

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 TRANSIT ADVISORY  
COMMITTEE PUBLIC MEETING**

DATE: Thursday, November 17, 2022  
TIME: 2:00 PM  
PLACE: Lycoming County Third Street Plaza, 6<sup>th</sup> Floor  
33 W. Third Street  
Williamsport, PA 17701

Virtual Option: Dial-In Number: 1 (267) 332-8737  
Conference Code: 895 903 524#  
[Microsoft Teams Link](#)

**AGENDA**

**CALL TO ORDER** ..... Vitko

**MINUTES:**

May 12, 2022 ..... Vitko

**PUBLIC COMMENT**..... Vitko

**AGENDA ITEMS:**

- Introductions / Meeting Purpose ..... Vitko
- River Valley Transit Authority Service Update.....Wright
  - General Services Update
  - Upcoming Rider Promotion
  - DBE Program Outreach
  - Token Transit App
- STEP, Inc. Service Update..... Merk
  - Clinton County Designated Stop Program
  - Lycoming County Diversability Initiative
  - Geisinger MCO Project
  - General Update on STEP Services
- WATS MPO
  - Long Range Transportation Plan Update..... Williams
  - WATS Transit Committee 2023 Meeting Dates..... Vitko
- Consumer Comments.....Group

**OTHER BUSINESS / PUBLIC COMMENT**..... Vitko

**ADJOURN** ..... Vitko

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 TRANSIT ADVISORY COMMITTEE TELECONFERENCE PUBLIC MEETING MINUTES

*May 12, 2022 Transit Advisory Committee Teleconference Public Meeting: Held at various locations via teleconference.*

### **CALL TO ORDER (WATS Transit Advisory Committee Teleconference Public Meeting)**

Sal Vitko called the meeting to order at 2:01 P.M.

### **MINUTES**

#### ***November 18, 2021 Transit Advisory Committee Public Meeting***

Sal Vitko asked if there were any issues or questions on the **November 18, 2021** meeting minutes. Sal explained the request is to approve the meeting minutes to ensure the meeting minutes were a fair and accurate representation of what occurred at the meeting, and that a vote to approve the minutes was not needed. Committee members shared no changes or concerns with the November 18, 2021 meeting minutes and the meeting minutes were approved.

### **PUBLIC COMMENT**

There was no public comment.

### **AGENDA ITEMS**

#### ***Introductions / Meeting Purpose***

Sal Vitko gave a brief overview of the WATS Transit Advisory Committee's purpose and the partnership with River Valley Transit (RVT) and STEP, Inc.

Due to some technical issues the RVT service update was moved to after the STEP, Inc. service update.

### **STEP, INC. SERVICE UPDATE**

#### ***Service Update***

Dan Merk stated that STEP, Inc. has more or less been able to recover the number of trips they had pre-pandemic. STEP, Inc. is currently running trips within a six (6) county service area. Dan stated that there is still a need for drivers and STEP, Inc. is still recruiting full-time and part-time drivers. In-addition STEP, Inc. will be working with Rabbit Transit to assist with trips to Geisinger. Dan stated that there are a number of trips to UPMC for same-day hospital discharges.

### ***Lycoming County Diversability Committee Update***

Dan informed the Committee that the Lycoming County Diversability Committee meets on a once a month basis and is designed to address the needs of individuals with disabilities in the community. Dan stated that he is attempting to update the Transit Advisory Committee on what items/issues are discussed at the Diversability Committee meetings.

Dan suggested that the Transportation committee within the Diversability Committee may be a good addition to the MPO Transit Advisory Committee. The main focus of the Diversability Transportation Committee is to gauge transportation needs of persons outside of STEP, Inc. standard programs.

Dan informed the Committee that he has been working with the school districts, primarily through Blast IU, conducting assessments to gauge transportation needs of children who are outside the purview of the traditional STEP, Inc. programs. Such as children, ages 15-17 years old, who require transportation to employment, etc. Dan stated that he is hopeful to have more information to bring to the Transit Advisory Committee in future meetings.

### ***Find My Ride Update***

Dan informed the Committee that STEP, Inc. will be rolling out some Find My Ride marketing materials in July 2022. Those materials will be targeting public entities to provide access to the transportation services that STEP, Inc. offers. Dan stated that the Find My Ride application will soon include a scheduling component where users can schedule their requests. Dan stated that the online reservation process has picked up with upwards of 5,000 reservations since the implementation last year.

Steve Herman asked if the new service for Geisinger will be only for medical related trips, or if the service will include other types of trips. Dan stated that currently STEP, Inc. operates a service through Rabbit Transit for individuals who need to go to Geisinger for medical services as well as the average user who needs to go to Geisinger.

Dan stated that the MCO program is for social determinants of health and users can use STEP, Inc. transportation services to access other social service appointments. Dan stated this will expand transportation options for many individuals in the low-income demographic.

Steve asked if the concept is for Rabbit Transit to collect the requests, then inform STEP, Inc. to provide the transportation. Dan stated that Geisinger will send the trip requests to Rabbit Transit who will schedule the request in the STEP, Inc. system, and then STEP, Inc. will provide the service.

Sal Vitko, paused the agenda to conduct the roll call for the meeting, confirming who attended the May 12, 2022. Transit Advisory Committee meeting.

### **RIVER VALLEY TRANSIT SERVICE UPDATE**

#### ***Transition to River Valley Transit Authority (RVTA)***

Todd Wright presented on the RVT transition to River Valley Transit Authority. Todd stated that pending the outcome of the PennDOT review it was recommended to separate from the City of Williamsport and move to a municipal authority.

Todd informed the Committee that the board is set for RVTA and there will be a meeting soon to get the Authority underway. The current deadline is July 1, 2022 for RVTA to be up and

running. Todd stated that RVT is working on getting RVTA re-designated to receive the FTA operating funds necessary to run the Authority. Todd stated that there will be a “rebranding” for marketing materials for RVTA.

Mark Murawski asked if the RVT employees will become RVTA employees once the transition to the Authority is finalized. Todd stated that the current RVT staff will be terminated from the City of Williamsport on June 30, 2022 and become employees of RVTA effective July 1, 2022.

Mark asked if for the purposes of the planning grants will the agreement be between Lycoming County and RVTA. Todd stated that RVTA will be the new designee and that he has been in contact with Scott Williams from WATS MPO. Mark asked if RVTA will be going through Williamsport City council with any items, and Todd stated that no, the RVTA Board will be handling RVTA business moving forward.

Todd informed the Committee that the five (5) members of the RVTA Board are appointed by the City of Williamsport, however, once RVTA is effective, the RVTA bylaws will more than likely be amended to include County or other municipal representation.

