** for examples of MPO/RPO's that utilized their own social media sites).

These social media sites will be utilized in conjunction with the existing public outreach/public participation methods currently used by the WATS MPO (public meetings, surveys, etc.). Some examples of content posts/uploads on the WATS MPO sites are:

- ❖ WATS Technical and Coordinating Committee meeting dates/times/locations
- ❖ Profiling of local transportation projects and updates on ongoing projects
- ❖ Links to PennDOT websites on traffic alerts/delays
- ❖ Relaying emergency information and severe weather updates authored by PennDOT or other sources*
- ❖ LTAP training opportunities

**It is important to note that the WATS MPO social media sites will not be used to post current, up-to-the-minute alerts. Rather, the social media sites will link to sites such as www.511pa.com, the National Weather Service, and other sites that host “live” data.*

As for work flow/process, we suggest that the Director of Planning & Community Development and the Transportation Supervisor have oversight as to what content is to be posted/uploaded on the social media accounts. This can be done by emailing the suggested material to both the Director and Transportation Supervisor (copying the Commissioners on the email). Once approval is received from both the Director and Transportation Supervisor, a Transportation staff member will post/upload the content.

There are two main reasons why we are suggesting this work flow/process. The first is because the WATS MPO is comprised of ten partner agencies (PennDOT District 3-0, River Valley Transit, etc.). With this amount of partner organizations, we anticipate a high amount of content for the social media sites. The amount of content combined with the multiple partner agencies has the potential to backlog/bottle-neck in the County’s current social media posting process. The second reason we are suggesting separate WATS MPO social media sites is to clarify the distinction between Lycoming County Planning and Community Development, and the WATS MPO.

If you have any questions or comments regarding the WATS MPO social media concept, please contact me at (570) 320-2136.

Attachment A MPO/RPO Social Media Site Examples

PA MPO/RPO	Social Media Site
Centre County MPO	Facebook
Lackawanna/Luzerne MPO	Facebook
Northeastern PA Alliance MPO	Facebook Twitter
Non-Pennsylvania MPO/RPO	Social Media Site
Alamo MPO (Texas)	Facebook Twitter
Flint Hills MPO (Kansas)	Facebook Twitter
Fredericksburg Area MPO (Virginia)	Facebook Twitter

Appendix E: Glossary

Elderly: Individuals age 65 or older.

Limited English Proficiency (LEP): Individuals who do not speak English as their primary language and have a limited ability to read, write, speak, and/or understand English may be considered limited English proficient.

Low Income: An individual whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.

Minority: The U.S. Census identifies minorities as people of African, Hispanic, Asian, American Indian, or Alaskan Native origin. FHWA and USDOT EJ Orders consider minority persons and persons belonging to any of the following groups:

- **Black** – An individual having origins in any of the black racial groups of Africa.
- **Hispanic or Latino** – An individual of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race.
- **Asian** – An individual having origins in the Far East, Southeast Asia, or The Indian subcontinent.
- **American Indian and Alaskan Native** – An individual having origins in North America and who maintains cultural identification through tribal affiliation or community recognition.
- **Hawaiian and Other Pacific Islander** – An individual having origins in Hawaii, Guam, Samoa, or other Pacific Islands.

Person with Disabilities: Under the Americans with Disabilities Act of 1990, a qualified individual with a disability is a person that 1) has a physical or mental impairment that substantially limits one or more major activities; 2) has a record of such an impairment; or 3) is regarded as having such an impairment.

Appendix F: WATS Bylaws

WILLIAMSPORT AREA TRANSPORTATION STUDY *METROPOLITAN PLANNING ORGANIZATION* **BYLAWS**

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ARTICLE 1: NAME AND PURPOSE

Section 1: Name

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

Section 2: Purpose

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

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

ARTICLE II: MEMBERSHIP

Section 1: Coordinating Committee

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

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

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

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

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

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

- Federal Highway Administration
- Federal Transit Administration

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

Section 2: Technical Committee

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

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

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

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

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

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

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

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

Section 3: Formation of Subcommittees

The WATS MPO Coordinating Committee may establish advisory committees, ad hoc work groups, special purpose task forces or steering committees to gather specialized experience, technical advice and input that may be needed to help carry forth transportation

planning related activities under the jurisdiction of the WATS MPO transportation planning process.

Section 4: Transit Advisory Committee

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

Section 5: Bicycle and Pedestrian Advisory Committee

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

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

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

In addition to the 11 voting members, the Bicycle and Pedestrian Advisory Committee shall include four (4) 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 Representative
- Lycoming-Sullivan Boroughs Association Representative

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

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

ARTICLE III: AUTHORITY

Section 1: Duties and Responsibilities

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

Section 2: Quorum

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

Section 3: E-Ballot and Phone Ballot

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

members of the result. The voting action will be re-affirmed by vote at the next regularly scheduled WATS MPO public meeting.

Section 4: Executive Session

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

ARTICLE IV: PROVISIONS

Section 1: Vacancies

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

Section 2: Removal of Members

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

ARTICLE V: ADMINISTRATIVE DUTIES

Section 1: Administrative Staff

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

Section 2: Administrative Duties

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

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

Section 3: WATS Website

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

Section 4: WATS Mailing Address

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

Section 5: WATS Administrative Costs

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

ARTICLE VI: AMENDMENT PROCEDURE

Proposed amendment to these bylaws shall be 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.

Appendix G: Summary of Public Comments

Comment No. 1: It is not a requirement that WATS use gender neutral language but some words like “Chairmen” could be changed to “Chairperson.”

Action Taken: Changed the term “chairmen” to “chairperson” throughout the Public Participation Plan.

Comment No. 2: On page 8 under Coordinating Committee voting members please change member PennDOT Deputy Secretary of Planning to PennDOT Center for Program Development and Management representative.

Action Taken: Changed representative to PennDOT Center for Program Development and Management representative.

Comment No. 3: Some of the links were not working, can WATS please double check the hyperlinks again to make sure they all work?

Action Taken: Reviewed hyperlinks in Public Participation Plan and ensured they all work properly.

Comment No. 4: At the Monday, November 18, 2019 WATS MPO Coordinating Committee meeting the creation of a WATS MPO Bicycle and Pedestrian Advisory Committee was proposed via an update to the WATS MPO Bylaws. The Coordinating Committee held a vote and the creation of the Bicycle and Pedestrian Advisory Committee was approved.

Action Taken: Updated the Committee Structure section of the Public Participation Plan with the newly created Bicycle and Pedestrian Advisory Committee membership and information.

Comment No. 5: The Wolf Twp. Secretary emailed and informed the WATS MPO that the Wolf Twp. Building address in Appendix B Interested Party Organizations was incorrect.

Action Taken: Updated the Appendix B Interested Party Organizations to reflect the correct address for the Wolf Twp. building.

Comment No. 6: Received updated Tribal Nations Contact information from PennDOT.

Action Taken: Updated the Appendix B Interested Party Organizations with updated contact information.

Appendix C – Public Transportation Financial Capacity Analysis

	FISCAL YEAR	TOTAL EXPENSE	TOTAL REVENUE	NET COST	% COST RECOVERY
ACTUAL	2016	6,845,031	961,554	5,883,477	14.05%
	2017	7,066,348	1,070,469	5,995,879	15.15%
	2018	7,250,551	939,942	6,310,609	12.96%
	2019	7,766,701	1,705,245	6,061,456	21.96%
	2020	8,206,874	737,444	7,469,430	8.99%
ESTIMATE	2021	8,558,227	731,895	7,826,332	8.55%
PROJECTED	2022	8,827,832	1,048,037	7,779,795	11.87%
	2023	9,056,159	1,080,445	7,975,714	11.93%
	2024	9,292,755	1,115,726	8,177,029	12.01%
	2025	9,571,538	1,149,198	8,422,340	12.01%
	2026	9,858,684	1,183,674	8,675,010	12.01%

RVT's Revenue and Expense Projections (FY 2019 - FY 2026)

	Audited FY2019	Audited FY 2020	Estimated FY21	Projected FY22	Projected FY23	Projected FY24	Projected FY25	Projected FY26
Fare Revenue								
Directly Operated Services	822,297	697,981	506,172	774,103	798,293	824,263	848,991	874,461
Purchased Services	16,620				0	0	0	0
Sub-Total Fare Revenue	838,917	697,981	506,172	774,103	798,293	824,263	848,991	874,461
Other Operating Revenues	34,982	39,463	106,746	119,540	123,126	127,189	131,005	134,935
Other Non-Operating Revenue	831,346	0	118,977	154,394	159,026	164,274	169,202	174,278
Sub-Total Non-Operating Revenue	866,328	39,463	225,723	273,934	282,152	291,463	300,207	309,213
Total Revenues	1,705,245	737,444	731,895	1,048,037	1,080,445	1,115,726	1,149,198	1,183,674
Operating Expenses								
Salaries and Wages	3,603,784	4,369,546	4,236,595	4,338,384	4,468,536	4,602,592	4,740,670	4,882,890
Employee Benefits	1,677,252	2,065,357	2,642,080	2,664,033	2,743,954	2,826,272	2,911,060	2,998,392
Materials & Supplies, Tires & Tubes	353,100	511,363	514,324	479,439	484,234	489,076	503,748	518,861
Purchased Services (including ADA)	1,026,320	800,610	646,240	806,331	814,394	822,538	847,214	872,631
Injuries, Damages and Insurance	121,877	115,442	140,973	145,203	146,655	148,122	152,565	157,142
Propulsion Power and Fuels	363,036	161,161	192,033	210,606	212,712	214,839	221,284	227,923
Utilities	84,721	15,577	94,947	98,508	99,493	100,488	103,502	106,607
Other	536,611	167,818	91,035	85,328	86,182	88,828	91,493	94,238
Total Expenses	7,766,701	8,206,874	8,558,227	8,827,832	9,056,159	9,292,755	9,571,538	9,858,684
Surplus (Deficit)	(6,061,456)	(7,469,430)	(7,826,332)	(7,779,795)	(7,975,714)	(8,177,029)	(8,422,340)	(8,675,010)
Government Subsidies Used for Operations								
Operating Funds from Local Governments	386,580	477,642	426,204	447,514	469,890	493,384	508,186	523,432
Operating Funds from State Government	3,671,972	4,459,569	4,642,548	4,642,548	4,735,399	4,830,107	4,975,010	5,124,260
Operating Funds from Federal Government	2,002,904	2,532,219	2,757,580	2,689,733	2,770,425	2,853,538	2,939,144	3,027,318
Sub-Total Government Subsidies for Operations	6,061,456	7,469,430	7,826,332	7,779,795	7,975,714	8,177,029	8,422,340	8,675,010
Net Surplus (Deficit)	0	0	0	0	0	0	0	0



FEDERAL - STATE - LOCAL FUNDING SUMMARY
FFY 2023 - 2026 TRANSIT TIP

<u>CAPITAL PROJECTS</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>Totals</u>
Support Vehicles	\$75,000	\$125,000	\$45,000	\$90,000	\$335,000
Garage & Office / CNG Improvements	500,000	1,500,000	0	0	2,000,000
<u>Replacement Transit Vehicles:</u>					
- Purchase Transit Vehicles (CNG)	2,040,000	2,100,000	\$2,000,000	2,000,000	8,140,000
- Other Transit Vehicles	186,000	0	225,000	35,000	446,000
Support Equipment	100,000	100,000	100,000	100,000	400,000
Spare Components	100,000	75,000	100,000	75,000	350,000
<u>Transit Development</u>					
- Trade & Transit Centre Complex	0	500,000	0	0	500,000
- Church Street Transportation Center	250,000	250,000	185,000	0	685,000
- Regional Transit Hubs	0	0	0	500,000	500,000
TOTAL CAPITAL	\$3,251,000	\$4,650,000	\$2,655,000	\$2,800,000	\$13,356,000
TOTAL OPERATING	9,056,159	9,292,775	9,571,538	9,858,684	\$37,779,156
TOTAL PLANNING	125,000	125,000	125,000	125,000	\$500,000
TOTAL FUNDING	12,432,159	14,067,775	12,351,538	12,783,684	51,635,156
<u>Proposed Capital Funding Sources:</u>					
5307 Federal Funding	\$2,970,425	\$2,953,538	\$3,039,144	\$3,127,318	\$12,090,425
Other Federal Funding	\$2,180,800	\$3,280,000	\$1,780,000	\$2,028,000	\$9,268,800
State Capital 1514 Discretionary Program	793,749	987,105	667,748	650,328	\$3,098,929
State Operating Funds	4,358,948	4,830,127	4,975,010	5,124,260	\$19,288,345
RVT / Other Local Funding	2,128,238	2,017,005	1,889,637	1,853,778	\$7,888,657
Total Proposed Capital Funding	\$12,432,159	\$14,067,775	\$12,351,538	\$12,783,684	\$51,635,156

Appendix D – WATS 2023-2026 Highway and Bridge Projects

Project Information							FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 Costs						^ Milestones	
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total		
Lycoming			113591	SCM Monitoring	S	HRST			581	30,000		30,000			581	30,000		30,000			581	30,000		30,000			581	30,000		30,000		
Lycoming			114159	FFY 23 WATS RPM Contract	C	HRST			581	30,000		30,000																			6/22/23 E	
Lycoming			114160	FFY 24 WATS RPM Contract	C	HRST									581	30,900		30,900													6/1/24 E	
Lycoming			114161	FFY 25 WATS RPM Contract	C	HRST															581	31,800		31,800							6/1/25 E	
Lycoming			114162	FFY 26 WATS RPM Contract	C	HRST																					581	32,700		32,700	6/1/26 E	
Lycoming		LBR	6082	T-668 over Sugar Run	P	BRDG	BOF	100,000	183	18,750	6,250	125,000	BOF	100,000	183	18,750	6,250	125,000														
Lycoming		LBR	6082	T-668 over Sugar Run	F	BRDG													BOF	60,000	183	11,250	3,750	75,000	BOF	60,000	183	11,250	3,750	75,000		
Lycoming		LBR	6082	T-668 over Sugar Run	R	BRDG																			BOF	12,000	183	2,250	750	15,000		
Lycoming		LBR	6083	T-664 over German Run	P	BRDG	BOF	80,000	183	15,000	5,000	100,000																				
Lycoming		LBR	6083	T-664 over German Run	F	BRDG							BOF	60,000	183	11,250	3,750	75,000	BOF	60,000	183	11,250	3,750	75,000								
Lycoming		LBR	6083	T-664 over German Run	U	BRDG													BOF	12,000	183	2,250	750	15,000								
Lycoming		LBR	6083	T-664 over German Run	R	BRDG							BOF	16,000	183	3,000	1,000	20,000														
Lycoming		LBR	6083	T-664 over German Run	C	BRDG													BOF	280,000	183	52,500	17,500	350,000	BOF	280,000	183	52,500	17,500	350,000	1/1/25 E	
Lycoming		LBR	6085	T-836 over Trout Run	F	BRDG	BOF	80,000	183	15,000	5,000	100,000	BOF	40,000	183	2,500	7,500	50,000														
Lycoming		LBR	6085	T-836 over Trout Run	U	BRDG													BOF	16,000	183	3,000	1,000	20,000								
Lycoming		LBR	6085	T-836 over Trout Run	R	BRDG	BOF	24,000	183	4,500	1,500	30,000	BOF	12,000	183	750	2,250	15,000														
Lycoming		LBR	103952	T-557 over Gregs Run	F	BRDG	BOF	100,000	183	18,750	6,250	125,000	BOF	40,000	183	7,500	2,500	50,000														
Lycoming		LBR	103952	T-557 over Gregs Run	U	BRDG													BOF	16,000	183	3,000	1,000	20,000								
Lycoming		LBR	103952	T-557 over Gregs Run	R	BRDG	BOF	24,000	183	4,500	1,500	30,000																				
Lycoming		LBR	103952	T-557 over Gregs Run	C	BRDG													BOF	240,000	183	45,000	15,000	300,000	BOF	240,000	183	45,000	15,000	300,000	9/12/24 E	
Lycoming		LBR	112414	T-776 over English Run	P	BRDG	BOF	100,000	183	18,750	6,250	125,000	BOF	100,000	183	18,750	6,250	125,000														
Lycoming		LBR	112414	T-776 over English Run	F	BRDG													BOF	80,000	183	15,000	5,000	100,000	BOF	40,000	183	7,500	2,500	50,000		
Lycoming		LBR	112414	T-776 over English Run	R	BRDG																			BOF	12,000	183	2,250	750	15,000		
Lycoming			000	68713 WATS TIP Reserve	C	SAMI	HSIP	588,000				588,000	HSIP	416,000				416,000							HSIP	946,000				946,000		
Lycoming			66E	111625 Miller's Run Greenway: BHP to Riverwalk	C	TENH	TAP	682,000				682,000																			1/12/23 E	
Lycoming			67E	111628 Willow Street Green Pathway	C	TENH	TAP	500,000				500,000	TAP	500,000				500,000	TAP	500,000				500,000							3/2/24 E	
Lycoming	14	131	117883	SR 14 over Frozen Run	P	BRDG																					185	50,000		50,000		
Lycoming	15	143	93024	4 Mile Road	R	HCON			581	690,414		690,414																				
Lycoming	15	143	93024	4 Mile Road	C	HCON	NHPP	100,000				100,000	NHPP	100,000				100,000													1/1/23 E	
Lycoming	15	211	111282	Foy Ave to SR 14 NB & SB	+C	HRST	NHPP	1,217,000				1,217,000	NHPP	1,400,788				1,400,788													12/15/22 E	
Lycoming	15	220	114045	Susquehanna River to Overlook INTERIM	+C	HRST	NHPP	1,588,788				1,588,788	NHPP	911,212				911,212													1/1/23 E	
Lycoming	15	244	116904	Wavy Section between SRs 184 and 284	+C	HRST							NHPP	800,000				800,000	NHPP	800,000				800,000							1/1/24 E	
Lycoming	15	252	117534	SR 15 North Bridge Preservation 2	+C	BRDG	BRIP	300,000				300,000	BRIP	100,000				100,000													12/15/22 E	
Lycoming	15	254	117863	Old Lycoming Resurfacing	F	HRST									581	50,000		50,000														
Lycoming	15	254	117863	Old Lycoming Resurfacing	+C	HRST																			STP	500,000				500,000	1/1/25 E	
Lycoming	15	254	117863	Old Lycoming Resurfacing	+C	HRST													NHPP	2,417,000												