Carey Mullins stated that the invoicing will be need to be changed to reflect the change from RVT to RVTA. Carey asked if any of the five (5) RVTA board members are from PennDOT. Todd stated that no, none of the RVTA board members are from PennDOT. Carey asked if RVTA plans on having anyone from PennDOT Bureau of Transit at the RVTA meetings. Todd stated that RVTA meets with their program contact at PennDOT on a monthly basis.

### ***BeST Transit Management Update***

Todd stated that in light of what is happening with RVTA that they are in a management agreement with BeST Transit and are currently in year one of a 3-5-year agreement. Todd stated that once RVTA is underway they plan on having the EMTA board of directors meet with the RVTA board. The intent of the meeting is to discuss how to streamline services since RVTA will be the fixed route provider for our area and EMPTA is the fixed route provider, and shared ride provider for the Bradford, Tioga, and Sullivan counties area. Todd stated that RVTA will probably reach out to STEP, Inc. as well during those discussions to determine how to streamline services and reduce costs.

Todd Wright informed the Committee that RVT conducted an employee wage survey to determine if salaries were in-line with the general industry. As part of the survey RVT discovered that they were approx. 25% lower in the EMPA region.

### ***Service Updates***

Todd Wright informed the Committee since it is construction season to please utilize social media and the RVT website for updates and schedule changes. Todd stated that RVT is running regular service to Geisinger in Muncy and Clinton County.

Todd informed the Committee that RVT is working with PennDOT to wrap-up the F.R.I.T.S project. Todd stated that RVT is using a new scheduling software to review route efficiency. Todd stated that RVT has approximately 95% of their fleet vehicles as compressed natural gas (CNG) vehicles. Todd stated that RVT is looking at some smaller vehicles for some of their routes and the potential of using hydrogen/electric vehicles.

### ***Rider Promotions***

Todd stated that he will be reaching out to Dan on a program to sign up senior citizens for transit and that RVT is revising the summer program for transit. Todd stated that June 17, 2022 is “Dump the Pump Day” to inform the public of how much fuel can be saved by utilizing public transit. Also, Todd stated that the Uptown Music Collective will be providing live music at some of the bus stops this summer.

Mark Murawski asked if RVT and STEP, Inc. are seeing any significant increases in ridership due to the increasing cost of gas. Todd stated that over the last couple of months RVT has seen an increase in ridership. Todd stated that it is similar to what occurred in 2006-2008 with the increase in fuel costs. Dan stated that STEP, Inc. is appreciative of the fuel partnership with RVT and that partnership has shielded STEP, Inc. some from the increased fuel costs.

Mark asked if STEP, Inc. sees any fare increases due to the increased fuel costs. Dan stated that he does not see a fare increase currently, but that STEP, Inc.’s last fare increase was in 2013-14.

### **WATS MPO**

#### ***Long Range Transportation Plan Update***

Scott Williams stated the WATS MPO is currently in the process of updating the LRTP. Scott informed the Committee that he will be reaching out to Todd and Dan for ridership data to include in the LRTP update.

### **CONSUMER COMMENTS**

There were no consumer comments.

### **NEXT SCHEDULED MEETING DATE**

Sal stated that the next scheduled WATS Transit Advisory Committee meeting will be **Thursday, November 17, 2022** at 2:00 p.m. Sal stated that he will work with Dan and Todd to determine if the next meeting will be in-person, virtual or a hybrid. If the meeting will not be in-person, the MPO will set up a virtual meeting.

### **OTHER BUSINESS**

Steve Herman stated that Rabbit Transit has begun some micro-transit in their northern region in the Selinsgrove, Sunbury, Danville, and Milton areas. Steve stated that they will continue to gather usage data for the program. Todd Wright asked if there is still interest in a dedicated fixed route service. Steve stated that he believes there are stakeholders that still have interest in a fixed route program and SEDA-COG is open to those discussions.

Mark stated that once RVTA is up and running the MPO can assist with coordinating with PennDOT for planning and hosting those discussions. Mark stated he still believes there is interest out there in that concept. Todd stated that Adam Winder is also interested in revisiting that conversation.

### **PUBLIC COMMENT**

There were no other public comments.

## **ADJOURN**

Hearing no further business or public comment, Sal called for a motion to adjourn the meeting. Dan Merk gave the motion and Todd Wright seconded. Sal stated that the next meeting should be in person, however, if it is virtual the MPO will send out virtual meeting information. Sal adjourned the meeting at 2:45 p.m.

Respectfully, Submitted,  
Scott Williams  
WATS Secretary

# 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  
 Williamsport, PA 17701  
 Phone: (570) 320-2130  
 www.lyco.org

For:  
 Williamsport Area Transportation Study  
 Metropolitan Planning Organization

December, 2023

<b>Scott R Williams</b>	<b>Austin Daily</b>	<b>Salvatore Vitko</b>	<b>Mark Murawski</b>
<i>Transportation Planning Supervisor/WATS MPO Secretary</i>	<i>Transportation Planner</i>	<i>Transportation Planner</i>	<i>Assistant Transportation Planner</i>
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[www.lyco.org/WATS-MPO](http://www.lyco.org/WATS-MPO)

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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