Project Information							FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 Costs						^ Milestones
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	
Lycoming	87	106	97615	PA 87 over Little Bear Creek	C	BRDG									185	450,000		450,000			185	650,000		650,000							9/1/23 E
Lycoming	87	147	98919	Ltl Bear Crk Rd to Lwr Manor Rd	C	HRST															581	200,000		200,000			581	1,025,000		1,025,000	1/16/25 E
Lycoming	220	166	99003	Water Street to Steele Lane	+C	HRST							STP	999,586				999,586	STP	1,758,000				1,758,000	STP	1,323,000				1,323,000	11/1/23 E
Lycoming	220	181	102641	Tivoli to Glen Mawr Curves	+C	SAMI							HSIP	689,000				689,000	HSIP	1,126,000				1,126,000	HSIP	202,000				202,000	11/1/23 E
Lycoming	220	193	106124	US 220 over Ramp A (to West Fourth St.)	C	BRDG													STP	1,086,000				1,086,000							9/15/22 E
Lycoming	220	193	106124	US 220 over Ramp A (to West Fourth St.)	C	BRDG	STP	2,927,000	185	278,250		3,205,250	STP	1,848,414	185	400,000		2,248,414	NHPP	1,420,000				1,420,000			185	619,417		619,417	9/15/22 E
Lycoming	220	213	79249	US 220 over Wolf Run	P	BRDG															185	50,000		50,000			185	50,000		50,000	
Lycoming	220	237	114095	Pine Creek to SR 287	+C	HRST	NHPP	1,450,000				1,450,000	NHPP	1,350,000				1,350,000													12/15/22 E
Lycoming	220	254	117887	SR 220 over Lick Run	P	BRDG																					185	50,000		50,000	
Lycoming	284	007	97617	PA 284 over Bonnell Run	+P	BRDG																			BOF	50,000				50,000	
Lycoming	284	008	97623	PA 284 over Blacks Creek	+P	BRDG	BOF	154,818				154,818																			
Lycoming	284	008	97623	PA 284 over Blacks Creek	F	BRDG	BOF	50,000				50,000	BOF	100,000				100,000													
Lycoming	284	008	97623	PA 284 over Blacks Creek	+U	BRDG													BOF	20,000				20,000							
Lycoming	284	008	97623	PA 284 over Blacks Creek	+R	BRDG							BOF	30,000				30,000													
Lycoming	284	008	97623	PA 284 over Blacks Creek	+C	BRDG													BOF	418,000				418,000	BOF	800,000				800,000	9/1/24 E
Lycoming	284	014	117924	Lycoming Off System Epoxy Group 1	+F	BRDG	BOF	75,000				75,000	BOF	25,000				25,000													
Lycoming	284	014	117924	Lycoming Off System Epoxy Group 1	+C	BRDG							BOF	410,000				410,000	BOF	400,000				400,000							9/1/23 E
Lycoming	287	138	97625	PA 287 over Larry's Creek	U	BRDG			185	20,000		20,000																			
Lycoming	287	138	97625	PA 287 over Larry's Creek	C	BRDG	BRIP	500,000	185	860,000		1,360,000	BRIP	500,000	185	474,000		974,000													12/8/22 E
Lycoming	287	141	99400	PA 287 over Lick Run	U	BRDG			185	20,000		20,000																			
Lycoming	287	141	99400	PA 287 over Lick Run	C	BRDG			185	430,000		430,000			185	670,000		670,000													11/3/22 E
Lycoming	405	101	114099	PA 54 to Brick Church Road INTERIM	C	HRST															581	500,000		500,000			581	850,000		850,000	1/1/25 E
Lycoming	654	030	114090	Edgewood Ave to S Market St	P	HRST			581	20,000		20,000																			
Lycoming	654	030	114090	Edgewood Ave to S Market St	C	HRST									581	1,050,000		1,050,000			581	550,000		550,000							1/1/24 E
Lycoming	864	015	97620	PA 864 over Mill Creek	P	BRDG																					185	75,000		75,000	
Lycoming	864	018	106182	Countywide Cable Guiderail Upgrades	C	SAMI	HSIP	496,000				496,000																			12/15/22 E
Lycoming	973	030	99237	PA 973 over Mill Creek	P	BRDG															185	75,000		75,000			185	75,000		75,000	
Lycoming	973	041	110180	PA 973 over North Fork Tombs Run	+F	BRDG	BOF	100,000				100,000																			
Lycoming	973	041	110180	PA 973 over North Fork Tombs Run	U	BRDG							BOF	20,000				20,000													
Lycoming	973	041	110180	PA 973 over North Fork Tombs Run	+R	BRDG	BOF	30,000				30,000																			
Lycoming	973	041	110180	PA 973 over North Fork Tombs Run	+C	BRDG							BOF	250,000				250,000	BOF	150,000				150,000							9/1/23 E
Lycoming	1002	023	117231	Lycoming Off-System Epoxy Group 3	P	BRDG	BOF	75,000				75,000																			
Lycoming	1002	023	117231	Lycoming Off-System Epoxy Group 3	+C	BRDG	BOF	1,630,182				1,630,182	BOF	880,000				880,000													1/1/23 E
Lycoming	1003	049	114313	SR 1003 over Roaring Run	F	BRDG									185	30,000		30,000													
Lycoming	1003	049	114313	SR 1003 over Roaring Run	U	BRDG															185	15,000		15,000							
Lycoming	1003	049	114313	SR 1003 over Roaring Run	R	BRDG									185	20,000		20,000													
Lycoming	1003	049	114313	SR 1003 over Roaring Run	C	BRDG															185	150,000		150,000			185	150,000		150,000	9/1/24 E
Lycoming	1005	001	5983	SR 1005 over Plunketts Creek	+P	BRDG	BRIP	100,000				100,000	BRIP	100,000				100,000													
Lycoming	1005	001	5983	SR 1005 over Plunketts Creek	+F	BRDG													BRIP	75,000				75,000	BRIP	75,000				75,000	
Lycoming	1005	001	5983	SR 1005 over Plunketts Creek	+R	BRDG																				BRIP	30,000			30,000	

Project Information							FFY 2023 Costs							FFY 2024 Costs							FFY 2025 Costs							FFY 2026 Costs							^ Milestones
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total					
Lycoming	1010	001	5755	SR 1010 over Roaring Branch	+F	BRDG							BOF	75,000				75,000			185	25,000		25,000											
Lycoming	1010	001	5755	SR 1010 over Roaring Branch	+U	BRDG							BOF	20,000				20,000																	
Lycoming	1010	001	5755	SR 1010 over Roaring Branch	+R	BRDG							BOF	20,000				20,000																	
Lycoming	1010	008	99027	SR 1010 ov Little Elk Run	C	BRDG			185	122,500		122,500																			8/11/22 E				
Lycoming	1017	009	88160	SR 1017 ov Lycoming Creek	C	BRDG			185	925,000		925,000			185	350,000		350,000													9/29/22 E				
Lycoming	2004	007	99032	SR 2004 over Trib to Spring Cr	C	BRDG			185	175,000		175,000			185	175,000		175,000													12/15/22 E				
Lycoming	2004	011	110190	SR 2004 over Trib to Spring Cr 2	P	BRDG															185	100,000		100,000			185	50,000		50,000					
Lycoming	2014	092	97508	US 15 to Campbell Street	+S	HCON													NHPP	250,000				250,000											
Lycoming	2014	092	97508	US 15 to Campbell Street	+P	HCON																			NHPP	1,500,000				1,500,000					
Lycoming	2014	095	99038	SR 2014 ov Bennett's Run	+C	BRDG	NHPP	411,212				411,212																			3/31/22 E				
Lycoming	2014	104	98940	Bennet Run to Odell Road	P	HRST			581	25,000		25,000																							
Lycoming	2014	104	98940	Bennet Run to Odell Road	+C	HRST	NHPP	250,000				250,000	NHPP	150,000				150,000													1/1/24 E				
Lycoming	2014	114	116597	Loyalsock Cr to Ecks Ln	+C	HRST	NHPP	450,000				450,000	NHPP	450,000				450,000													1/1/23 E				
Lycoming	2014	116	117864	John Brady Dr to Industrial Park Rd	F	HRST																					581	25,000		25,000					
Lycoming	2014	83C	111186	Oliver St to Arch St	P	HCON							STP	200,000	581	50,000		250,000	STP	400,000	581	100,000		500,000											
Lycoming	2014	83C	111186	Oliver St to Arch St	F	HCON													STP	200,000	581	50,000		250,000	NHPP	200,000	581	50,000		250,000					
Lycoming	2014	83C	111186	Oliver St to Arch St	C	HCON																			STP	900,000	581	1,521,300		2,421,300		1/1/26 E			
Lycoming	2015	004	110181	SR 2015 over German Run	+P	BRDG													BOF	50,000				50,000	BOF	50,000				50,000					
Lycoming	2029	009	117409	I-180 EB On-Ramp to Third St.	F	HRST			581	10,000		10,000																							
Lycoming	2029	009	117409	I-180 EB On-Ramp to Third St.	C	HRST							STP	300,000				300,000	STP	100,000				100,000							1/1/24 E				
Lycoming	2039	008	99300	3rd St to Lick Run Rd	P	HRST															581	15,000		15,000											
Lycoming	2039	008	99300	3rd St to Lick Run Rd	C	HRST																					581	1,000,000		1,000,000		1/1/26 E			
Lycoming	2039	09S	112979	Lick Run Slide	C	HRST			581	1,306,000		1,306,000																			2/17/22 A				
Lycoming	2055	003	110204	SR 2055 over Trib to Muncy Cr	P	BRDG															185	50,000		50,000			185	50,000		50,000					
Lycoming	2061	011	110205	SR 2061 over Little Sugar Run	P	BRDG																					185	75,000		75,000					
Lycoming	2061	012	6030	SR 2061 over Beaver Run	+P	BRDG													BOF	50,000				50,000	BOF	50,000				50,000					
Lycoming	2073	001	99035	SR 2073 ov Greggs Run	+F	BRDG	BOF	50,000				50,000																							
Lycoming	2073	001	99035	SR 2073 ov Greggs Run	+U	BRDG													BOF	20,000				20,000											
Lycoming	2073	001	99035	SR 2073 ov Greggs Run	+R	BRDG							BOF	20,000				20,000																	
Lycoming	2073	001	99035	SR 2073 ov Greggs Run	+C	BRDG													BOF	150,000				150,000	BOF	150,000				150,000	9/1/24 E				
Lycoming	2083	001	99408	SR 2083 over Lick Run	+P	BRDG	BOF	150,000				150,000	BOF	100,000				100,000																	
Lycoming	2083	001	99408	SR 2083 over Lick Run	+F	BRDG													BOF	75,000				75,000	BOF	75,000				75,000					
Lycoming	2083	001	99408	SR 2083 over Lick Run	+U	BRDG																			BOF	30,000				30,000					
Lycoming	2083	001	99408	SR 2083 over Lick Run	+R	BRDG													BOF	30,000				30,000											
Lycoming	2083	001	99408	SR 2083 over Lick Run	+C	BRDG																			BOF	150,000				150,000	9/1/25 E				
Lycoming	3007	015	99036	SR 3007 over Pine Run	F	BRDG	BOF	150,000				150,000</																							

d Discretionary

Project Information							FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Totals for: Lycoming								18,124,000		7,735,000	31,750	25,890,750		17,494,640		7,973,000	29,500	25,497,140		16,958,000		8,047,000	60,250	25,065,250		16,312,000		8,443,000	65,250	24,820,250	101,273,390
Overall Totals:								18,124,000		7,735,000	31,750	25,890,750		17,494,640		7,973,000	29,500	25,497,140		16,958,000		8,047,000	60,250	25,065,250		16,312,000		8,443,000	65,250	24,820,250	101,273,390

Lycoming

PennDOT Project Id: 5755

Project Administrator: PENNDOT

Improvement Type: Bridge Improvement

Municipality: Jackson (TWP)

Title: SR 1010 over Roaring Branch

State Route: 1010

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/28

Location: SR 1010 (Roaring Branch Rd) over Roaring Branch,
Jackson Township

Project Description: Bridge improvement on SR 1010 (Roaring Branch Road) in Jackson Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$165	\$0	\$0	\$408	\$0
	State:	\$0	\$0	\$25	\$0	\$863	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$100	\$165	\$25	\$0	\$1,271	\$0
Total FFY 2023-2034 Cost		\$1,561					

PennDOT Project Id: 5920

Project Administrator: PENNDOT

Improvement Type: Bridge Improvement

Municipality: Cascade (TWP)

Title: SR 1006 over Trib to Wallis Run

State Route: 1006

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/26

Location: SR 1006 (Wallis Run Rd) over Tributary to Wallis Run, Cascade Township

Project Description: Bridge improvement on SR 1006 (Wallis Run Road) over Tributary to Wallis Run in Cascade Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$102	\$0
	State:	\$0	\$50	\$50	\$50	\$320	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$50	\$50	\$50	\$422	\$0
Total FFY 2023-2034 Cost		\$572					

PennDOT Project Id: 5983

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Plunketts Creek (TWP)

Title: SR 1005 over Plunketts Creek

State Route: 1005

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/26

Location: SR 1005 (Proctor Rd) over Plunketts Creek
Plunketts Creek Township

Project Description: Bridge improvement on SR 1005 (Proctor Road) over Plunketts Creek in Plunketts Creek Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$100	\$75	\$105	\$25	\$0
	State:	\$0	\$0	\$0	\$0	\$1000	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$100	\$100	\$75	\$105	\$1,025	\$0
Total FFY 2023-2034 Cost		\$1,405					

PennDOT Project Id: 6030

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Penn (TWP)

Title: SR 2061 over Beaver Run

State Route: 2061

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/27

Location: SR 2061 (Beaver Lake Road) over Beaver Run, , Penn Township, 41 2061 0340 0000

Project Description: Bridge improvement on SR 2061 (Beaver Lake Road) over Beaver Run in Penn Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$50	\$50	\$520	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$50	\$50	\$520	\$0
Total FFY 2023-2034 Cost		\$620					

PennDOT Project Id: 6031

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Cogan House (TWP)

Title: SR 4010 over Larrys Creek

State Route: 4010

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/24

Location: SR 4010 (Cogan House Road) over Larry's Creek
Cogan House Township

Project Description: Bridge replacement on SR 4010 (Cogan House Road) over Larry's Creek in Cogan House Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$180	\$351	\$326	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$180	\$351	\$326	\$0	\$0
Total FFY 2023-2034 Cost		\$857					

PennDOT Project Id: 6082

Project Administrator: PENNDOT

Improvement Type: Bridge Improvement

Municipality: Moreland (TWP)

Title: T-668 over Sugar Run

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/27

Location: T-668 (Cranmer Hill Rd) over Sugar Run
Moreland Township

Project Description: Bridge improvement on T-668 (Cranmer Hill Rd) over Sugar Run in Moreland Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$100	\$60	\$72	\$656	\$0
	State:	\$19	\$19	\$11	\$13	\$123	\$0
	Local/Other:	\$6	\$6	\$4	\$5	\$41	\$0
Period Totals:		\$125	\$125	\$75	\$90	\$820	\$0
Total FFY 2023-2034 Cost		\$1,235					

PennDOT Project Id: 6083

Project Administrator: PENNDOT

Title: T-664 over German Run

Improvement Type: Bridge Improvement

State Route: 0

Municipality: Moreland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/25

Location: T-664 (Tome Rd) over German Run
Moreland Township

Project Description: Bridge improvement on T-664 (Tome Rd) over German Run in Moreland Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$80	\$76	\$352	\$280	\$0	\$0
	State:	\$15	\$14	\$66	\$53	\$0	\$0
	Local/Other:	\$5	\$5	\$23	\$18	\$0	\$0
	Period Totals:	\$100	\$95	\$441	\$351	\$0	\$0
Total FFY 2023-2034 Cost		\$987					

PennDOT Project Id: 6085

Project Administrator: PENNDOT

Title: T-836 over Trout Run

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Lewis (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/25

Location: T-836 (Truman St) over Trout Run
Lewis Township

Project Description: Bridge improvement on T-836 (Truman St) over Trout Run in Lewis Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$104	\$52	\$216	\$400	\$0	\$0
	State:	\$20	\$4	\$41	\$75	\$0	\$0
	Local/Other:	\$7	\$10	\$14	\$25	\$0	\$0
	Period Totals:	\$131	\$66	\$271	\$500	\$0	\$0
Total FFY 2023-2034 Cost		\$968					

PennDOT Project Id: 6205

Project Administrator: PENNDOT

Title: SR 44 over Susquehanna River

Improvement Type: Bridge Painting

State Route: 44

Municipality: Jersey Shore (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/25

Location: SR 44 over West Branch of Susquehanna River in Nippenose Township and Jersey Shore Borough, Lycoming County.