## Other Plans

### *Lycoming County Hazard Mitigation Plan*

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

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

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

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

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

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

### *PennDOT Central Regional Operations Plan*

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

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

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

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

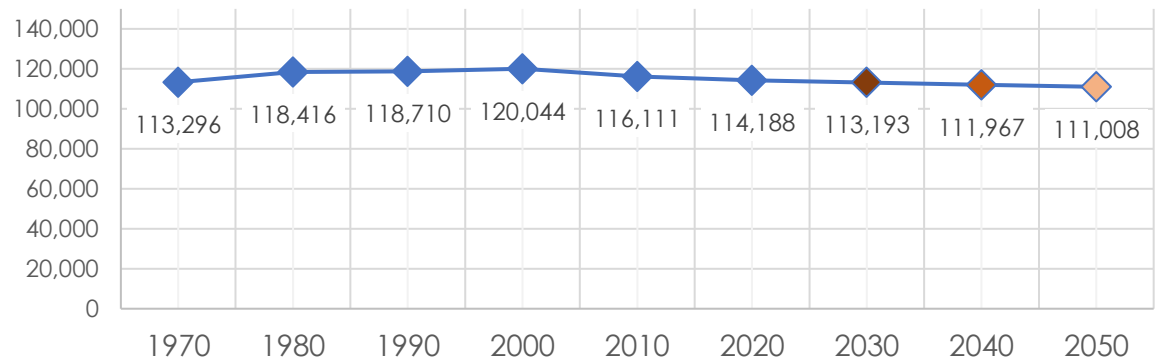
## Demographic Profile

### Population Change

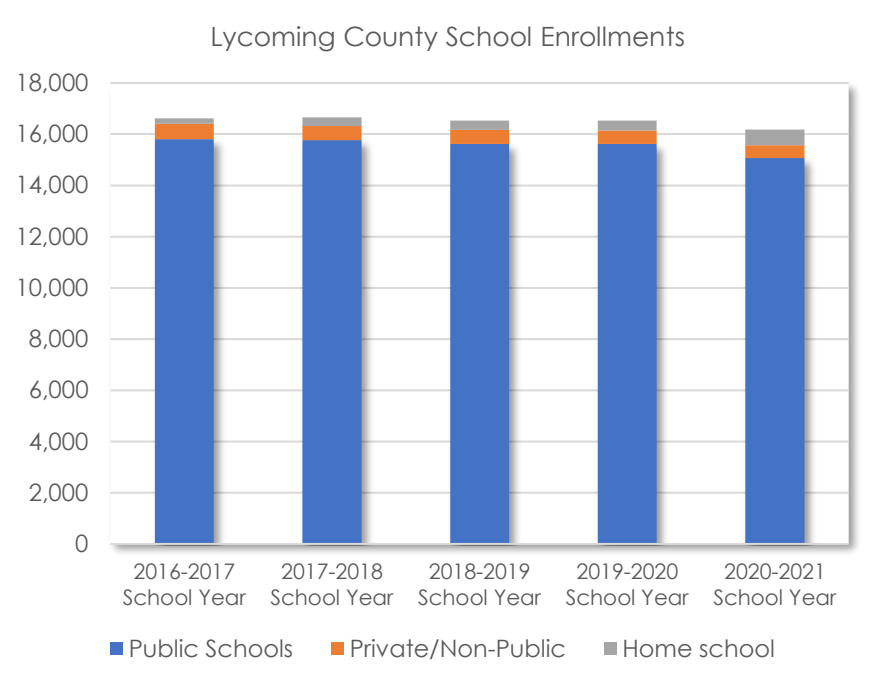
As of the 2020 United State Census, Lycoming County had a population of 114,188. It is notable that the demographic analysis conducted for the 2018 WATS LRTP update forecast a population of 114,166 in 2020. After reviewing population trends within each of Lycoming County's 52 municipalities, the most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

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

Lycoming County Population Change and Projections, 1970-2050



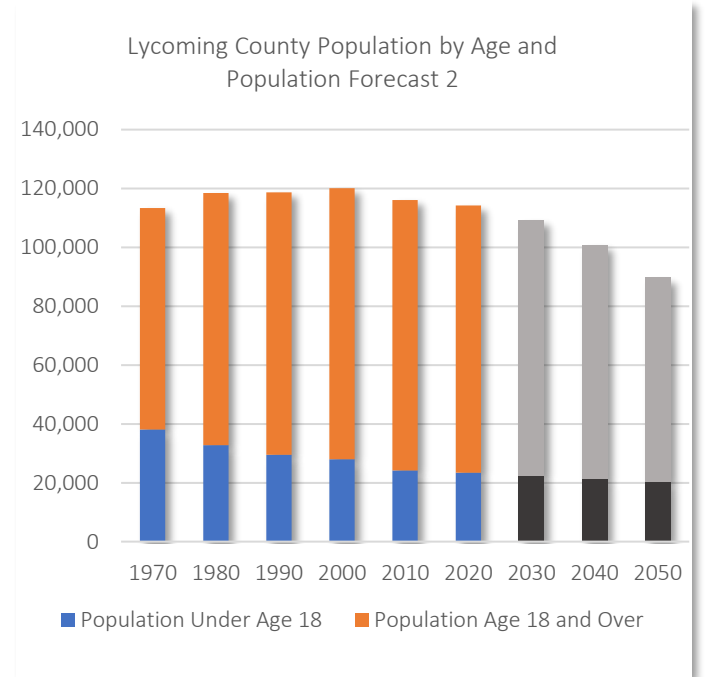
For the past 20 years, population growth within Lycoming County has centered on the I-180 corridor east of Williamsport to Muncy. This includes the townships of Loyalsock, Fairfield, Muncy, Muncy Creek, Wolf, and Moreland and the boroughs of Montoursville and Hughesville.



One of the most striking demographic trends in Lycoming County has been the aging of the population and the loss of youth population. From 1970 to 2020 the proportion of the population under the age of 18 has decreased from 34% to just 20%. This is also reflected in Pennsylvania Department of Education Data showing a steady decline in students in Lycoming County (the total of public school enrollments, private/nonpublic school enrollments, and homeschooling) from 2015-2019. Over the last 10 years, there has been a steady decline in the birth rate in Lycoming County along with an increase in mortality as the population ages. Taken together, these factors provide a second scenario for future population change in Lycoming County where there is 22% overall decrease in population from 2020 to 2050.

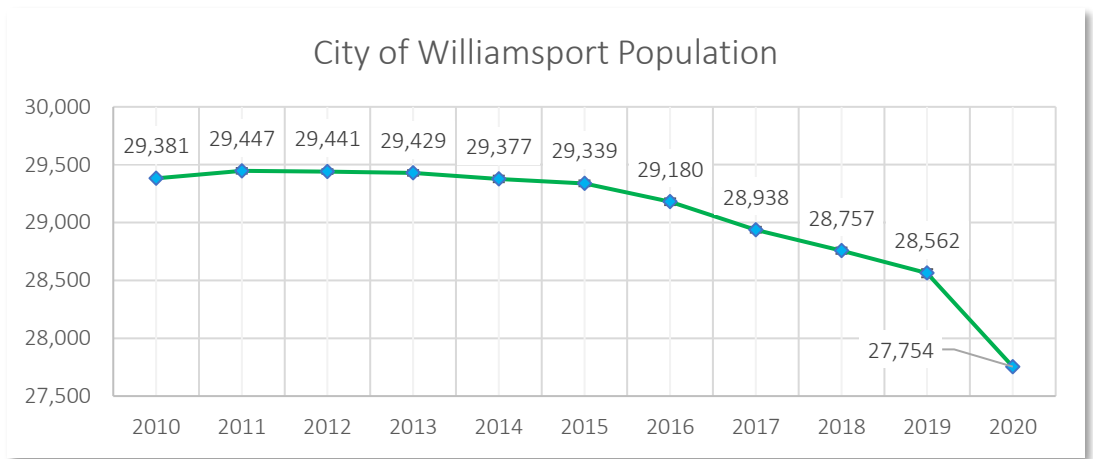
Another important element of

understanding and attempting to forecast population change in Lycoming County is population trends in the City of Williamsport. Williamsport currently accounts for 24% of the total population of Lycoming County. As previously illustrated, Lycoming County population had a net decrease of 1,923 persons from 2010 to 2020. Breaking this down to the municipal level, 19 municipalities gained a total 1,485 persons and 32 municipalities lost a total 3,408 persons. 48% of the loss of population was in the City of Williamsport which lost 1,627 persons between the 2010 census and 2020 census. However, looking at the population trend for Williamsport between the decennial census counts reveals an anomaly that should be addressed.

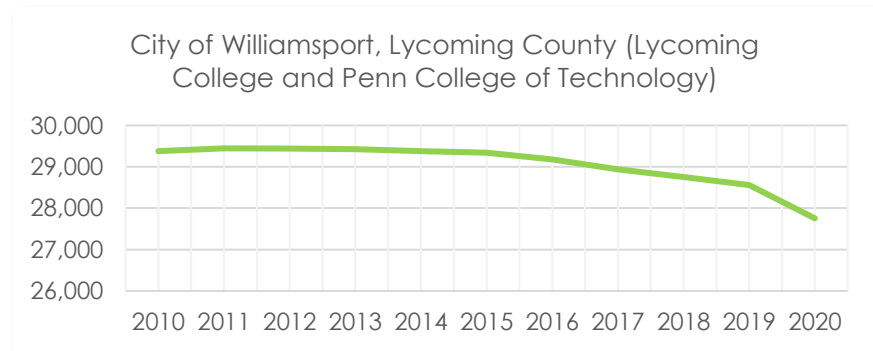
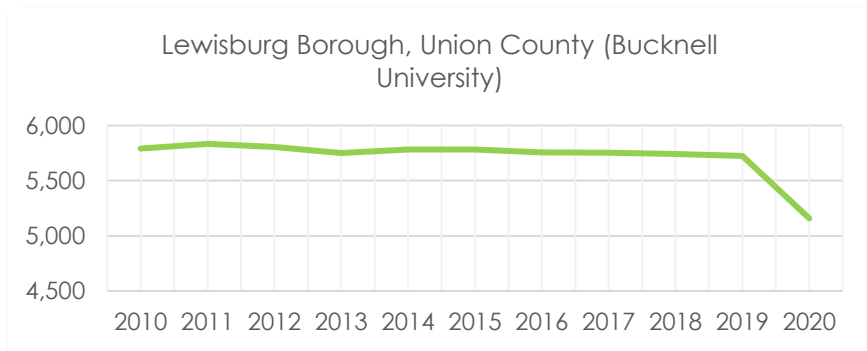
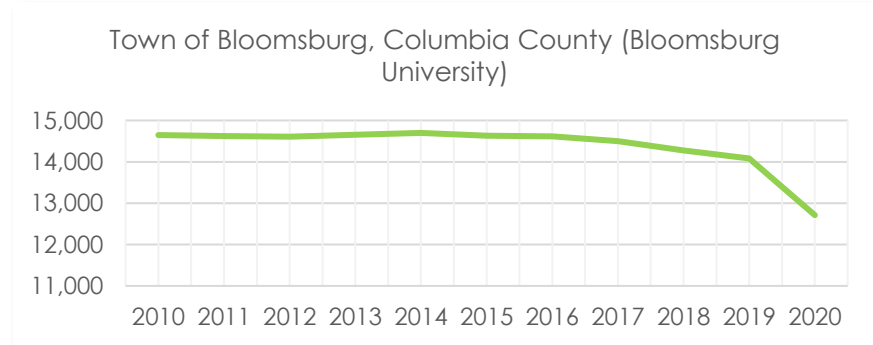
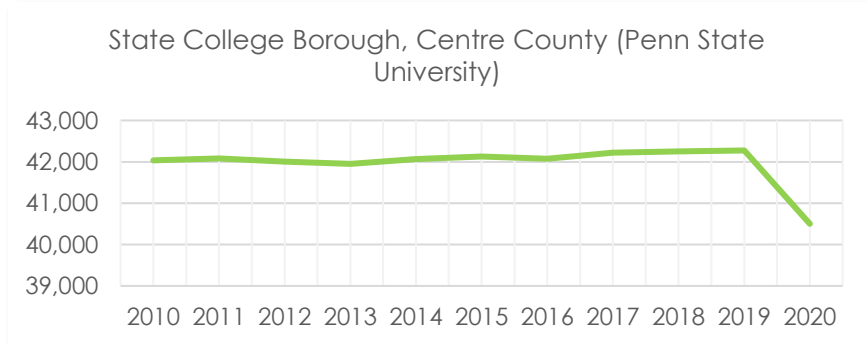


American Community Survey population estimates for Williamsport are typically very accurate with an error range of about +/- 25 persons. Using these annually updated numbers reveals a staggering drop-off in population for the City of Williamsport occurring in a single year from 2019 to 2020. In fact,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

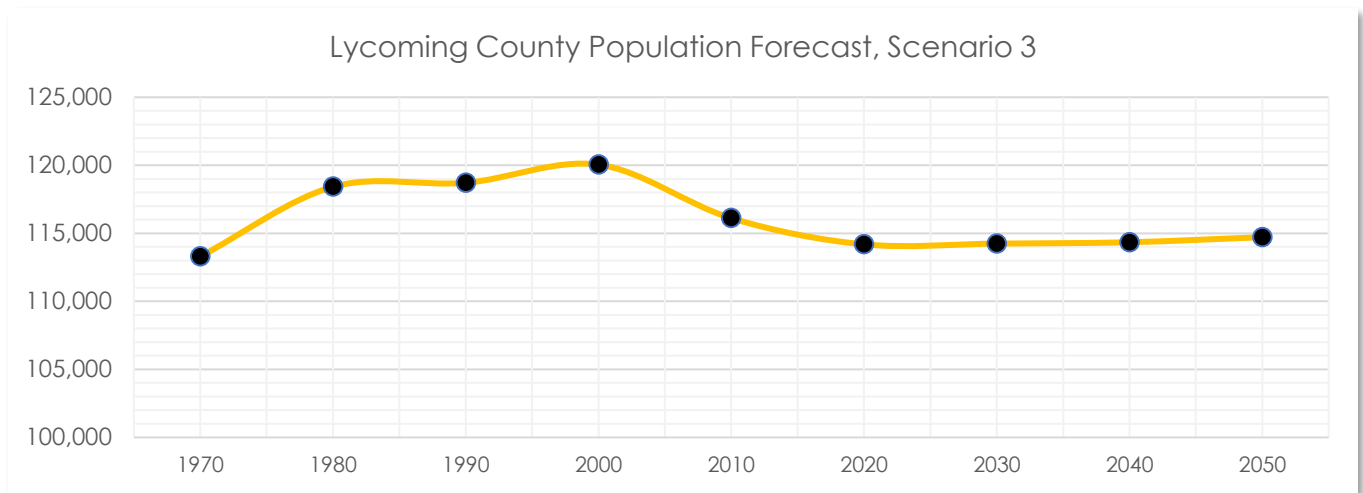
There is strong evidence to believe that this large single decrease is not a permanent population loss. The City of Williamsport hosts two college campuses: Lycoming College and the Pennsylvania College of Technology. When the 2020 census was conducted, many colleges had started moving to remote instruction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



sample of nearby communities also hosting colleges of various sizes show a very similar sudden drop in population between 2019 and 2020.