Project Description: Bridge Restoration on SR 44 over West Branch of Susquehanna River in Nippenose Township and Jersey Shore Borough, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$50	\$420	\$1087	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$50	\$420	\$1,087	\$0
Total FFY 2023-2034 Cost		\$1,557					

PennDOT Project Id: 6209

Project Administrator: PENNDOT
Improvement Type: Bridge Rehabilitation
Municipality: Pine (TWP)

Title: SR 4001 ov Lt Pine Creek
State Route: 4001
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:
Estimated Construction Bid Date: 5/4/23
Location: SR 4001 (Little Pine Creek Rd) over Little Pine Creek, Pine Township, BMS# 41 4001 0270 0000

Project Description: Bridge rehabilitation on SR 4001 (Little Pine Creek Road) over Little Pine Creek in Pine Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$2723	\$2773	\$3248	\$3496	\$0	\$0
	State:	\$50	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,773	\$2,773	\$3,248	\$3,496	\$0	\$0
Total FFY 2023-2034 Cost		\$12,290					

PennDOT Project Id: 68713

Project Administrator: PennDOT
Improvement Type: New Bridge
Municipality:

Title: WATS TIP Reserve
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: WATS Reserve funding line item

Project Description: WATS reserve funding line item

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$588	\$416	\$0	\$946	\$38523	\$38513
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$588	\$416	\$0	\$946	\$38,523	\$38,513
Total FFY 2023-2034 Cost		\$78,986					

PennDOT Project Id: 79249

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Wolf (TWP)

Title: US 220 over Wolf Run
State Route: 220
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:
Estimated Construction Bid Date: 9/1/28
Location: US 220 over Wolf Run
Wolf Twp, Lycoming Co
BMS 41 0220 0400 1035
Project Description: Bridge Replacement on US 220 over Wolf Run
Wolf Twp, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$50	\$50	\$545	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$50	\$50	\$545	\$0
Total FFY 2023-2034 Cost		\$645					

PennDOT Project Id: 87918

Project Administrator: PennDOT

Title: SR 44 over Lawshe Run

Improvement Type: Bridge Replacement

State Route: 44

Municipality: Jersey Shore (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/13/23

Location: SR 44 (Main Street) over Lawshe Run
Jersey Shore Borough

Project Description: Bridge improvement on SR44 (Main Street) over Lawshe Run in Jersey Shore Borough, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$755	\$590	\$721	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$755	\$590	\$721	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,066					

PennDOT Project Id: 88160

Project Administrator: PennDOT

Title: SR 1017 ov Lycoming Creek

Improvement Type: Bridge Preservation Activities

State Route: 1017

Municipality: Old Lycoming (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/29/22

Location: 3 Bridges on SR 1017 (Lycoming Creek Rd) over Lycoming Creek 1 Bridge on SR 2016 (High St) over Lycoming Creek in Loyalsock, Old Lycoming, Hepburn, & Lycoming (Twps).

Project Description: Preservation of Three Bridges on State Route 1017 (Lycoming Creek Road) over Lycoming Creek and One Bridge on SR 2016 (high Street) over Lycoming Creek in Loyalsock, Old Lycoming, Hepburn, and Lycoming Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$925	\$350	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$925	\$350	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,275					

PennDOT Project Id: 88743

Project Administrator: PennDOT

Title: SR 4001 over Lt Pine Crk

Improvement Type: Bridge Rehabilitation

State Route: 4001

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/24

Location: SR 4001 (Little Pine Creek Rd) over Little Pine Creek
Pine (Twp)

BMS# 41 4001 0210 0312

Project Description: Rehabilitate superstructure of bridge carrying S.R. 4001 (Little Pine Creek Road) over Little Pine Creek in Pine (Township), Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$150	\$275	\$1269	\$1529	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$150	\$275	\$1,269	\$1,529	\$0	\$0
Total FFY 2023-2034 Cost		\$3,223					

PennDOT Project Id: 93024

Project Administrator: PennDOT

Title: 4 Mile Road

Improvement Type: Intersection Improvement

State Route: 15

Municipality: Lewis (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/23

Location: Intersection of US 15 and 4 Mile Road
Lewis Twp

Project Description: Access improvements at the intersection of US 15 and 4 Mile Road in Lewis Twp, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$100	\$0	\$0	\$0	\$0
	State:	\$690	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$790	\$100	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$890					

PennDOT Project Id: 97508

Project Administrator: PennDOT

Title: US 15 to Campbell Street

Improvement Type: Reconstruct

State Route: 2014

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/30

Location: SR 2014 (Fourth Street) from SR 15 to Campbell Street
City of Williamsport

Project Description: Reconstruction of SR 2014 (Fourth Street) from Campbell Street to US Route 15 in the City of Williamsport, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$250	\$1500	\$4810	\$5792
	State:	\$0	\$0	\$0	\$0	\$3500	\$9893
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$250	\$1,500	\$8,310	\$15,685
Total FFY 2023-2034 Cost		\$25,745					

PennDOT Project Id: 97615

Project Administrator: PennDOT

Title: PA 87 over Little Bear Creek

Improvement Type: Bridge Improvement

State Route: 87

Municipality: Plunketts Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/23

Location: SR 87 over Little Bear Creek
Plunketts Creek Township

Project Description: Bridge improvement on SR 87 over Little Bear Creek in Plunketts Creek Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$70	\$470	\$650	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$70	\$470	\$650	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,190					

PennDOT Project Id: 97617

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Pine (TWP)

Title: PA 284 over Bonnell Run

State Route: 284

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/28

Location: PA 284 over Bonnell Run in Pine Township

Project Description: Bridge rehabilitation on PA 284 over Bonnell Run in Pine Township

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$50	\$1451	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$50	\$1,451	\$0
Total FFY 2023-2034 Cost		\$1,501					

PennDOT Project Id: 97620

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Upper Fairfield (TWP)

Title: PA 864 over Mill Creek

State Route: 864

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/27

Location: PA 864 over Mill Creek
Upper Fairfield Township

Project Description: Bridge improvement on SR 864 over Mill Creek in Upper Fairfield Township, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$75	\$1462	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$75	\$1,462	\$0
Total FFY 2023-2034 Cost		\$1,537					

PennDOT Project Id: 97623

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Pine (TWP)

Title: PA 284 over Blacks Creek

State Route: 284

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/24

Location: SR 284 over Blacks Creek,
Pine Township

Project Description: Bridge replacement on SR 284 over Blacks Creek in Pine Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$205	\$130	\$438	\$800	\$165	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$205	\$130	\$438	\$800	\$165	\$0
Total FFY 2023-2034 Cost		\$1,738					

PennDOT Project Id: 97625

Project Administrator: PennDOT

Title: PA 287 over Larry's Creek

Improvement Type: Bridge Improvement

State Route: 287

Municipality: Cummings (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/8/22

Location: SR 287 over Larry's Creek
Cummings Township

Project Description: Bridge improvement on SR 287 over Larry's Creek in Cummings Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$500	\$500	\$0	\$0	\$0	\$0
	State:	\$880	\$474	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,380	\$974	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,354					

PennDOT Project Id: 98919

Project Administrator: PennDOT

Title: Ltl Bear Crk Rd to Lwr Manor Rd

Improvement Type: Resurface

State Route: 87

Municipality: Plunketts Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/16/25

Location: SR 87 from Little Bear Creek Rd to Lower Manor Rd,, Plunketts Creek Twp.

Project Description: Resurface Roadway on SR 87 from Little Bear Creek Rd to Lower Manor Rd, Plunketts Creek Twp.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$200	\$1025	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$200	\$1,025	\$0	\$0
Total FFY 2023-2034 Cost		\$1,225					

PennDOT Project Id: 98940

Project Administrator: PennDOT

Title: Bennet Run to Odell Road

Improvement Type: Surface Treatment Micro-surfacing

State Route: 2014

Municipality: Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/24

Location: SR 2014 from Bennet Run to Odell Road,
Montrousville Boro & Fairfield & Muncy Twps

Project Description: Microsurface Roadway on SR 2014 from Bennet Run to Odell Road, Montrousville Boro & Fairfield & Muncy Twps

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$250	\$150	\$0	\$0	\$0	\$0
	State:	\$25	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$275	\$150	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$425					

PennDOT Project Id: 99003

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Picture Rocks (BORO)

Title: Water Street to Steele Lane

State Route: 220

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/1/23

Location: Resurface US 220 from Water Street to Steele Lane in Picture Rocks Borough and Shrewsbury and Penn Townships

Project Description: Resurface US Route 220 from Water Street to Steele Lane in Picture Rocks Borough and Shrewsbury and Penn Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$1000	\$1758	\$1323	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$1,000	\$1,758	\$1,323	\$0	\$0
Total FFY 2023-2034 Cost		\$4,081					

PennDOT Project Id: 99025

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Jackson (TWP)

Title: SR 1009 over Trib to Blockhouse Cr

State Route: 1009

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/24

Location: SR 1009 (Blockhouse Rd) over a Tributary to Blockhouse Creek
Jackson Township

Project Description: Bridge improvement on SR 1009 (Blockhouse Road) over a Tributary to Blockhouse Creek in Jackson Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$50	\$140	\$125	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$50	\$140	\$125	\$0	\$0
Total FFY 2023-2034 Cost		\$315					

PennDOT Project Id: 99027

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Jackson (TWP)

Title: SR 1010 ov Little Elk Run

State Route: 1010

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/11/22

Location: SR 1010 (Roaring Branch Rd) over Little Elk Run
Jackson Township

Project Description: Bridge improvement on SR 1010 (Roaring Branch Road) over Little Elk Run in Jackson Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$123	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$123	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$123					

PennDOT Project Id: 99032

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Washington (TWP)

Title: SR 2004 over Trib to Spring Cr

State Route: 2004

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/15/22

Location: SR 2004 (Alvira Road) over a Tributary to Spring Creek, Washington Township

Project Description: Bridge improvement on SR 2004 (Alvira Road) over a Tributary to Spring Creek in Washington Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$175	\$175	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$175	\$175	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$350					

PennDOT Project Id: 99035

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Wolf (TWP)

Title: SR 2073 ov Greggs Run

State Route: 2073

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/24

Location: SR 2073 (Beaver Lake Rd) over Greggs Run
Penn Township

Project Description: Bridge improvement on SR 2073 (Beaver Lake Rd) over Greggs Run in Penn Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$50	\$20	\$170	\$150	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$50	\$20	\$170	\$150	\$0	\$0
Total FFY 2023-2034 Cost		\$390					

PennDOT Project Id: 99036

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Piatt (TWP)

Title: SR 3007 over Pine Run

State Route: 3007

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/14/23

Location: SR 3007 (Level Corners Road) over Pine Run, Piatt and Woodward Townships,

Project Description: Bridge improvement on SR 3007 (Level Corners Road) over Pine Run in Piatt and Woodward Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$180	\$275	\$100	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$180	\$275	\$100	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$555					

PennDOT Project Id: 99038

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Fairfield (TWP)

Title: SR 2014 ov Bennett's Run

State Route: 2014

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/31/22

Location: SR 2014 (Lycoming Mall Drive) over Bennett's Run
Fairfield Township

Project Description: Bridge improvement on SR 2014 (Lycoming Mall Drive) over Bennett's Run in Fairfield Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$411	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$411	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$411					

PennDOT Project Id: 99052

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Piatt (TWP)

Title: SR 3010 ov Larrys Creek

State Route: 3010

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/27

Location: SR 3010 (Larryville Road) over Larry's Creek,
Piatt Township,
41 3010 0072 0000

Project Description: Bridge improvement on SR 3010 (Larryville Road) over Larry's Creek in Piatt Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$75	\$75	\$75	\$150	\$0
	State:	\$0	\$0	\$0	\$0	\$1500	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$75	\$75	\$75	\$1,650	\$0
Total FFY 2023-2034 Cost		\$1,875					

PennDOT Project Id: 99061

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Cogan House (TWP)

Title: SR 4010 ov Larry's Creek

State Route: 4010

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/24

Location: SR 4010 (Cogan House Rd) over Larry's Creek
Cogan House Township

Project Description: Bridge replacement on SR 4010 (Cogan House Rd) over Larry's Creek in Cogan House Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$180	\$525	\$500	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$180	\$525	\$500	\$0	\$0
Total FFY 2023-2034 Cost		\$1,205					

PennDOT Project Id: 99237

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Hepburn (TWP)

Actual Construction Bid Date:

Location: PA 973 over Mill Creek, Hepburn Township

Title: PA 973 over Mill Creek

State Route: 973

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/28

Project Description: Bridge rehabilitation on PA 973 over Mill Creek in Hepburn Township

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$75	\$75	\$1635	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$75	\$75	\$1,635	\$0
Total FFY 2023-2034 Cost		\$1,785					

PennDOT Project Id: 99300

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Loyalsock (TWP)

Actual Construction Bid Date:

Location: Third Street to Lick Run Road
Loyalsock Township

Title: 3rd St to Lick Run Rd

State Route: 2039

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/26

Project Description: Resurface SR 2039 (Warrensville Road) from Third Street to Lick Run Road in Loyalsock Township, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$15	\$1000	\$400	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$15	\$1,000	\$400	\$0
Total FFY 2023-2034 Cost		\$1,415					

PennDOT Project Id: 99374

Project Administrator: PennDOT

Improvement Type: Signing

Municipality: Williamsport (CITY)

Actual Construction Bid Date:

Location: Replace major guide signs on US 15 in the City of Williamsport and Old Lycoming Township

Title: US 15 Guide Sign Upgrade

State Route: 15

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/23

Project Description: Replace major guide signs on US 15 in the City of Williamsport and Old Lycoming Township

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$443	\$95	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$443	\$95	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$538					

PennDOT Project Id: 99400

Project Administrator: PennDOT

Title: PA 287 over Lick Run

Improvement Type: Bridge Improvement

State Route: 287

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/3/22

Location: SR 287 over Lick Run,
Pine Township

Project Description: Bridge rehabilitation or replacement on SR 287 over Lick Run in Pine Township, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$450	\$670	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$450	\$670	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,120					

PennDOT Project Id: 99408

Project Administrator: PennDOT

Title: SR 2083 over Lick Run

Improvement Type: Bridge Rehabilitation

State Route: 2083

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/25

Location: SR 2083 (Deer Lake Road) over Lick Run, Shrewsbury Township

Project Description: Bridge improvement on SR 2083 (Deer Lake Road) over Lick Run in Shrewsbury Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$150	\$100	\$105	\$255	\$225	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$150	\$100	\$105	\$255	\$225	\$0
Total FFY 2023-2034 Cost		\$835					

PennDOT Project Id: 102641

Project Administrator: PennDOT

Title: Tivoli to Glen Mawr Curves

Improvement Type: Safety Improvement

State Route: 220

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/1/23

Location: Barto Hollow Road to Deer Lake Road
Shrewsbury Twp

Project Description: Safety enhancements between Barto Hollow Road and Deer Lake Road, in Shrewsbury Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$689	\$1126	\$202	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$689	\$1,126	\$202	\$0	\$0
Total FFY 2023-2034 Cost		\$2,017					

PennDOT Project Id: 103952

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Penn (TWP)

Title: T-557 over Gregs Run

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/24

Location: T-557 (Bartlow Rd) over Gregs Run
Penn Township

Project Description: Bridge improvement on T-557 (Bartlow Rd) over Gregs Run in Penn Township, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$124	\$40	\$256	\$240	\$0	\$0
	State:	\$24	\$8	\$48	\$45	\$0	\$0
	Local/Other:	\$8	\$3	\$16	\$15	\$0	\$0
Period Totals:		\$156	\$51	\$320	\$300	\$0	\$0
Total FFY 2023-2034 Cost		\$827					

PennDOT Project Id: 106124

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Woodward (TWP)

Title: US 220 over Ramp A (to West Fourth St.)