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



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

## Racial and Ethnic Composition

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

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

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

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

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

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

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

### Limited English Proficiency

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

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

### Disability

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

#### Total civilian noninstitutionalized population of Lycoming County

**110,518**

With a disability	17,568	15.90%
With a hearing difficulty	5,595	5.10%
With a vision difficulty	3,232	2.90%
With a cognitive difficulty	6,316	6.10%
With an ambulatory difficulty	8,420	8.10%

### Poverty

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

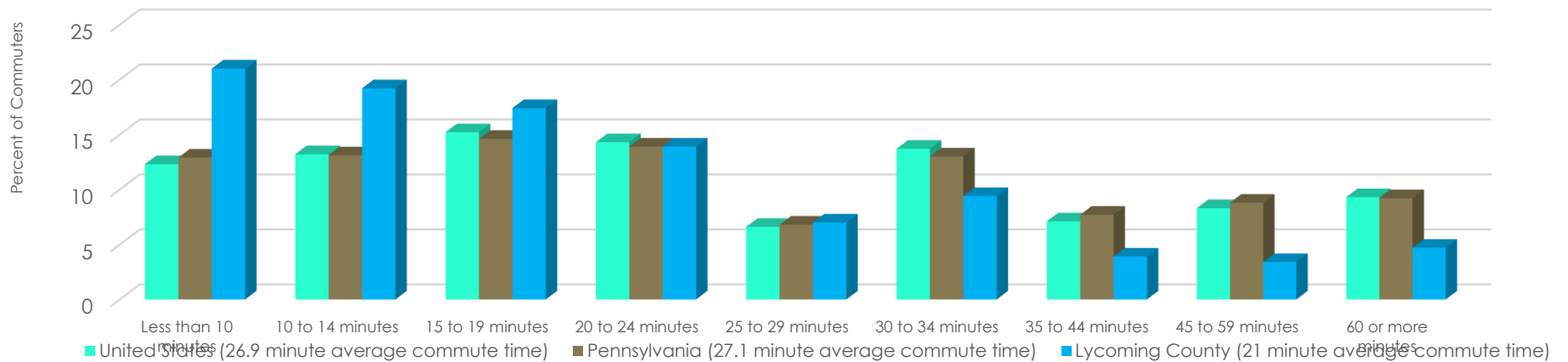
### Households

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

### Commuters

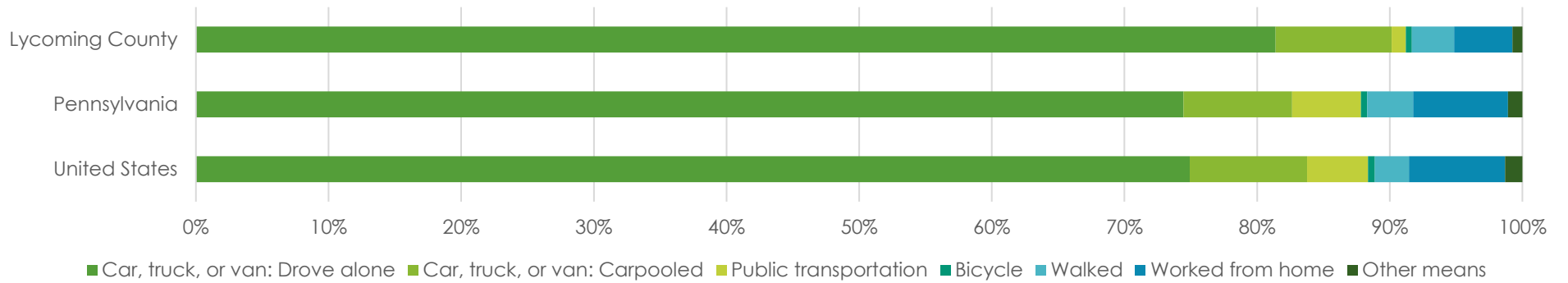
Commuters in Lycoming County overwhelmingly rely on motor vehicles driven alone for commuting to work. An estimated 4% of workers age 16 and over have no vehicle available in their household. Commute times in Lycoming County are extremely short compared to state and national averages and over half of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

Commute Times





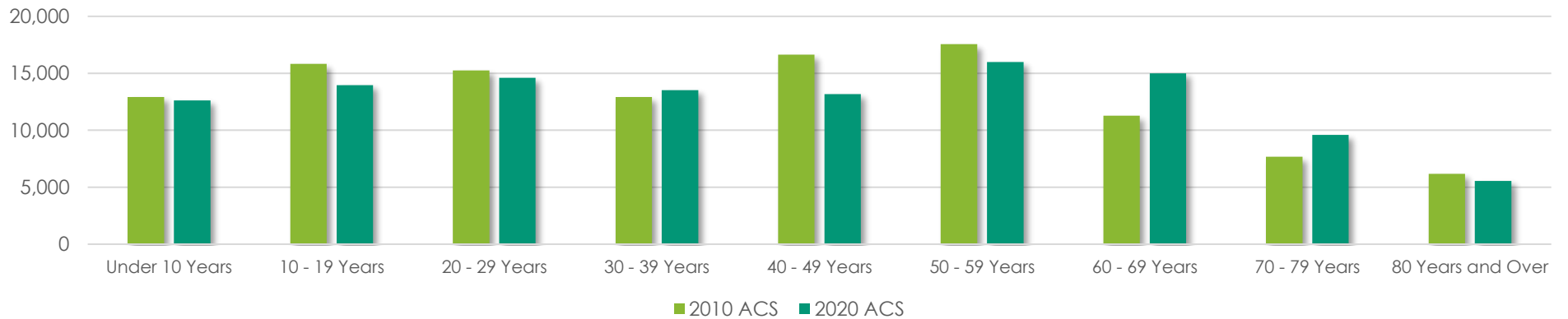
Commuter Mode Share

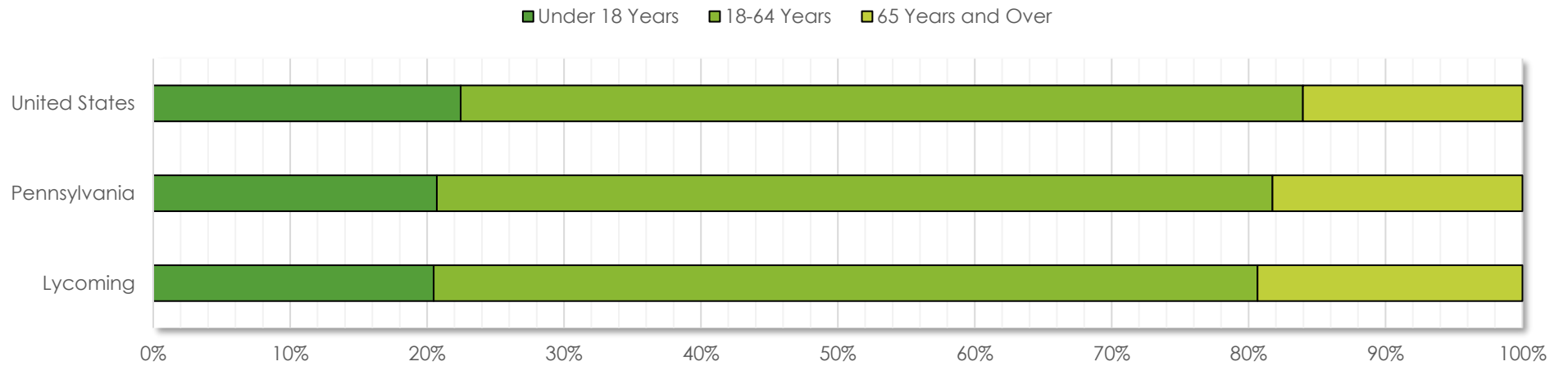


Age Structure

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

Change in Age Structure



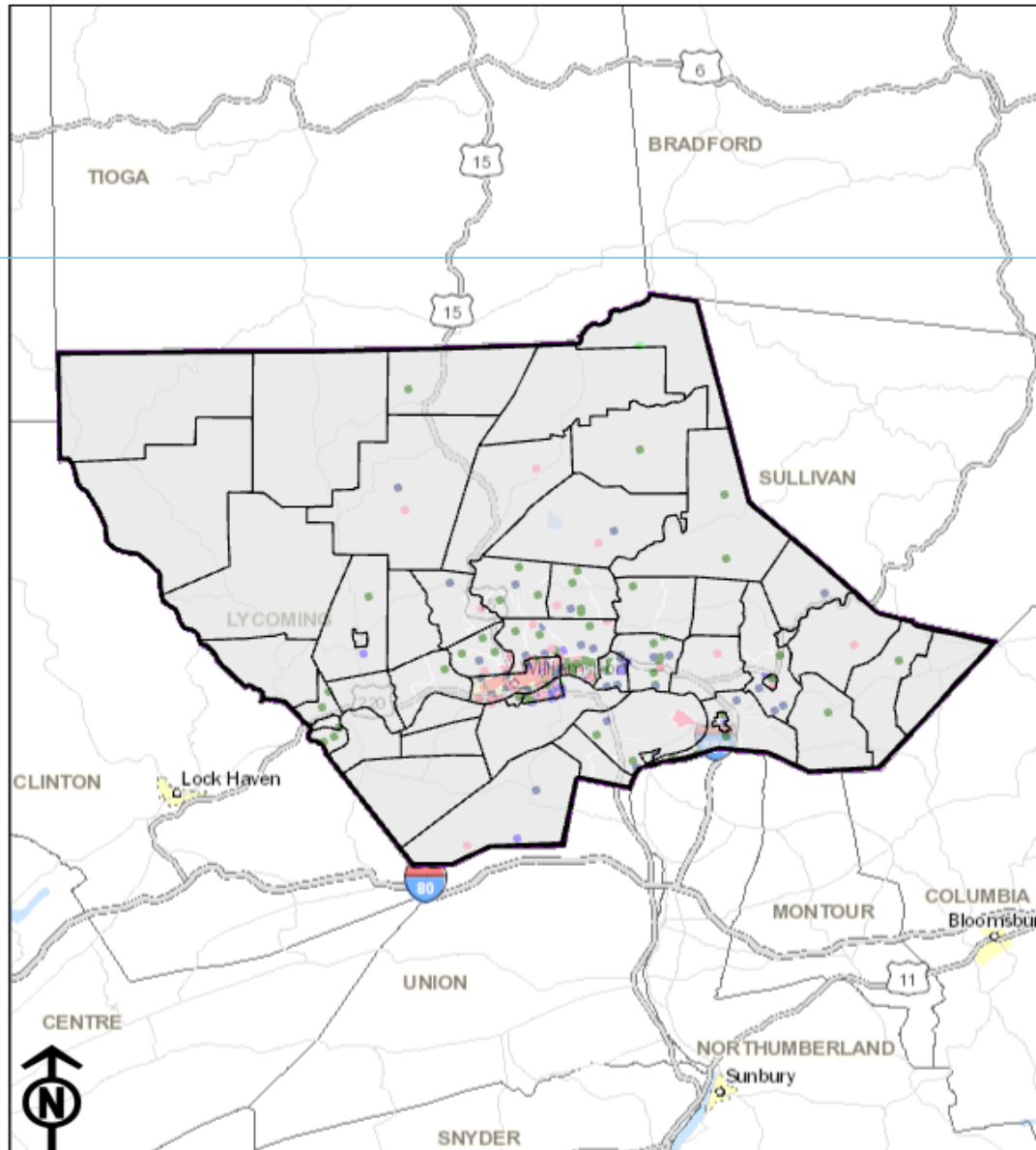


### Environmental Justice

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

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

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



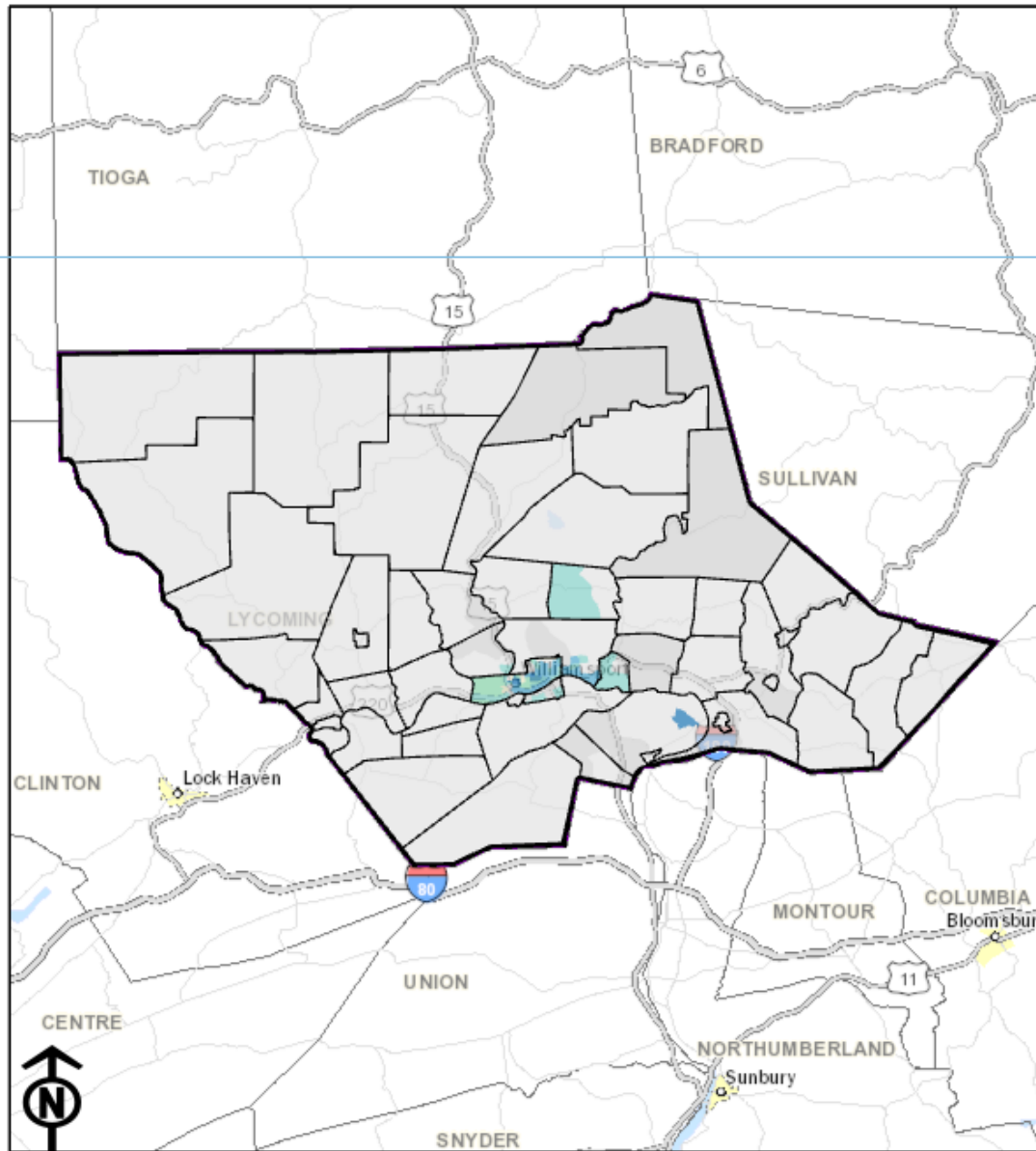
Williamsport Minority Populations

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2019
- 1 Dot = 20 People
- Black or African-American, Not Hispanic or Latino
- American Indian or Alaskan Native, Not Hispanic or Latino
- Asian, Not Hispanic or Latino
- Native Hawaiian or Pacific Islander, Not Hispanic or Latino
- Other Race, Not Hispanic or Latino
- Two or More Races, Not Hispanic or Latino