State Route: 220

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/15/22

Location: SR 220 over Ramp A, T-331, and SEDACOG RR
Woodward Township

Project Description: Bridge improvement on US Route 220 over Ramp A (West Fourth Street), T-331 and the SEDACOG railroad in Woodward Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$2927	\$1848	\$2506	\$0	\$0	\$0
	State:	\$278	\$400	\$0	\$619	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$3,205	\$2,248	\$2,506	\$619	\$0	\$0
Total FFY 2023-2034 Cost		\$8,578					

PennDOT Project Id: 106182

Project Administrator: PennDOT

Improvement Type: Guiderail Improvement

Municipality: Upper Fairfield (TWP)

Title: Countywide Cable Guiderail Upgrades

State Route: 864

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/15/22

Location: SRs 864, 973, and 2009
Upper Fairfield, Wolf, Mifflin, and Cogan House Townships

Project Description: Upgrade sub-standard cable guide rail on State Routes 864, 973, and 2009 in Upper Fairfield, Wolf, Mifflin, and Cogan House Townships, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$496	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$496	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$496					

PennDOT Project Id: 110167

Project Administrator: PennDOT

Title: SR 54 over Susquehanna River

Improvement Type: Bridge Improvement

State Route: 54

Municipality: Montgomery (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/25

Location: SR 54 over West Branch of the Susquehanna River
Montgomery Borough

Project Description: Bridge improvement on SR 54 over West Branch of the Susquehanna River in Montgomery Borough, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$924	\$1601	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$924	\$1,601	\$0
Total FFY 2023-2034 Cost		\$2,525					

PennDOT Project Id: 110180

Project Administrator: PennDOT

Title: PA 973 over North Fork Tombs Run

Improvement Type: Bridge Improvement

State Route: 973

Municipality: Watson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/23

Location: SR 973 over North Fork of Tombs Run
Watson Twp

Project Description: Bridge improvement on SR 973 over North Fork Tombs Run in Watson Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$130	\$270	\$150	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$130	\$270	\$150	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$550					

PennDOT Project Id: 110181

Project Administrator: PennDOT

Title: SR 2015 over German Run

Improvement Type: Bridge Replacement

State Route: 2015

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/27

Location: SR 2015 over German Run, Franklin Township

Project Description: Bridge Replacement on SR 2015 over German Run in Franklin Township.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$50	\$50	\$495	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$50	\$50	\$495	\$0
Total FFY 2023-2034 Cost		\$595					

PennDOT Project Id: 110182

Project Administrator: PennDOT

Title: SR 1006 over Slacks Run

Improvement Type: Bridge Improvement

State Route: 1006

Municipality: Cascade (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/26

Location: SR 1006 (Slacks Run Rd) over Slacks Run
Cascade Township

Project Description: Bridge improvement on SR 1006 (Slacks Run Road) over Slacks Run in Cascade Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$100	\$0
	State:	\$0	\$150	\$50	\$95	\$320	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$150	\$50	\$95	\$420	\$0
Total FFY 2023-2034 Cost		\$715					

PennDOT Project Id: 110190

Project Administrator: PennDOT

Title: SR 2004 over Trib to Spring Cr 2

Improvement Type: Bridge Improvement

State Route: 2004

Municipality: Washington (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/27

Location: SR 2004 (Spring Creek Rd) over a Tributary to Spring Creek
Washington Township

Project Description: Bridge improvement on SR 2004 (Spring Creek Road) over a Tributary to Spring Creek in Washington Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$100	\$50	\$560	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$100	\$50	\$560	\$0
Total FFY 2023-2034 Cost		\$710					

PennDOT Project Id: 110204

Project Administrator: PennDOT

Title: SR 2055 over Trib to Muncy Cr

Improvement Type: Bridge Improvement

State Route: 2055

Municipality: Muncy Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/27

Location: SR 2055 over Tributary to Muncy Creek
Muncy Creek Township

Project Description: Bridge Replacement on SR 2055 (Chippewa Road) over Tributary to Muncy Creek, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$50	\$50	\$560	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$50	\$50	\$560	\$0
Total FFY 2023-2034 Cost		\$660					

PennDOT Project Id: 110205

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Wolf (TWP)

Title: SR 2061 over Little Sugar Run

State Route: 2061

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/28

Location: SR 2061 over Little Sugar Run
Wolf Township

Project Description: Bridge replacement on SR 2061 (Green Valley Road) over Little Sugar Run in Wolf Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$75	\$635	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$75	\$635	\$0
Total FFY 2023-2034 Cost		\$710					

PennDOT Project Id: 111186

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Williamsport (CITY)

Title: Oliver St to Arch St

State Route: 2014

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/26

Location: SR 2014 (4th Street (Oliver St. to Arch St.)), City of Williamsport

Project Description: Reconstruction of SR 2014 (4th Street- (Oliver St. to Arch St.)) in the City of Williamsport, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$200	\$600	\$1100	\$2665	\$0
	State:	\$0	\$50	\$150	\$1571	\$7149	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$250	\$750	\$2,671	\$9,814	\$0
Total FFY 2023-2034 Cost		\$13,485					

PennDOT Project Id: 111282

Project Administrator: PennDOT

Improvement Type: Surface Treatment Micro-surfacing

Municipality: Old Lycoming (TWP)

Title: Foy Ave to SR 14 NB & SB

State Route: 15

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/15/22

Location: Foy Ave to SR 14 NB & SB
Old Lycoming, Lycoming & Lewis Twps

Project Description: Microsurfacing on US Route 15 from Foy Avenue to SR 14 NB and SB in Old Lycoming, Lycoming and Lewis Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$1217	\$1401	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,217	\$1,401	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,618					

PennDOT Project Id: 111625

Project Administrator: PennDOT

Improvement Type: Transportation Enhancement

Municipality: Loyalsock (TWP)

Title: Miller's Run Greenway: BHP to Riverwalk

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/12/23

Location: The project begins on the existing Bikeway near I-180 and extends north traversing the eastern bank of Miller's Run and the levee on the western bank of Millers Run to Miller Avenue then into Bruce Henry Park.

Project Description: Phase II Miller's Run Greenway Trail: To Construct a paved greenway to connect Bruce Henry Park and its surrounding residential areas in Loyalsock Township to the existing Susquehanna Bikeway and Riverwalk.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$682	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$682	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$682					

PennDOT Project Id: 111628

Project Administrator: PennDOT

Improvement Type: Transportation Enhancement

Municipality: Williamsport (CITY)

Title: Willow Street Green Pathway

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/2/24

Location: The project is located in Williamsport's Old City neighborhood, a historic neighborhood located east of Market Street. Project boundaries for the Willow Street project extend from Basin Street to Market Street.

Project Description: Funds will be used to construct the Willow Street Green Infrastructure Pathway Project, in the City of Williamsport, Lycoming County. The project will provide an improved transportation alternative for pedestrians and cyclists.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$500	\$500	\$500	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$500	\$500	\$500	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,500					

PennDOT Project Id: 112414

Project Administrator: Lycoming County

Improvement Type: Bridge Improvement

Municipality: Pine (TWP)

Title: T-776 over English Run

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/27

Location: T-776 (English Run Road) over English Run, Pine Township

Project Description: Bridge improvement on T-776 (English Run Road) over English Run in Pine Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$100	\$80	\$52	\$816	\$0
	State:	\$19	\$19	\$15	\$10	\$153	\$0
	Local/Other:	\$6	\$6	\$5	\$4	\$51	\$0
	Period Totals:	\$125	\$125	\$100	\$66	\$1,020	\$0
Total FFY 2023-2034 Cost		\$1,436					

PennDOT Project Id: 112978

Project Administrator: PennDOT

Improvement Type: Slides Correction

Municipality: Watson (TWP)

Actual Construction Bid Date:

Location: SR 44 between Torbert and Tombs Run
Watson Twp

Title: Tombs Run Slides

State Route: 44

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 10/5/23

Project Description: Repair embankment on SR 44 between Torbert and Tombs Run in Watson Township, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$1623	\$2836	\$2645	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,623	\$2,836	\$2,645	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$7,104					

PennDOT Project Id: 112979

Project Administrator: PennDOT

Improvement Type: Slides Correction

Municipality: Loyalsock (TWP)

Actual Construction Bid Date: 2/17/22

Location: SR 2039 at Lick Run Rd
Loyalsock and Eldred Townships

Title: Lick Run Slide

State Route: 2039

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 2/17/22

Project Description: Embankment stabilization on SR 2039 at Lick Run Rd, in Loyalsock and Eldred Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$1306	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,306	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,306					

PennDOT Project Id: 113591

Project Administrator: PennDOT

Improvement Type: Environmental Mitigation

Municipality:

Actual Construction Bid Date:

Location: Lycoming County

Title: SCM Monitoring

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Project Description: Monitoring of constructed stormwater control measures within Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$30	\$30	\$30	\$30	\$120	\$120
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$30	\$30	\$30	\$30	\$120	\$120
Total FFY 2023-2034 Cost		\$360					

PennDOT Project Id: 114045

Project Administrator: PennDOT

Title: Susquehanna River to Overlook INTERIM

Improvement Type: Resurface

State Route: 15

Municipality: Armstrong (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/23

Location: SR 15 (Hastings and Market Streets) from the Susquehanna River to the US 15 Overlook
South Williamsport Boro and Armstrong Twp

Project Description: Resurface SR 15 (Hastings Street) from the Susquehanna River to the US 15 Overlook in South Williamsport Borough and Armstrong Township, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$1589	\$911	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,589	\$911	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,500					

PennDOT Project Id: 114090

Project Administrator: PennDOT

Title: Edgewood Ave to S Market St

Improvement Type: Resurface

State Route: 654

Municipality: Duboistown (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/24

Location: SR 654 (Euclid, Riverside & Southern Aves) from Edgewood Ave to South Market St
South Williamsport Boro

Project Description: Resurface SR 654 (Euclid, Riverside & Southern Aves) from Edgewood Ave to South Market St in South Williamsport Boro, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$20	\$1050	\$550	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$20	\$1,050	\$550	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,620					

PennDOT Project Id: 114095

Project Administrator: PennDOT

Title: Pine Creek to SR 287

Improvement Type: Resurface

State Route: 220

Municipality: Porter (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/15/22

Location: SR 220 from Pine Creek to SR 287
Porter and Piatt Townships

Project Description: Mill and resurface SR 220 from Pine Creek to SR 287 in Porter and Piatt Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$1450	\$1350	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,450	\$1,350	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,800					

PennDOT Project Id: 114099

Project Administrator: PennDOT

Title: PA 54 to Brick Church Road INTERIM

Improvement Type: Resurface

State Route: 405

Municipality: Clinton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/25

Location: SR 405 (from PA 54 to Brick Church Road), Montgomery Borough and Clinton Township

Project Description: Resurfacing of SR 405 (from PA 54 to Brick Church Road) in Montgomery Borough and Clinton Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$500	\$850	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$500	\$850	\$0	\$0
Total FFY 2023-2034 Cost		\$1,350					

PennDOT Project Id: 114159

Project Administrator: PennDOT

Title: FFY 23 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/22/23

Location: Install/replace RPMS on various routes in Lycoming County

Project Description: Install/replace RPMS on various routes in Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$30	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$30	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$30					

PennDOT Project Id: 114160

Project Administrator: PennDOT

Title: FFY 24 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/24

Location: Install/replace RPMs on various routes in Lycoming County.

Project Description: Install/replace RPMs on various routes in Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$31	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$31	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$31					

PennDOT Project Id: 114161

Project Administrator: PennDOT

Title: FFY 25 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/25

Location: Replace reflective pavement markers on various state routes in Lycoming County.

Project Description: Replace reflective pavement markers on various state routes in Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$32	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$32	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$32					

PennDOT Project Id: 114162

Project Administrator: PennDOT

Title: FFY 26 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/26

Location: Replace reflective pavement markers on various state routes in Lycoming County.

Project Description: Replace reflective pavement markers on various state routes in Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$33	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$33	\$0	\$0
Total FFY 2023-2034 Cost		\$33					

PennDOT Project Id: 114313

Project Administrator: PennDOT

Title: SR 1003 over Roaring Run

Improvement Type: Bridge Improvement

State Route: 1003

Municipality: Gamble (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/24

Location: SR 1003 (Wallis Run Rd) over Roaring Run
Gamble Twp

Project Description: Bridge improvement on SR 1003 (Wallis Run Rd) over Roaring Run in Gamble Twp, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$50	\$165	\$150	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$50	\$165	\$150	\$0	\$0
Total FFY 2023-2034 Cost		\$365					

PennDOT Project Id: 116597

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Montoursville (BORO)

Title: Loyalsock Cr to Ecks Ln

State Route: 2014

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/23

Location: SR 2014 (Loyalsock Creek to Ecks Lane)
Montoursville Borough

Project Description: Resurfacing of SR 2014 (Broad Street) from Loyalsock Creek to Ecks Lane in Montoursville Borough, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$450	\$450	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$450	\$450	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$900					

PennDOT Project Id: 116904

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Cogan House (TWP)

Title: Wavy Section between SRs 184 and 284

State Route: 15

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/24

Location: SR 15 NB from SR 184 to SR 284, Cogan House & Jackson Twps

Project Description: Mill and resurface SR 15 NB from SR 184 to SR 284 in Cogan House & Jackson Twps, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$800	\$800	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$800	\$800	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,600					

PennDOT Project Id: 117231

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Lewis (TWP)

Title: Lycoming Off-System Epoxy Group 3

State Route: 1002

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/23

Location: Various bridges in Lewis, Gamble, Plunketts Creek, Muncy Creek, Wolf, Penn, Shrewsbury, Mifflin and Brown Townships.

Project Description: Epoxy overlay of various bridges on SRs 1002, 1003, 1005, 2048, 2071, 2085, 3024 and 4016 in Lewis, Gamble, Plunketts Creek, Muncy Creek, Wolf, Penn, Shrewsbury, Mifflin and Brown Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$1705	\$880	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,705	\$880	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,585					

PennDOT Project Id: 117278

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Cummings (TWP)

Actual Construction Bid Date:

Location: SR 44 over Pine Creek and SR 414 over Cedar Run
Cummings and Brown Twps.

Title: Pine Creek Valley Epoxy Overlay Group

State Route: 44

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/24

Project Description: Epoxy overlay on SR 44 over Pine Creek and SR 414 over Cedar Run in Cummings and Brown Twps., Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$160	\$150	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$50	\$160	\$150	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$360					

PennDOT Project Id: 117409

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Loyalsock (TWP)

Actual Construction Bid Date:

Location: SR 2029 from I-180 EB On-Ramp to Third Street
Loyalsock Township

Title: I-180 EB On-Ramp to Third St.

State Route: 2029

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/24

Project Description: Resurface SR 2029 (Northway Road) from I-180 EB On-Ramp to Third Street in Loyalsock Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$300	\$100	\$0	\$0	\$0
	State:	\$10	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$10	\$300	\$100	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$410					

PennDOT Project Id: 117534

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Old Lycoming (TWP)

Actual Construction Bid Date:

Location: Group epoxy overlay project on various bridge on SR 15 North in Old Lycoming, Lycoming and Lewis Townships.