- Hispanic or Latino

0 5 10 20 Miles

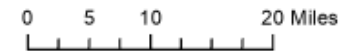
Source: US Census Bureau, 2010-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO

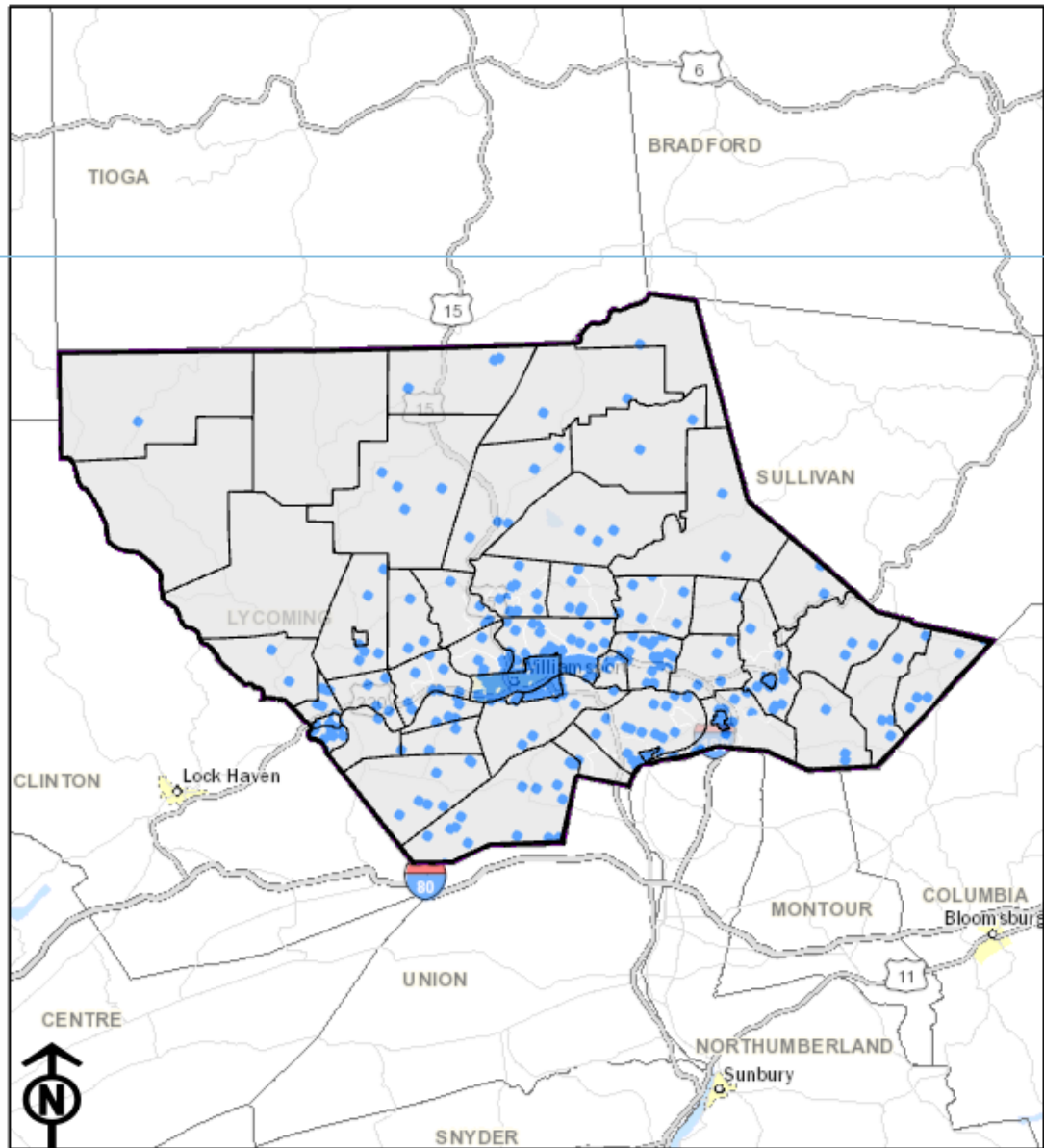


Williamsport Minority Populations

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2019
- Ratio of Minority Population Percentage in Census Block Group to Planning Partner Minority Population Percentage
- Less than or equal to half Planning Partner Minority Population Percentage
- Greater than half and less than or equal to Planning Partner Minority Population Percentage
- Greater than County Minority Population Percentage and less than or equal to twice the Planning Partner Minority Population Percentage
- Greater than twice and less than or equal to four times the Planning Partner Minority Population Percentage
- Greater than four times the Planning Partner Minority Population Percentage