Title: SR 15 North Bridge Preservation 2

State Route: 15

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 12/15/22

Project Description: Group epoxy overlay project on various bridge on SR 15 North in Old Lycoming, Lycoming and Lewis Townships.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$300	\$100	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$300	\$100	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$400					

PennDOT Project Id: 117631

Project Administrator: PennDOT

Title: SR 44 Group Bridge Preservation

Improvement Type: Bridge Preservation Activities

State Route: 44

Municipality: Jersey Shore (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/13/23

Location: SR 44 over W. Br. Susq River and over SR 220/Ramp 8028
Nippenose & Piatt Twps & Jersey Shore Boro

Project Description: Epoxy overlay of bridge decks on SR 44 over W. Br. Susq River and over SR 220/Ramp 8028 in Nippenose & Piatt Twps & Jersey Shore Boro, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$125	\$125	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$125	\$125	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$250					

PennDOT Project Id: 117826

Project Administrator: PennDOT

Title: Lycoming High Friction Surface Treatment

Improvement Type: Safety Improvement

State Route: 44

Municipality: Nippenose (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/24

Location: Various locations on SRs 44, 220 & 2018
Nippenose, Penn & Loyalsock Twps

Project Description: Place high friction surface treatment at locations on SRs 44, 220 & 2018 in Nippenose, Penn and Loyalsock Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$384	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$384	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$384					

PennDOT Project Id: 117827

Project Administrator: PennDOT

Title: US 15/I-180 Ramp Sequential Lighted Chevrons

Improvement Type: Safety Improvement

State Route: 8002

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/23

Location: SR 8002 between SR 15 and SR 180
City of Williamsport

Project Description: Installation of sequential lighted chevrons on SR 8002 between SR 15 and SR 180 in the City of Williamsport, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$121	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$121	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$121					

PennDOT Project Id: 117863

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Lycoming (TWP)

Actual Construction Bid Date:

Location: US 15 from Beauty's Run Road to SR 14

Title: Old Lycoming Resurfacing

State Route: 15

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/25

Project Description: Resurface US 15 from Beauty's Run Road to SR 14 in Lycoming, Old Lycoming and Lewis Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$2417	\$3416	\$656	\$0
	State:	\$0	\$50	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$50	\$2,417	\$3,416	\$656	\$0
Total FFY 2023-2034 Cost		\$6,539					

PennDOT Project Id: 117864

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Muncy (TWP)

Actual Construction Bid Date:

Location: SR 2014 from John Brady Drive to Industrial Park Road, Muncy & Muncy Creek Townships

Title: John Brady Dr to Industrial Park Rd

State Route: 2014

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Project Description: Resurface SR 2014 from John Brady Drive to Industrial Park Road in Muncy & Muncy Creek Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$1064	\$0
	State:	\$0	\$0	\$0	\$25	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$25	\$1,064	\$0
Total FFY 2023-2034 Cost		\$1,089					

PennDOT Project Id: 117883

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: McIntyre (TWP)

Actual Construction Bid Date:

Location: SR 14 over Frozen Run
McIntyre Township

Title: SR 14 over Frozen Run

State Route: 14

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/26

Project Description: Bridge rehabilitation on SR 14 over Frozen Run in McIntyre Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$50	\$635	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$50	\$635	\$0
Total FFY 2023-2034 Cost		\$685					

PennDOT Project Id: 117884

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Clinton (TWP)

Title: SR 15 over Black Hole Creek
State Route: 15
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:
Location: SR 15 over Black Hole Creek
Clinton Township

Estimated Construction Bid Date: 9/1/30

Project Description: Bridge replacement on SR 15 over Black Hole Creek in Clinton Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$2000
	State:	\$0	\$0	\$100	\$150	\$170	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$100	\$150	\$170	\$2,000
Total FFY 2023-2034 Cost		\$2,420					

PennDOT Project Id: 117885

Project Administrator: PennDOT
Improvement Type: Bridge Rehabilitation
Municipality: Nippenose (TWP)

Title: SR 44 over Norfolk Southern RR
State Route: 44
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:
Location: SR 44 over Norfolk Southern RR
Nippenose Township

Estimated Construction Bid Date: 9/1/27

Project Description: Bridge rehabilitation on SR 44 over Norfolk Southern RR in Cummings Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$900	\$0
	State:	\$0	\$0	\$50	\$50	\$50	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$50	\$50	\$950	\$0
Total FFY 2023-2034 Cost		\$1,050					

PennDOT Project Id: 117886

Project Administrator: PennDOT
Improvement Type: Bridge Rehabilitation
Municipality: Cummings (TWP)

Title: SR 44 over Upper Pine Bottom Run
State Route: 44
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:
Location: SR 44 over Upper Pine Bottom Run
Cummings Township

Estimated Construction Bid Date: 9/1/27

Project Description: Bridge rehabilitation on SR 44 over Upper Pine Bottom Run in Cummings Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$600	\$0
	State:	\$0	\$0	\$50	\$50	\$50	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$50	\$50	\$650	\$0
Total FFY 2023-2034 Cost		\$750					

PennDOT Project Id: 117887

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Shrewsbury (TWP)

Actual Construction Bid Date:

Location: SR 220 over Lick Run
Shrewsbury Township

Title: SR 220 over Lick Run

State Route: 220

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/28

Project Description: Bridge replacement on SR 220 over Lick Run in Shrewsbury Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$1500	\$0
	State:	\$0	\$0	\$0	\$50	\$195	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$50	\$1,695	\$0
Total FFY 2023-2034 Cost		\$1,745					

PennDOT Project Id: 117923

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Plunketts Creek (TWP)

Actual Construction Bid Date:

Location: SR 1005 over Plunketts Creek
Plunketts Creek Township

Title: SR 1005 over Plunketts Creek

State Route: 1005

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/23

Project Description: Bridge rehabilitation on SR 1005 over Plunketts Creek in Plunketts Creek Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$50	\$225	\$200	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$50	\$225	\$200	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$475					

PennDOT Project Id: 117924

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Pine (TWP)

Actual Construction Bid Date:

Location: Various bridges in Pine, Gamble, Plunketts Creek, Moreland, Franklin, Fairfield, Upper Fairfield and Loyalsock Townships.

Title: Lycoming Off System Epoxy Group 1

State Route: 284

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/23

Project Description: Epoxy overlay of bridge decks in Pine, Gamble, Plunketts Creek, Moreland, Franklin, Fairfield, Upper Fairfield and Loyalsock Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$75	\$435	\$400	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$75	\$435	\$400	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$910					

Appendix E – WATS 2023-2026 Transit Projects

Project Information				FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs								
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
76510	Garage/Office Improvement	RVT	OTH-F	400,000	OTH-S	75,000	25,000	500,000	OTH-F	1,200,000	OTH-S	225,000	75,000	1,500,000													2,000,000
89390	Support Equipment	RVT			OTH-S	100,000		100,000			OTH-S	100,000		100,000			OTH-S	100,000		100,000			OTH-S	100,000		100,000	400,000
89391	Spare Components	RVT	OTH-F	80,000	OTH-S	15,000	5,000	100,000	OTH-F	12,000	OTH-S	60,000	3,000	75,000	OTH-F	80,000	OTH-S	15,000	5,000	100,000	OTH-F	60,000	OTH-S	12,000	3,000	75,000	350,000
89579	Support Vehicles	RVT			OTH-S	60,000	15,000	75,000			OTH-S	100,000	25,000	125,000			OTH-S	100,000	25,000	125,000			OTH-S	100,000	25,000	125,000	450,000
102593	Transit/Joint Dev CSTC	RVT	OTH-F	200,000	OTH-S	37,500	12,500	250,000	OTH-F	200,000	OTH-S	37,500	12,500	250,000	OTH-F	148,000	OTH-S	27,750	9,250	185,000							685,000
106400	Transit Vehciles- Equip.	RVT	OTH-F	110,400	OTH-S	20,700	6,900	138,000							OTH-F	116,000	OTH-S	21,750	7,250	145,000							283,000
106402	Transit/JD- Reg Hubs	RVT																			OTH-F	400,000	OTH-S	75,000	25,000	500,000	500,000
110548	Transit JD/ TTC Complex	RVT							OTH-F	400,000	OTH-S	25,000	75,000	500,000													500,000
114340	Purchase CNG Tr. Vehicles	RVT	OTH-F	2,040,000				2,040,000	OTH-F	2,100,000				2,100,000	OTH-F	2,000,000				2,000,000	OTH-F	2,000,000				2,000,000	8,140,000
				2,830,400		308,200	64,400	3,203,000		3,912,000		547,500	190,500	4,650,000		2,344,000		264,500	46,500	2,655,000		2,460,000		287,000	53,000	2,800,000	13,308,000
Totals for: River Valley Transit																											
Overall Totals:				2,830,400		308,200	64,400	3,203,000		3,912,000		547,500	190,500	4,650,000		2,344,000		264,500	46,500	2,655,000		2,460,000		287,000	53,000	2,800,000	13,308,000

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:	\$400	\$1200	\$0	\$0	\$0	\$0
State:	\$75	\$225	\$0	\$0	\$0	\$0
Local/Other:	\$25	\$75	\$0	\$0	\$0	\$0
Period Totals	\$500	\$1,500	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$2,000					

PennDOT Project Id: 89390

Title: Support Equipment

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Narrative: Upgrade shop, office and computer equipment

Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$100	\$100	\$100	\$100	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$100	\$100	\$100	\$100	\$0	\$0
Total FY 2023-2034 Cost	\$400					

PennDOT Project Id: 89391

Title: Spare Components

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Narrative: Purchase of Spare Components

Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:	\$80	\$12	\$80	\$60	\$0	\$0
State:	\$15	\$60	\$15	\$12	\$0	\$0
Local/Other:	\$5	\$3	\$5	\$3	\$0	\$0
Period Totals	\$100	\$75	\$100	\$75	\$0	\$0
Total FY 2023-2034 Cost	\$350					

PennDOT Project Id: 89579

Title: Support Vehicles

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Narrative: Support Vehicles

Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$60	\$100	\$100	\$100	\$0	\$0
Local/Other:	\$15	\$25	\$25	\$25	\$0	\$0
Period Totals	\$75	\$125	\$125	\$125	\$0	\$0
Total FY 2023-2034 Cost	\$450					

PennDOT Project Id: 102593

Title: Transit/Joint Dev CSTC

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Narrative: Transit/Joint Development CSTC

Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:	\$200	\$200	\$148	\$0	\$0	\$0
State:	\$38	\$38	\$28	\$0	\$0	\$0
Local/Other:	\$13	\$13	\$9	\$0	\$0	\$0
Period Totals	\$251	\$251	\$185	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$687					

PennDOT Project Id: 106400

Title: Transit Vehcles- Equip.

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Narrative: Purchase transit vehicle related equipment.

Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:	\$110	\$0	\$116	\$0	\$0	\$0
State:	\$21	\$0	\$22	\$0	\$0	\$0
Local/Other:	\$7	\$0	\$7	\$0	\$0	\$0
Period Totals	\$138	\$0	\$145	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$283					

PennDOT Project Id: 106402

Title: Transit/JD- Reg Hubs

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Narrative: Construction of a regional Transportation Hubs

Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:	\$0	\$0	\$0	\$400	\$0	\$0
State:	\$0	\$0	\$0	\$75	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$25	\$0	\$0
Period Totals	\$0	\$0	\$0	\$500	\$0	\$0
Total FY 2023-2034 Cost	\$500					

PennDOT Project Id: 110548

Title: Transit JD/ TTC Complex

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Narrative: Transit JD/ TTC Complex

Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:	\$0	\$400	\$0	\$0	\$0	\$0
State:	\$0	\$25	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$75	\$0	\$0	\$0	\$0
Period Totals	\$0	\$500	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$500					

PennDOT Project Id: 114340

Title: Purchase CNG Tr. Vehicles

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Narrative: Purchase CNG Transit Vehicles

Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:	\$2040	\$2100	\$2000	\$2000	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$2,040	\$2,100	\$2,000	\$2,000	\$0	\$0
Total FY 2023-2034 Cost	\$8,140					

PTTIP

Appendix F – 2023-2026 Interstate Projects

The 2023-2026 Interstate TIP Projects are accessible
from the WATS MPO TIP website
(<https://www.lyco.org/WATS-MPO/TIP>)

Appendix G –2023-2026 Statewide Projects

The 2023-2026 Statewide TIP Projects are accessible
from the WATS MPO TIP website
(<https://www.lyco.org/WATS-MPO/TIP>)

Appendix H – WATS 2023-2026 TIP Project Selection Matrix

PennDOT Project ID

Project Category

BRIDGE	5755
BRIDGE	5920
BRIDGE	5983
BRIDGE	6030
BRIDGE	6031
BRIDGE	6082
BRIDGE	6083
BRIDGE	6085
BRIDGE	6205
BRIDGE	6209
SAFETY	68713
BRIDGE	70249
BRIDGE	87918
BRIDGE	88160
BRIDGE	88743
HIGHWAY	93024
BRIDGE	97508
BRIDGE	97615
BRIDGE	97617
BRIDGE	97620
BRIDGE	97623
BRIDGE	97625
HIGHWAY	98919
HIGHWAY	98940
HIGHWAY	99003

[illegible]

PennDOT Project ID

Project Category

[illegible]

PennDOT Project ID

Project Category

111282	HIGHWAY	111282	TE	111628	TE	112414	BRIDGE	112979	HIGHWAY	113591	HIGHWAY	114090	HIGHWAY	114095	HIGHWAY	114099	HIGHWAY	114159	HIGHWAY	114160	HIGHWAY	114162	HIGHWAY	114313	BRIDGE	116597	HIGHWAY	116904	HIGHWAY	117231	BRIDGE	117278	BRIDGE	117409	HIGHWAY	117534	BRIDGE	117631	BRIDGE	117826	SAFETY	117827	HIGHWAY
--------	---------	--------	----	--------	----	--------	--------	--------	---------	--------	---------	--------	---------	--------	---------	--------	---------	--------	---------	--------	---------	--------	---------	--------	--------	--------	---------	--------	---------	--------	--------	--------	--------	--------	---------	--------	--------	--------	--------	--------	--------	--------	---------

[illegible]

HIGHWAY	11783
BRIDGE	11784
BRIDGE	11783
BRIDGE	11784
BRIDGE	11785
BRIDGE	11786
BRIDGE	11787
BRIDGE	11792
BRIDGE	11792A
TRANSIT	76510
TRANSIT	89390
TRANSIT	89391
TRANSIT	89579
TRANSIT	102593
TRANSIT	106400
TRANSIT	106402
TRANSIT	110548
TRANSIT	114340

Project Category

[illegible]

Appendix I – WATS 2021 TYP Survey Results



State Transportation
Commission

2023 12-YEAR PROGRAM UPDATE REGIONAL TRANSPORTATION SURVEY SUMMARY

WILLIAMSPORT AREA TRANSPORTATION STUDY (WATS)

A CLOSER LOOK AT YOUR REGION

The State Transportation Commission held its 45-day Public Comment Period for the 2023 12-Year Program (TYP) Update March 1 through April 14, 2021. The public had the opportunity to take the Transportation Survey and participate in an Online Public Forum on either a webinar platform or Facebook Live. In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the Public Forum was held online only with a call-in option available. The public could request assistance to participate in the survey or Public Forum by contacting PennDOT's Program Center by email or phone. All public feedback received was analyzed to better understand public priorities and transportation trends.

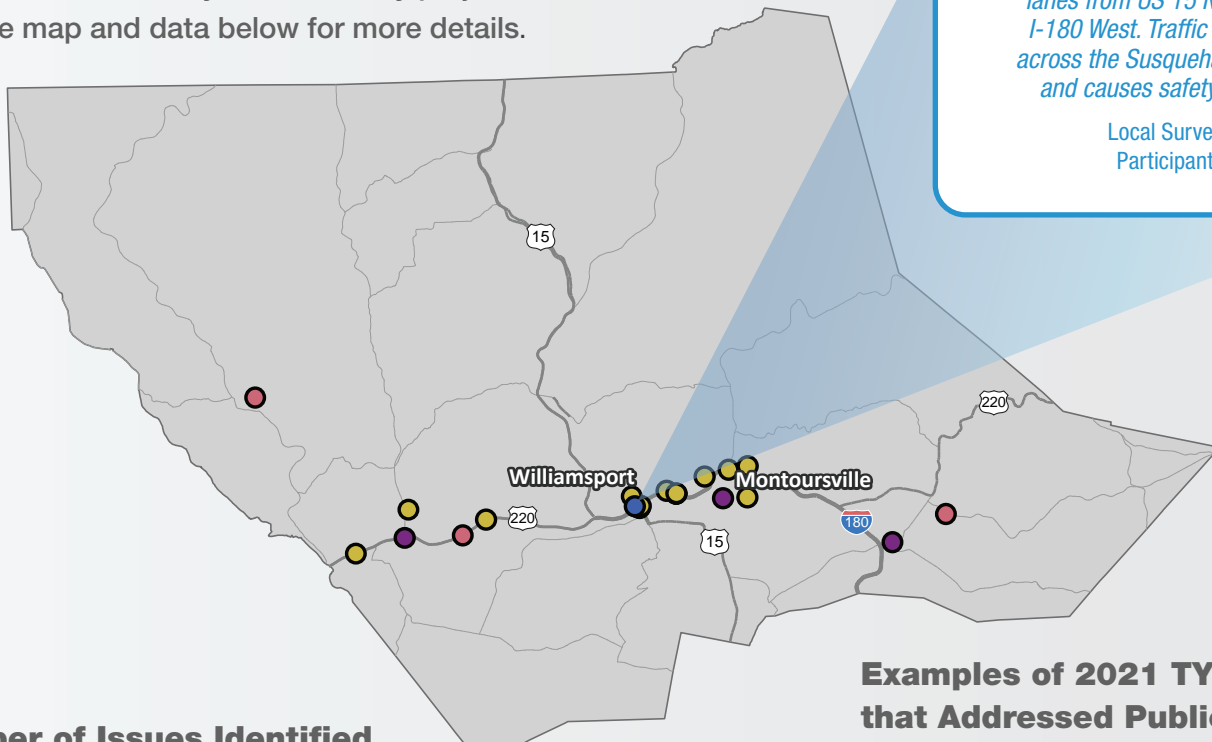
Transportation Issues Identified

Statewide, survey participants mapped about **2,500** transportation concerns, **25** of these are located within the **WATS** region.