Source: US Census Bureau, 2105-2019 American Community Survey 5-Year Estimates  
 Map prepared by Scott R. Williams, Williamsport MPO

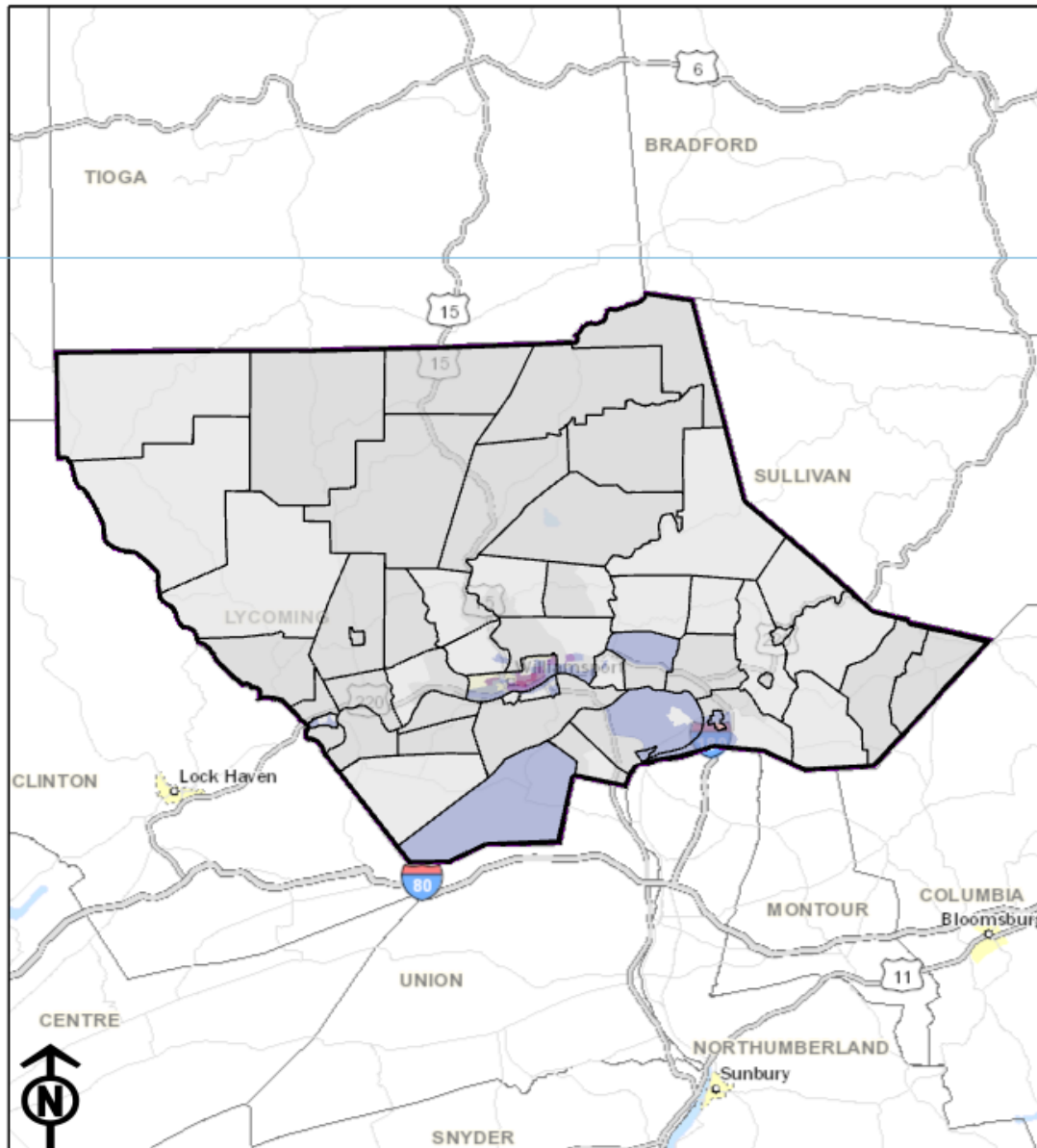


Williamsport Low Income Populations

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2019
- 1 Dot = 20 People
- Low Income Population

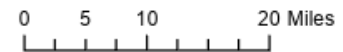


Source: US Census Bureau, 2105-2019 American Community Survey 5-Year Estimates  
 Map prepared by Scott R. Williams, Williamsport MPO



Williamsport Low Income Population Concentration

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2019
- Ratio of Low Income Population Percentage in Census Block Group to County Low Income Population Percentage
- Less than or equal to half Planning Partner Low Income Population Percentage
- Greater than half and less than or equal to Planning Partner Low Income Population Percentage
- Greater than County Low Income Population Percentage and less than or equal to twice the Planning Partner Low Income Population Percentage
- Greater than twice and less than or equal to four times the Planning Partner Low Income Population Percentage
- Greater than four times the Planning Partner Low Income Population Percentage



Source: US Census Bureau, 2010-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO

# Land Use

As indicated earlier in this chapter, Lycoming County comprehensive planning efforts include six multi-municipal growth area plans along with a countywide plan encompassing the non-growth area covering the remaining geographic portion of the County. The portion of the county outside of the growth areas is referred to as the special resource protection area. Part of the development of the comprehensive plans and the review has been development of Future Land Use maps. These maps were all updated in late 2016-early 2017 to reflect current conditions and the evolving community vision for future land use patterns. Future Land Use categories are defined as the general type of community character desired for areas within the planning area. These categories are used to guide growth and future development. The land use categories are split into those used to characterize lands for desirable and suitable growth (growth areas) from lands to be used for rural use applications (rural resource areas). The primary determining factor for whether or not an area is designated a “growth” area or a “rural resource” area is the existing or planned presence of necessary infrastructure to support development. This includes public water, public sewer, other utilities, and especially transportation infrastructure. Other considerations include specific property occupancy types and density of development.

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

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

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

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

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



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 TRANSIT ADVISORY COMMITTEE

## 2023 PUBLIC MEETING DATE SCHEDULE

DATE	TIME
<b>May 18, 2023</b>	<b>2:00 PM</b>
<b>October 19, 2023</b>	<b>2:00 PM</b>

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

Third Street Plaza Building, 6<sup>th</sup> Floor  
33 West Third Street  
Williamsport, PA 17701

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

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