During the mapping exercise, some survey participants discovered their concerns were already addressed by projects on the 2021 TYP. See the map and data below for more details.

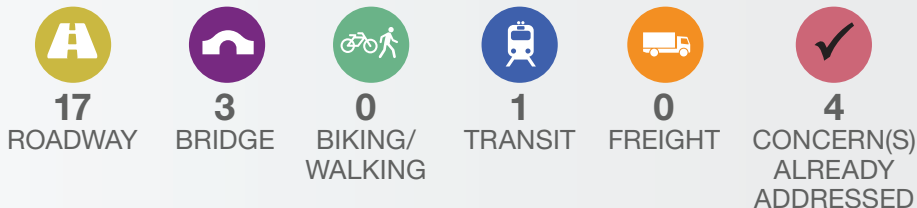
“There should be dual left turn lanes from US 15 North onto I-180 West. Traffic backs up across the Susquehanna River and causes safety issues.”

Local Survey
Participant



Number of Issues Identified

The icons below correspond with the same color dots on the map.



Examples of 2021 TYP Projects that Addressed Public Concerns

SR 4001 CUMMINGS TOWNSHIP SLIDE CORRECTIONS

PA 287 TO WEST FOURTH STREET
ROADWAY ACCESS AND INTERSECTION
IMPROVEMENTS

PA 118 OVER SUGAR RUN BRIDGE
RESTORATION



State Transportation
Commission

2023 12-YEAR PROGRAM UPDATE REGIONAL TRANSPORTATION SURVEY SUMMARY

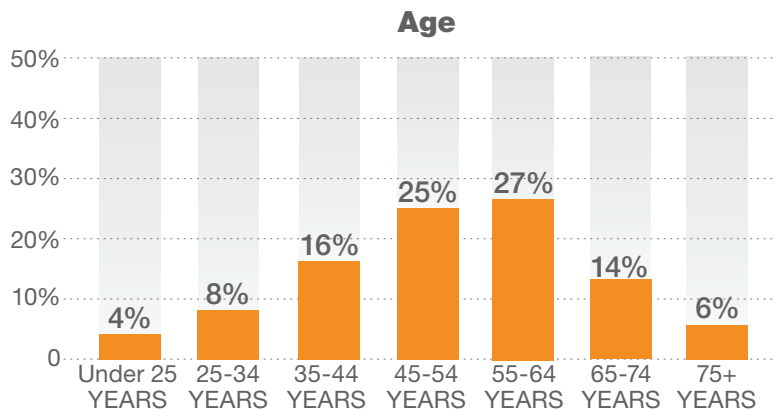
WILLIAMSPORT AREA TRANSPORTATION STUDY (WATS)

ABOUT THE SURVEY PARTICIPANTS IN YOUR REGION

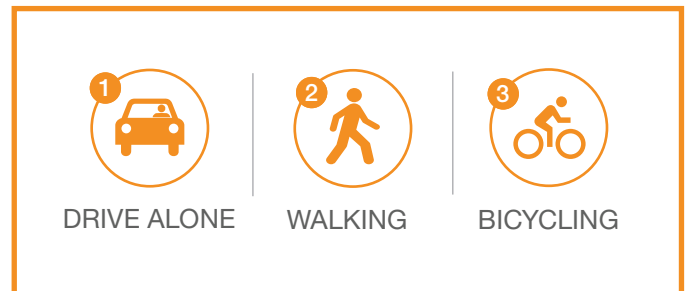
Over 7,000 individuals participated in the survey statewide, and **53** of the survey participants identified with the **WATS region** through feedback provided. Learn more about the participants from this region.

Male	25	49%
Female	25	49%
Third gender/nonconforming	0	0%
I prefer to self-describe	0	0%
I prefer not to answer	1	2%

Responses to demographic questions were optional.



Top Transportation Modes



Transportation Priorities Ranking

1

ROAD PAVEMENT

Repairing, restoring, reconstructing and maintaining Pennsylvania's 120,000 miles of state and local roadways to improve your travel

2

BRIDGES

Repairing, replacing and maintaining Pennsylvania's 31,000 state and local bridges

3

INTERSTATE HIGHWAY

Specific, prioritized investments in reconstructing Pennsylvania's 1,868 miles of interstate highways

4

TRAFFIC FLOW

Using technology to improve traffic flow and construction of new roads and additional travel lanes to safely move people and goods more efficiently

5

WALKING

Accessible and connected routes to get you where you need to go safely

6

FREIGHT

Modern highways, railways, airports and waterways to support the economy and ensure the efficient movement of goods and services

7

TRANSIT

Accessible and timely public transportation that covers an extensive service area and crosses regions

8

BICYCLING

Safe bicycle routes and facilities throughout the commonwealth to get you where you need to go

9

AVIATION

Modern facilities, operations and a wide range of commercial airline choices at airports

10

PASSENGER RAIL

Intercity and commuter rail service across Pennsylvania with out-of-state connections



State Transportation
Commission

2023 12-YEAR PROGRAM UPDATE 2019 AND 2021 REGIONAL SURVEY RESULTS COMPARISON

June 2021

WILLIAMSPORT AREA TRANSPORTATION STUDY (WATS)

2021

53
SURVEY
PARTICIPANTS

25 MAPPED ISSUES
4 RESOLVED

2019

34
SURVEY
PARTICIPANTS

14 MAPPED ISSUES
3 RESOLVED

About the Survey Participants

2021

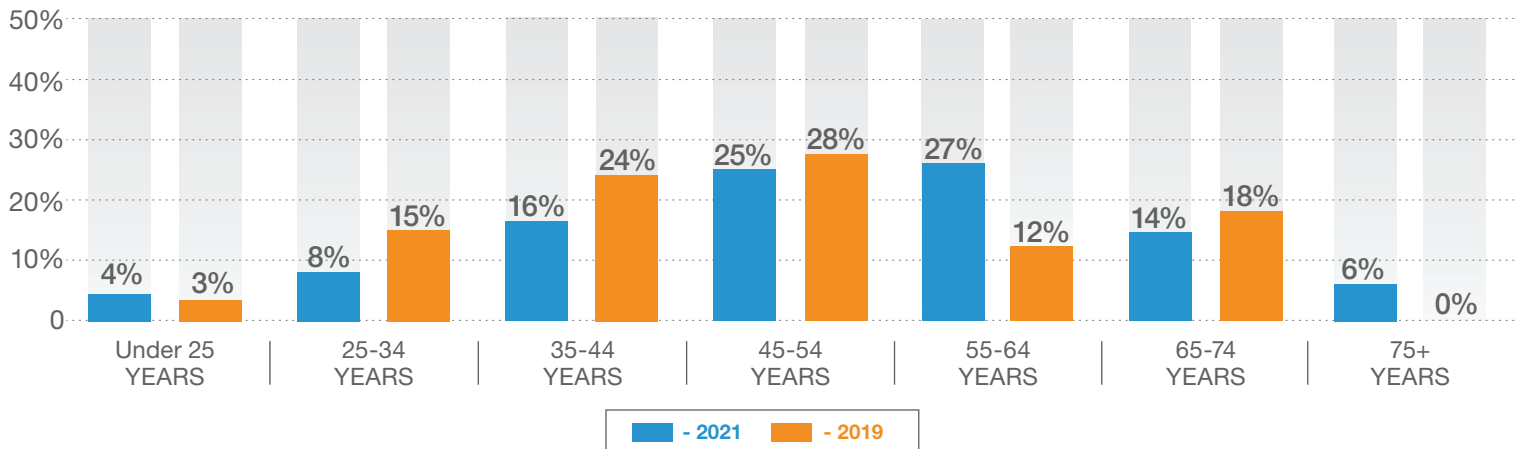
Male	49%
Female	49%
Third gender/Nonconforming	0%
I prefer to self-describe	0%
I prefer not to answer	2%

2019

Male	53%
Female	44%
Third gender/Nonconforming	0%
I prefer to self-describe	0%
I prefer not to answer	3%

Responses to demographic questions were optional.

Age



Top Transportation Modes

2021

- 1 DRIVE ALONE
- 2 WALKING
- 3 BICYCLING

2019

- 1 DRIVE ALONE
- 2 WALKING
- 3 RIDESHARE

Highest Ranked Priorities

2021

- 1 ROAD PAVEMENT
- 2 BRIDGES
- 3 INTERSTATE HIGHWAYS

2019

- 1 BRIDGES
- 2 ROAD PAVEMENT
- 3 INTERSTATE HIGHWAYS

Appendix J – Public Comment Period Advertisement

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PUBLIC NOTICE

THE WILLIAMSPORT AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION ANNOUNCES FOR PUBLIC REVIEW AND COMMENT

FFY 2023-2026 WILLIAMSPORT AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM

The Lycoming County Planning Commission is seeking public review and comment on the FFY 2023-2026 Williamsport Area Transportation Study (WATS) Transportation Improvement Program (TIP).

As the federally designated metropolitan planning organization for Lycoming County, the WATS MPO works with the Lycoming County Planning Commission, the Pennsylvania Department of Transportation (PennDOT), River Valley Transit, (RVT) and STEP Inc. to develop the Transportation Improvement Program, (TIP). The TIP is a list of priority transportation projects that are proposed to be undertaken during the next four federal fiscal years using various federal, state and local funding sources. These transportation projects include a full range of highways, bridges, public transit, and bicycle and pedestrian facilities (airport and rail projects are programmed and funded under a separate process but are closely coordinated through the WATS transportation planning program to ensure multi-modal transportation system connectivity).

The draft FFY 2023-2026 TIP highway/bridge portion contains 84 highway and bridge projects within Lycoming County at an estimated program cost of \$98,014,000. The FFY 2023-2026 TIP transit portion contains an estimated additional TIP investment of nearly \$13,308,000 for public transportation.

The draft FFY 2023-2026 TIP is now being made available for public review and comment. The 30 day federally required public comment period will commence on April 5, 2022 and conclude on May 5, 2022. Physical copies of the draft 2023-2026 Transportation Improvement Program (TIP) can be made available upon request. Please contact Sal Vitko (svitko@lyco.org or 570-320-2140) to request a copy. Once your request has been made, a copy of the Draft 2023-2026 TIP will be mailed to you. If you have any questions regarding accessing a copy of the Draft 2023-2026 TIP please contact Sal Vitko (svitko@lyco.org or 570-320-2140).

The WATS TIP documents may also be viewed and downloaded online at the WATS MPO TIP website (https://www.lyco.org/WATS-MPO/TIP).

All comments and questions on the WATS TIP should be directed to: Scott R. Williams, Transportation Supervisor Lycoming County Department of Planning & Community Development 48 W. Third Street Williamsport, PA 17701 Phone: 570 320-2141 Fax: (570) 320-2135 Email: swilliams@lyco.org

The WATS MPO will also

convene a public meeting to review the WATS FFY 2023-2026 draft TIP, receive public input, and address questions or concerns about the proposed projects. The public meeting will be held on Monday, April 25, 2022 beginning at 6:00 p.m. This will be a virtual meeting conducted via Microsoft Teams.

This meeting will be publicly accessible at the number below:
Dial-in Number: 1 (267) 332-8737
Conference Code: 652 544 282#

An additional public meeting will be held by the WATS Technical Committee at their Monday, May 23, 2022 at 10:00 a.m. at the;

Lycoming County Third Street Plaza building, 6th Floor 33 West Third Street Williamsport PA 17701

This meeting will also be accessible virtually and via telephone:
Dial-in Number: 1 (267) 332-8737
Conference Code: 380 505 027#

Visit the https://www.lyco.org/WATS-MPO/Committees to access the Microsoft Teams link

The WATS FFY 2023-2026 TIP will be considered for final adoption by the WATS Coordinating Committee at their Monday, June 13, 2022 public meeting beginning at 1:00 p.m. at the;

Lycoming County Third Street Plaza building, 6th Floor 33 West Third Street Williamsport PA 17701

This meeting will also be accessible virtually and via telephone:
Dial-in Number: 1 (267) 332-8737
Conference Code: 374 189 138#

Visit the https://www.lyco.org/WATS-MPO/Committees to access the Microsoft Teams link

Public attendance at the above meetings is encouraged and welcomed. WATS is committed to compliance with the non-discrimination requirements of civil rights statutes, executive orders, regulations, and policies applicable to the programs and activities it administers. Accordingly, WATS is dedicated to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, national origin, sex, age, disability or economic status. The meeting is accessible to persons with disabilities. WATS will provide auxiliary services for individuals with language, speech, sight or hearing impediments provided the request for assistance is made seven days prior to the meeting.

WATS will attempt to satisfy other requests, as it is able. Please make your request for auxiliary services to Scott R Williams, Lycoming County Department of Planning and Community Development, 48 West Third Street, Williamsport, PA 17701, telephone number (570) 320-2138; fax number (570) 320-2135; email address: swilliams@lyco.org. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by WATS, you may file a complaint using the procedures provided in our complaint process document or by contacting Scott R Williams at Lycoming County Department of Planning and Community Development, 48 West Third Street, Williamsport, PA 17701, telephone number (570) 320-2138; fax number (570) 320-2135; email address: swilliams@lyco.org.

INVITATION FOR BIDS

The City of Williamsport is requesting sealed bids for the Lose Park Improvements Project. Bids shall be submitted hard copy to the Community and Economic Development, 100 West Third Street, Williamsport, PA 17701 by Friday, April 8, 2022, at 5:00 P.M.. Bids will be read aloud on Monday, April 11, 2022, at 12:00 P.M. in the Michael Ross Room, Third Floor of Trade and Transit Centre II located at 144 West Third Street, Williamsport, PA 17701. Any bid received after closing time will be returned unopened.

A cashier's check or an acceptable bidder's bond, payable to the City of Williamsport, Pennsylvania, in an amount of not less than ten (10%) percent of the largest possible total for the bid submitted, must accompany the bid. A performance bond and a payment bond, each for one hundred (100%) percent of the contract price, will be required. The successful bidder shall also furnish to the City a maintenance bond covering defects of material and workmanship for the calendar year following the City's approval and acceptance of the construction.

Notice is hereby given that this is a **Section 3 Project under the Housing and Urban Development Act of 1968, and must, to the greatest extent feasible, utilize lower income residents for employment and training opportunities and Section 3 Business Concerns** and that all contracts and subcontracts for this project shall contain the "Section 3 Clause" as set forth in 24 CFR Part 135.38.

Prime contractors are advised of their obligation to utilize minority, women and Section 3 subcontractors in the execution of the contract to the extent possible. Failure to demonstrate compliance with outreach requirements will result in the City's rejection of a bid.

As used in this Notice, and in the contract resulting from this solicitation, the "covered area" is the Williamsport Metropolitan Area - Lycoming County.

Prime contractors will be required to submit a Business Utilization Table, Table of Work Force Needs and a Manpower Utilization Training Table to meet Section 3 requirements.

It is the policy of the City of Williamsport to strongly encourage the use of Minority Business Enterprises (MBE's) in contracts utilizing funding from the U.S. Department of Housing and Urban Development.

Bidders may not be on the comptroller general's list of ineligible contractors. The successful bidder will be required to comply with all applicable equal opportunity laws and regulations. The Contractor will be subject to the requirements of Executive Order Nos. 11246 and 11375. This project is a Prevailing Wage Project under Davis-Bacon Wage Rates and the Federal Labor Standards Provisions applicable to contracts covering federally financed and assisted construction shall apply.

A pre-bid meeting for the project will be held on Friday April 1, 2022, at 11:00 AM in the Trade and Transit Centre II located at 144 West Third Street, Williamsport, PA 17701.

Complete bidding documents are available from Larson Design Group at the following bidding website:

http://bidplans.larsondesigngroup.com.

Interested parties are required to register on the website for the ability to view and/or acquire the Bid Documents for this project. It is the responsibility of any person or organization interested in a hard copy of the Bidding Documents to pay all costs associated with printing. Contact the Engineer, Larson Design Group, 1000 Commerce Park Road, Suite 201, Williamsport, PA 17701; 570-323-6603 between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday, with any questions pertaining to access and use of the website.

Questions regarding the Invitation to Bid shall be submitted via the Larson Design Group bidding website. In case of ambiguity or lack of clearness in stating prices in the proposal, the City reserves the right to accept the most advantageous construction thereof to the City or to reject the proposal. The City reserves the right to reject any or all bids and to waive irregularity in the Bids and in the Bidding. No bid may be withdrawn until the expiration of ninety (90) days from the date bids are opened.

PUBLIC NOTICE

Pursuant to the Noncoal Surface Mining Conservation and Reclamation Act and the Clean Streams Law, notice hereby is given that R.C. Bowman, Inc., 7436 Nittany Valley Drive, Mill Hall, PA 17751, has made application to the Pennsylvania Department of Environmental Protection for a new NPDES permit associated with the Snooks Road Quarry noncoal mining operation that is covered under General Permit for Short-Term Construction Project (GP-103) Permit No. 18221001. The receiving stream for the permit area is Fishing Creek, which has Chapter 93 Designated Uses of High Quality-Cold Water Fishes. The operation is located in Greene Township, Clinton County. The permit area, containing 4.25 acres is located off of Snooks Road approximately 2 miles east of Loganton, PA. Latitude/Longitude coordinates for the site are 41 degree 2' 20"/77 degree 15' 38". The Loganton Quadrangle U.S. Geological Survey 7.5 minute topographic map contains the area described. A copy of the application is available for public inspection at the Clinton County Conservation District (45 Cooperation Lane, Mill Hall, PA 17751). Written comments, objections, or a request for public hearing or informal conference may be submitted to the Department of Environmental Protection, Moshannon District Mining Office, 186 Enterprise Dr. Philipsburg, PA 16866, by date should be 30 days following the date of the last (i.e. 4th) publication of this notice and must include the person's name, address, telephone number, and a brief statement as to the nature of the objection(s).

NOTICE OF ADMINISTRATRIX

ESTATE OF EDWARD L. HERSKER, late of Muncy, County of Lycoming and Commonwealth of Pennsylvania, deceased. NOTICE IS HEREBY GIVEN that Letter of Administration in the above-named estate have been granted to the undersigned, to whom all persons owing said estate are requested to make payment and those having claims or demands against it to make known the same without delay.

Carolyn A. Bush, Administratrix 6285 Woodland Ct. Battle Creek, MI 49014

John A. Smay, Esquire 39 South Main Street P.O. Box 35 Muncy, PA 17756

The Central Susquehanna Intermediate Unit (CSIU) d/b/a the Keystone Purchasing Network (KPN) invites sealed bids on behalf of its Pennsylvania members for Fuel Oil, Diesel Fuel and Gasoline.

For more information and to register to download bid documents, go to www.thekpn.org.

All bids must be submitted on line by 9:00 a.m. on Thursday, April 28, 2022. Bids will be opened at 9:30 a.m. on April 28, 2022. All awards are subject to approval by the CSIU Board of Directors. The CSIU reserves the right to accept or reject any or all bids.

For more information call (570) 246-5935, or email mmichaels@csiu.org

LEGAL NOTICE DEADLINE

Please be advised the deadline for placement in the legal notice section is 2 business days before the publication date at 2:30 p.m. for run dates Tuesday - Friday. Weekend edition is Thursday at 2:30 p.m. Monday edition is Friday at 1:00 p.m.

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Appendix K – Summary of Public Comment

Comment No. 1: At the Thursday, April 21, 2022 Lycoming County Planning Commission (LCPC) meeting, LCPC member Larry Allison Jr. inquired about the bridge project in Pine Twp. over English Run. Larry inquired about the status of the English Center suspension bridge over SR 4001 in Pine Twp. and when that bridge will be repaired.

Action Taken: WATS MPO staff confirmed with PennDOT District 3-0 to get the LET date information (anticipated LET date of May 4, 2023). MPO staff sent an email to Larry with the LET date and other project information.

Comment No. 2: At the Thursday, April 21, 2022 Lycoming County Planning Commission (LCPC) meeting, LCPC member Howard Fry asked if there are any plans to leave the English Center suspension bridge at its current location and construct a new bridge to the south for access.

Action Taken: WATS MPO staff informed the Planning Commission that there were not any plans to construct a new bridge to the south and not repair the English Center suspension bridge.

Comment No. 3: At the Thursday, April 21, 2022 Lycoming County Planning Commission (LCPC) meeting, Lycoming County Planning and Community Development Director Shannon Rossman asked if WATS MPO needed anything from the Planning Commission for the 2023-26 TIP.

Action Take: WATS staff informed the Planning Commission that the MPO may asked for a letter of support for the 2023-26 TIP, but there is no need for the Planning Commission to vote for approval of the TIP.

Comment No. 4: At the Thursday, April 21, 2022 Lycoming County Planning Commission (LCPC) meeting, LCPC Chair, Joe Reighard asked what type/kind of feedback the MPO receives on the TIP, and how those comment(s) and actions are relayed to the public.

Action Take: WATS MPO staff informed the Planning Commission that all of the public comment(s) are incorporated into the final 2023-26 TIP under the Summary of Public Comment appendix. MPO staff stated that the Summary lists all comments the MPO received, and how the MPO staff addressed each comment.

Comment No. 4: At the Monday, April 26, 2022 2023-26 WATS MPO TIP public meeting, Lycoming County Health Improvement Coalition Coordinator Timothy Mahoney asked how the Coalition could be involved in safety projects on the 2023-26 TIP.

Action Take: WATS MPO staff informed the Coalition that the MPO and PennDOT will be utilizing the PennDOT Connects program to reach out and inform municipalities on TIP projects. Also, Coalition members and the general public can contact the MPO directly or attend the MPO Technical and/or Coordinating Committee meetings to become more involved in the various TIP projects.

Comment No. 5: A representative from the Oneida Indian Nation replied to the Public Comment notice stating that the Oneida Indian Nation has no comments to offer.

Action Take: No action needed.

Comment No. 6: PennDOT Central Office sent a request on 4/29/2022 that the WATS MPO adjust the Off-System Bridge (BOF) and Bridge Reinvestment Program (BRIP) funding dollar amounts to balance out the funds in the 2023, 2024, 2025, 2026 fiscal years.

Action Take: WATS MPO staff worked with PennDOT District 3-0 and PennDOT Central Office to adjust the BOF and BRIP funding amounts as seen in the chart below;

WATS MPO
FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge
for Engineering District 3-0
Management Action
5/2/22

Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Lycoming Off-System Epoxy Group 3	117231	CON	Before															Add BRIP funds to project's CON phase to utilize excess BRIP program funds.	
SR 1002-023			Adjust	BRIP			1,000				151,000								
Lycoming County			After	BRIP			1,000				151,000								
Lycoming Off-System Epoxy Group 3	117231	CON	Before	BOF		1,630,812				880,000								Remove BOF funds from project's CON phase to eliminate BOF program funds deficit.	
SR 1002-023			Adjust	BOF			(1,000)				(151,000)								
Lycoming County			After	BOF			1,629,812				729,000								
SR 4010 over Larry's Creek	99081	CON	Before															Add BRIP funds to project's CON phase to utilize excess BRIP program funds.	
SR 4010-008			Adjust	BRIP							426,000				148,000				
Lycoming County			After	BRIP							426,000				148,000				
SR 4010 over Larry's Creek	99081	CON	Before	BOF								500,000			500,000			Remove BOF funds from project's CON phase to eliminate BOF program funds deficit.	
SR 4010-008			Adjust	BOF									(426,000)			(148,000)			
Lycoming County			After	BOF									74,000			352,000			
			Before																
			Adjust																
			After																
Before Totals						\$1,630,812	\$0	\$0	\$880,000	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$1,630,812	\$0	\$0	\$880,000	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$0		

Comment No. 7: David Stone from Williamsport Bicycle Recycle inquired about improving access to the Susquehanna River Walk at a number of streets.

Action Taken: The FFY 2023-2026 WATS MPO TIP has project MPMS 111625 Miller's Run Greenway to Riverwalk programmed to connect Miller's Run to the Susquehanna River Walk. For comments on access improvements that the MPO is not the responsible entity, the MPO will forward other comments on the responsible entity (City of Williamsport, South Williamsport Borough, etc.)

Comment No. 8: David Stone from Williamsport Bicycle Recycle commented that the Miller's Run Bike Path should be completed and include pedestrian safe crossings on 4 Mile Drive, and Lincoln Drive.

Action Taken: The 2023-2026 WATS MPO TIP does have the Miller's Run Greenway project programmed to connect Miller's Run to the Susquehanna River Walk. As the MPO does not have authority over Loyalsock Twp. property, or PennDOT roads, the MPO passed the comments on to Loyalsock Twp. and PennDOT District 3-0 to address these comments.

Comment No. 9: David Stone from Williamsport Bicycle Recycle commented that there should be a protected bicycle lane on Fourth Street in Williamsport through the Historic District.

Action Taken: As the MPO does not have authority over City of Williamsport or PennDOT roads, the MPO passed the comments on to the City of Williamsport and PennDOT District 3-0 to address these comments.

Comment No. 10: David Stone from Williamsport Bicycle Recycle commented that there should be a crosswalk across Market Street as a component of the Willow Street development to connect it to downtown Williamsport.

Action Taken: As the MPO does not have authority over City of Williamsport or PennDOT roads, the MPO passed the comments on to the City of Williamsport and PennDOT District 3-0 to address these comments.

Comment No. 11: David Stone from Williamsport Bicycle Recycle commented that a 25mph speed limit should be enacted for all residential streets.

Action Taken: As the MPO does not have the authority to enact speed limits, the MPO passed the comments on to the City of Williamsport and PennDOT District 3-0 to address these comments.

Comment No. 12: David Stone from Williamsport Bicycle Recycle commented that there should be a connection from Sylvan Dell Road to Armstrong Twp. Roads.

Action Taken: As the MPO does not have authority over Armstrong Twp. roads, the MPO passed the comments on to Armstrong Twp. to address the comments.

Comment No. 13: David Stone from Williamsport Bicycle Recycle commented that there should be a bike lane on Newberry Street in the City of Williamsport.

Action Taken: As the MPO does not have authority over City of Williamsport roads, the MPO passed the comments on to City of Williamsport to address the comments.

Comment No. 14: David Stone from Williamsport Bicycle Recycle commented that there should be signage and points of interest signs throughout the area.

Action Taken: As the MPO does not have authority over Wayfinding signage, the MPO passed the comments on to the City of Williamsport, the Lycoming County Department of Planning and Community Development, and PennDOT District 3-0 to address the comments.

Comment No. 15: David Stone from Williamsport Bicycle Recycle commented that there should be signed designated routes (Historic District, Little League, etc.).

Action Taken: As the MPO does not have authority over installing district signage, the MPO passed the comments along to the City of Williamsport to address the comments.

Comment No. 16: David Stone from Williamsport Bicycle Recycle commented that safe route signage should be installed north of Rural Ave. in Williamsport from East to West.

Action Taken: As the MPO does not have authority over installing route signage on City of Williamsport streets, the MPO passed the comments along to the City of Williamsport to address the comments.

Comment No. 17: David Stone from Williamsport Bicycle Recycle commented that a system should be developed to identify trouble spots and fix them.

Action Taken: The MPO informed David Stone that the MPO does review and seek to identify trouble spots by a number of activities (road safety audits, traffic counts, crash data analysis, etc.). The MPO will coordinate with PennDOT District 3-0, municipal partners, and other stakeholders to continue the identification, review, and correction of trouble spots.

Comment No. 18: PennDOT Bureau of Public Transit requested updated language in the Transit Public Narrative regarding Transit Asset Management.

Action Taken: WATS MPO updated the transit public narrative to include the updated language requested by PennDOT Bureau of Transit in Appendix E WATS 2023-2026 Transit Projects.

Appendix L – Self Certification Resolution

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
METROPOLITAN PLANNING ORGANIZATION
SELF-CERTIFICATION RESOLUTION**

RESOLUTION of the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including transportation disadvantaged, has been followed in developing the Transportation Improvement Program, (TIP) and the Long Range Transportation Plan (LRTP).

WHEREAS, 23 CFR § 450.336 specifies that, concurrent with the submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transportation Administration, (FTA) as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations, (MPOs) shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Sections 134 and 135 of Title 23 USC, 49 USC 5303-5304, and 23 CFR § 450 set forth national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including development of a TIP and LRTP, and establish policies and procedures for MPOs to conduct metropolitan planning process; and

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR § 450.324 and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR § 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; the Older Americans Act, as amended (42 USC 6101), prohibiting the discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC § 324 prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the Americans with Disabilities Act of 1990 (42 USC 12101 et. seq.), and 49 CFR § 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101(b) of the Fixing America's Surface Transportation, (FAST) Act (Public Law 114-94) and 49 CFR § 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met; and

WHEREAS, the provisions of 23 CFR § 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations) have been met; and

WHEREAS, the provisions of 49 CFR § 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE, BE IT RESOLVED that the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including transportation disadvantaged populations, has been followed in developing the region's transportation plans and programs, including the WATS MPO FFY 2023-2026 TIP and the WATS MPO LRTP (See Exhibit 1).

We, the undersigned, hereby certify that the foregoing resolution was adopted in accordance with the WATS Bylaws, by the WATS MPO at their June 13, 2022 publicly advertised meeting, and that said resolution is now in full force and effect.

Scott R. Williams, WATS MPO Secretary

Eric High, WATS MPO Chairperson

Appendix M – WATS TIP Modification Procedures

MEMORANDUM OF UNDERSTANDING

WILLIAMSPORT AREA TRANSPORTATION STUDY, (WATS) METROPOLITAN PLANNING ORGANIZATION (MPO) PROCEDURES FOR 2023-2026 Transportation Improvement Program Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used by the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) for the processing of revisions to the 2023-2026 WATS Transportation Improvement Program (TIP).

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

The STIP is the official transportation improvement program document mandated by federal statute (23 CFR § 450.218) and recognized by the FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation by federal statute. The STIP includes regional TIPs developed by the Planning Partners (MPOs and RPOs) and Statewide Programs developed by PennDOT. Statewide Programs are coordinated initiatives, projects or funds that include but are not limited to the Secretary of Transportation's SPIKE, the Rapid Bridge Replacement (HSIP) set-a-side, Highway-Rail Grad Crossing Safety (RRX), Surface Transportation Block Grant Multi-modal (MTF), Recreational (Rec) Trails, and Keystone Corridor projects. The Interstate projects. The Commonwealth's Twelve-Year Program (TYP), required by state law, includes the STIP/TIPs in first four-year period.

How and When is a STIP/TIP Developed?

For more information on the development of the STIP/TIP, see *Pennsylvania's 2023 Transportation Program General and Procedural Guidance* dated June 29, 2021 ([Appendix N](#)).

WATS TIP Administration

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

The federal statewide and metropolitan planning regulations contained in 23 CFR § 450 govern the provisions for revisions of the STIP and WATS TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, 23 CFR § 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. Cooperating parties include PennDOT, WATS, FHWA, FTA, and RVT. Any alternative procedures must be agreed upon, and documented in the TIP.

WATS TIP revisions must be consistent with PennDOT's Transportation Investment Plan priorities, Pennsylvania's Long-Range Transportation Plan (LRTP), and the WATS LRTP. In addition, WATS TIP revisions must support Pennsylvania's Transportation Performance Measures and Targets as well as the PennDOT's Connects policy. Pennsylvania's Transportation Investment Plan is PennDOT's ongoing assessments, target settings, and re-evaluations of data associated with the STIP/WATS TIP investment decisions, ensuring that each dollar invested is being directed to meet strategic decisions, and that enhances to overall performance of the Commonwealth's transportation system. The Investment Plan establishes regional targets, which were set with a continued focus on maintaining assets with the following priorities: Bridges on the National Highway System (NHS), Roadway conditions on the NHS, Bridges on the balance of the system, and Roadway conditions on the balance of the system.

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

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

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

WATS TIP Revisions

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

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

- Affects air quality conformity regardless of the cost of the project or the funding source;
- Adds a new project, deletes a project that utilizes federal funds, or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/WATS TIP, and does not have previous obligations from a prior STIP/WATS TIP. Federally funded Statewide Program projects are excluded from this provision;
- Adds a new phase(s) to an existing project, deletes a project phase(s), increases or decreases a project phase(s) that utilizes federal funds where the revision exceeds the following thresholds:
 - \$2 million for WATS
- Involves a change in the scope of work to a project(s) that would:

- Result in an air quality conformity reevaluation
- Result in a revised total project estimate that exceeds the thresholds established between PennDOT and WATS (not to exceed any federally funded threshold contained in this MOU)
- Results in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project
- During a WATS LRTP lapse, all STIP/WATS TIP revisions will be treated as amendments and the below administrative modifications will not be utilized (or be in effect).

Approval by the WATS MPO is required for **Amendments**. The WATS MPO must then request PennDOT Central Office approval using the e-STIP process. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes the before, requested adjustments, after changes, and detailed comments explaining the reasons for the adjustment(s), and provides any PMC materials that may have been prepared, along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for the review and approval, with a courtesy copy to the other federal agency. An e-STIP submission shall include:

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

The initial submission and approval process of the federally funded Statewide Program or increases/decreases exceeding the thresholds above will be considered an amendment (subsequent placement of these individual projects or line items on the WATS TIP will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's Program Management Committee (PMC) and FHWA is required.

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

- Shifts federally funded projects, a federally funded project phase(s), or federal funds to existing federally-funded projects or a federally funded project phase(s) in the approved STIP/WATS TIP and must maintain year-to-year STIP/TIP fiscal constraint requirements;
- Adds a project from a funding initiative or line item that utilizes 100% state or non-federal funding; or WATS TIP placement of the federally funded Statewide Program;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes;
- Draws down or returns funding from an existing WATS TIP reserve line item and does not exceed the threshold established in this MOU. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances or savings on programmed phases to another programmed project phase or line item but does not exceed the above thresholds.

Administrative Modifications do not affect air quality conformity nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not add a new federally funded project or delete a federally funded project; does not exceed the threshold established in this MOU, or the threshold established by this MOU (as detailed in the Amendment Section); and does not result in a

change in scope, on any federally funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

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

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

Transit Statewide Managed Funds

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

Fiscal Constraint

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

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

STIP/TIP Financial Reporting

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

WATS TIP Transportation Performance Management

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

MPO/RPO TIP Revision Procedures

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

This document will serve as the basis for PennDOT when addressing federally-funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2022, and remain in effect until September 30, 2024, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned hereby agree to the above procedures and principles adopted by the WATS MPO at **their June 13, 2022 public meeting**.

Eric High, WATS MPO Chairperson

Date

Adam Winder, General Manager River Valley
Transit

Date

Brian Hare, Director
PennDOT Center for Program Development and
Management

Date

Scott Williams, WATS MPO Secretary

Date

Appendix N – Pennsylvania's 2023 Transportation Program General Guidance

The Pennsylvania's 2023 Transportation Program General and Procedural Guidance is accessible from the WATS MPO TIP website (<https://www.lyco.org/WATS-MPO/TIP>)

For Williamsport

Overall Change Amount: \$372,493

Action ID	Commit Date	Action Type	Change Amount
124858	03/15/2022	Administrative Action	\$0

Narrative:

MPMS# 114045- Final Design Phase- Final Design phase is being separated from Preliminary Engineering Phase. No cost change overall.

Funding used is NHPP (federal)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114045	Lycoming	15	220	Susquehanna River to Old Montgomery Pike	PE	\$-190,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114045	Lycoming	15	220	Susquehanna River to Old Montgomery Pike	FD	\$190,000

Action ID	Commit Date	Action Type	Change Amount
124875	03/15/2022	Administrative Action	\$0

Narrative:

MPMS# 114095 - Preliminary Engineering and Final Design Phases- Increase PE phase and add Final Design Phase for Consultant Design.

Funding used is NHPP (federal)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114095	Lycoming	220	237	Pine Creek to SR 287	CON	\$-500,000
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 1	CON	\$0
114095	Lycoming	220	237	Pine Creek to SR 287	PE	\$300,000
114095	Lycoming	220	237	Pine Creek to SR 287	FD	\$200,000

Action ID	Commit Date	Action Type	Change Amount
125029	03/23/2022	Administrative Action	\$0

Narrative:

MPMS 93024-Right of Way Phase-Reduce to meet the updated ROW estimate

This action uses 100% State 581 funds

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
93024	Lycoming	15	143	4 Mile Road	ROW	\$-570,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$570,000

Action ID	Commit Date	Action Type	Change Amount
125102	03/29/2022	Administrative Action	\$0

Narrative:

MPMS 116010-Construction-Add to the Tip. This was going to originally be funded with maintenance funds but the county has put those funds on a separate project. This will be carried over on the draft 2023 WATS TIP.

This action utilizes 100% 581 funds

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-222,038
112978	Lycoming	44	86S	Tombs Run Slides	CON	\$-210,962
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
116010	Lycoming	2014	113	Shadduck Rd to Glade Run	CON	\$433,000

Action ID	Commit Date	Action Type	Change Amount
125131	03/30/2022	Administrative Action	\$32,493

Narrative:

MPMS# 87917 - Construction phase - Add Federal Disaster Funding (FFL) and increase CON phase to cover Flood Repair Costs as per allotted DIR amount DIR# 03-02-13. The addition of FFL funding is causing a non-zero balance in period #2.

Funding used - FFL (federal)

To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
87917	Lycoming	1017	008	SR 1017 over Lycoming Crk	CON	\$32,493

Action ID	Commit Date	Action Type	Change Amount
125189	04/01/2022	Administrative Action	\$0

Narrative:

MPMS 116118-Study Phase-Increase due to consultant wetland studies needed for the project

This utilizes 100% State 581 funds

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-15,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
116118	Lycoming	14	127	SR14 Embankment at Red Run Club	STUDY	\$15,000

Action ID	Commit Date	Action Type	Change Amount
125319	04/14/2022	Administrative Action	\$0

Narrative:

Technical Correction to MA# 124722 to move funds from the Spike/Earmark allocation to the Econ. Dev. allocation

118078 CON 581 Spike Decreased by -488,720 in FFY 2022

118078 CON 581 Econ. Dev. Increased by 488,720 in FFY 2022

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
118078	Lycoming	15	257	Timber Run Industrial Park Access Improver	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
125369	04/19/2022	Administrative Action	\$340,000

Narrative:

Administrative Action to the 2021-24 Williamsport TIP to increase the CON phase of the Fairfield Crossing project to cover low-bid. State e581 funding provided from Statwide TIIF Reserve. LSS approved 4/18/2022. LOC funding is additional to the TIP and STIP.

60469 CON 581 Decreased by -500,000 in FFY 2022

98166 CON LOC Increased by 340,000 in FFY 2022

98166 CON 581 Increased by 500,000 in FFY 2022

From: STWD Items/District 99-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
60469	Central Office			TIIF Reserve	CON	\$-500,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
98166	Lycoming	2045	03L	Fairfield Crossing	CON	\$840,000

Action ID	Commit Date	Action Type	Change Amount
125390	04/20/2022	Administrative Action	\$0

Narrative:

MPMS# 99038- Construction Phase- Increase to meet low bid amount.

Funding used is NHPP (federal)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114045	Lycoming	15	220	Susquehanna River to Old Montgomery Pike	CON	\$-1,160,987
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99038	Lycoming	2014	095	SR 2014 ov Bennett's Run	CON	\$1,160,987

Action ID	Commit Date	Action Type	Change Amount
125438	04/21/2022	Administrative Action	\$0

Narrative:

MPMS# 107588- Preliminary Engineering Phase- Adding PE phase for new slide repair project.

Funding used is A-581 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-49,000
114045	Lycoming	15	220	Susquehanna River to Old Montgomery Pike	CON	\$-201,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
107588	Lycoming	2032	12S	SR 2032 Soil Slide Repair	PE	\$250,000

Action ID	Commit Date	Action Type	Change Amount
125440	04/21/2022	Administrative Action	\$0

Narrative:

MPMS# 107588- Final Design Phase & Right of Way Phase- Add to the TIP.

Funding used is A-581 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114045	Lycoming	15	220	Susquehanna River to Old Montgomery Pike	CON	\$-170,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
107588	Lycoming	2032	12S	SR 2032 Soil Slide Repair	FD	\$150,000
107588	Lycoming	2032	12S	SR 2032 Soil Slide Repair	ROW	\$20,000

Action ID	Commit Date	Action Type	Change Amount
125446	04/21/2022	Administrative Action	\$0

Narrative:

MPMS# 107588- Utility Phase and Construction Phase- Add phases to the TIP.

Funding used is A-581 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
97508	Lycoming	2014	092	US 15 to Campbell Street	UTL	\$-750,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
107588	Lycoming	2032	12S	SR 2032 Soil Slide Repair	CON	\$730,000
107588	Lycoming	2032	12S	SR 2032 Soil Slide Repair	UTL	\$20,000

Action ID	Commit Date	Action Type	Change Amount
125453	04/22/2022	Administrative Action	\$0

Narrative:

MPMS# 107588- Construction Phase- Program funding to match construction estimate.

Funding used is A-581 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
97508	Lycoming	2014	092	US 15 to Campbell Street	CON	\$-170,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
107588	Lycoming	2032	12S	SR 2032 Soil Slide Repair	CON	\$170,000

Connecting People and Places



Williamsport Area Transportation Study
Metropolitan Planning Organization

Long Range Transportation Plan 2045

Plan Prepared By:
 Lycoming County Department of Planning and Community Development
 48 West Third Street
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For:
 Williamsport Area Transportation Study
 Metropolitan Planning Organization

December, 2023

<i>Scott R Williams</i>	<i>Austin Daily</i>	<i>Salvatore Vitko</i>	<i>Mark Murawski</i>
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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.

Chapter One



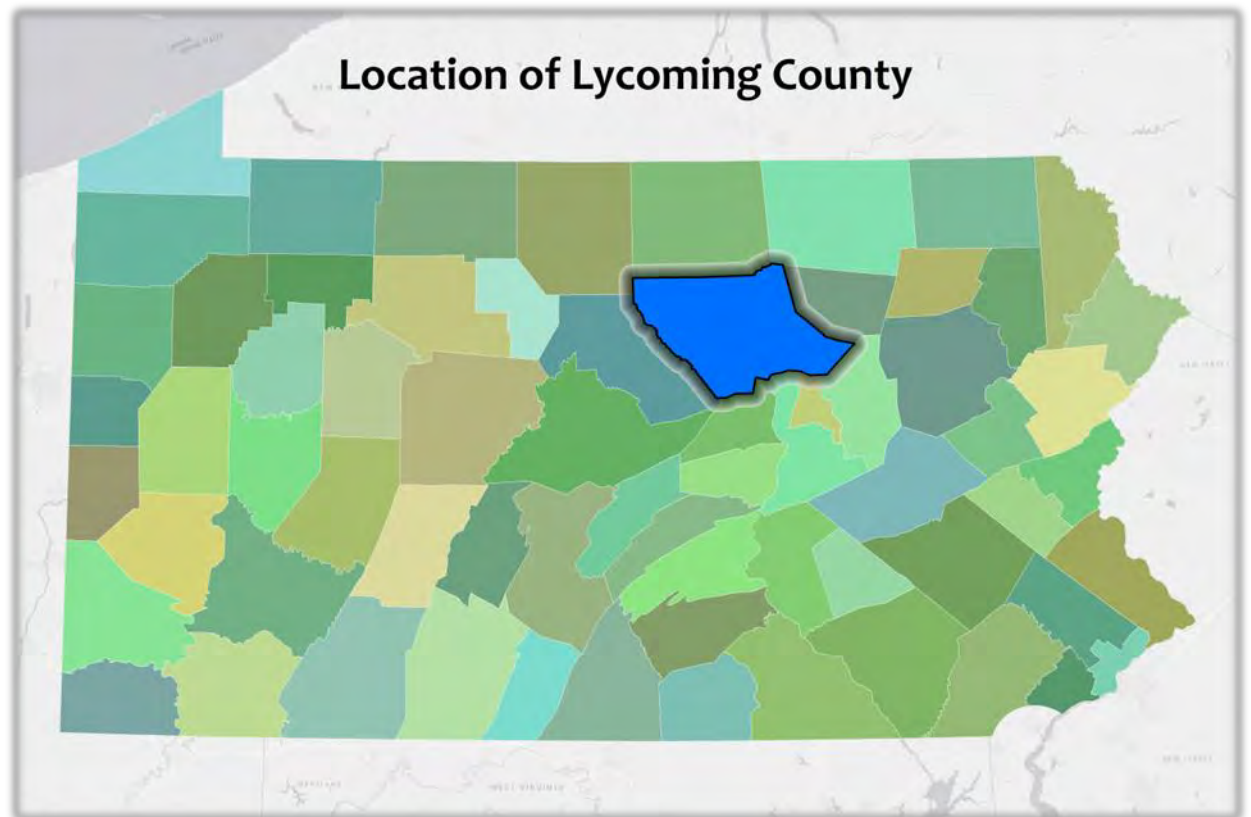
Introduction

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.

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.

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)

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 General Manager
- SEDA-COG Joint Rail Authority Executive Director
- Williamsport Regional Airport Executive Director
- Lycoming County Association of Township Officials Representative
- Lycoming-Sullivan Boroughs Association Representative

Four Non-voting Members:

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

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.

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.	Continue to improve system efficiency and reliability	Evaluate transportation equity issues and opportunities across Pennsylvania.	Employ resiliency measures/actions to ensure long-term system stability.	Leverage technology, operations enhancements, and skill building to improve transportation system efficiency.	Advance a multimodal and state-local funding strategy to ensure that resource levels are sufficient to meet transportation system needs.
	Reduce the rate and frequency of fatal and serious injury crashes for all modes of travel.	Continue to improve public transportation awareness, access, and services throughout Pennsylvania.	Develop measurable goals and metrics for equitable transportation in collaboration with key stakeholder groups.	Evaluate projects for their expected climate change and resiliency impact and implications.	Continue to integrate enhanced asset management approaches and methods with project planning and programming.	Adapt to and position for accelerating change (e.g., mainstreaming innovation, institutional adjustments, people skills, and knowledge management).

CONNECTING PEOPLE AND PLACES

GOALS	Safety	Mobility	Equity	Resilience	Performance	Resources
	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.
	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.	Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.	Establish equity and access strategies in partnership with stakeholder organizations and groups that advance the identified measurable goals.	Improve environmental stewardship during and before project construction.	Enhance the availability and quality of real-time travel information, especially in emergency and inclement weather events and for construction/work zones.	Streamline planning and public involvement processes.
	Strengthen security across transportation modes in collaboration with public and private stakeholders.	Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.	Improve equity and accessibility through ADA improvements and modal choice.		Expand and/or build upon existing technical assistance and education to local communities and MPOs/RPOs.	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.).
		Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.	Develop education, awareness, and training initiatives that strengthen transportation professionals' knowledge and skills to effectively address equity issues and opportunities.		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.	
		Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)	Implement and support public transportation initiatives for affordability, reliability, and availability for the transit-dependent population.			

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]

Williamsport Area Transportation Study MPO

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	CSV T 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
CSV T 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

Countywide Plan	Greater Williamsport Alliance	Montoursville - Muncy	Muncy Creek	US-15 South	US-220 West
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.

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



May 12, 2022

The Honorable Pete Buttigieg
Secretary, US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**SUBJECT: SUBMISSION – PennDOT Central Susquehanna Valley Transportation Project
Southern Section**

Dear Secretary Buttigieg:

The Williamsport Area Transportation Study Metropolitan Planning Organization, (WATS MPO) conveys full support for the PennDOT application seeking new federal Bi-Partisan Infrastructure Law, (BIL) competitive grand funding for completion of the Central Susquehanna Valley Transportation, (CSVT) Project Southern Section. The CSVT southern section connects US 11/15 near the Borough of Selinsgrove to Route 15 near Winfield (approximately a six-mile distance) and includes an interchange connector to Route 61 into the City of Sunbury, PA. This southern section is targeted for construction completion and is expected to be open to traffic in 2027.

The WATS MPO in partnership with the SEDA-Council of Governments, (SEDA-COG) has just completed a major transportation planning study using federal funds to evaluate the impacts of this significant CSVT highway investment in our region of the Commonwealth. We are now collectively working together with SEDA-COG, PennDOT and other stakeholder organizations to implement the study recommendations in a proactive manner to ensure positive outcomes that will result in efficient regional traffic flow, improved public safety, wise stewardship of land use along with fostering economic opportunities that retain and expand the workforce in Northcentral Pennsylvania.

The allocation of competitive BIL grant funds for the CSVT project will help free up state funds that PennDOT can use to perform much needed transportation improvements in other areas of our region and the Commonwealth.

Sincerely,

Scott R. Williams, WATS MPO Secretary