

WATS Coordinating Committee Members
 Lycoming County Board of Commissioners
 Lycoming County Borough Representative
 SEDACOG 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 **TECHNICAL COMMITTEE PUBLIC MEETING**

DATE: Monday, October 25th, 2021
 TIME: 10:00 AM
 PLACE: Virtual Meeting
 Dial-in Number: 1 (267) 332-8737
 Conference Code: 816 624 137#
[Microsoft Teams Link](#)

AGENDA

CALL TO ORDER Chair Mullins

MINUTES:

April 26, 2021 Technical Committee Meeting Chair Mullins

PUBLIC COMMENT Chair Mullins

ACTION ITEMS:

2022 Meeting Dates..... Williams
 2022-2024 WATS Unified Planning Work Program (UPWP) Vitko
 WATS Public Participation Plan (PPP) Update, Public Comment Period..... Vitko
 WATS 2021 Annual Report Vitko
 CSVT Impact Special Study Williams

DISCUSSION ITEMS:

Management Action Report King
 WATS 2023-2026 Transportation Improvement Program (TIP) Vitko
 WATS 2023 Long Range Transportation Plan (LRTP) Update..... Williams
 WATS Annual Listing of Obligated Federal Funds FFY 2021 Daily

OTHER BUSINESS / PUBLIC COMMENT..... Chair Mullins

ADJOURN Chair Mullins

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 TECHNICAL COMMITTEE TELECONFERENCE PUBLIC MEETING MINUTES

April 26, 2021 Technical Committee Teleconference Public Meeting: Held at various locations via teleconference.

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

Chairperson Mullins called the meeting to order at 10:00 A.M.

INTRODUCTIONS/ROLL CALL

MINUTES

January 11, 2021 Technical Committee Public Meeting

Chairperson Mullins called for a motion to approve the January 11, 2021 Technical Committee meeting minutes. Richard Howell motioned for approval of the meeting minutes, Joe Reighard seconded, minutes unanimously approved.

PUBLIC COMMENT

There was no public comment.

ACTION ITEMS

Nomination of Borough Representative to WATS Coordinating Committee

Scott Williams presented the Lycoming County Borough Representative item. Scott reminded the Technical Committee that the Lycoming-Sullivan County Boroughs Association dissolved and this created an opening on the Coordinating Committee. Scott reviewed the WATS MPO Bylaws amendment and how the amendment allowed for replacing a Borough representative.

Scott informed the Committee that since the last meeting, the MPO staff reached out to all nine (9) Lycoming County boroughs and received interest from three (3) boroughs; Jersey Shore, Montoursville, and Muncy Boroughs. Scott informed the Committee that Montoursville Borough suggested Borough Councilmember Robert Brown as the representative. Based on the quick response from Montoursville Borough, the MPO staff reached out to Jersey Shore and Muncy boroughs to ask if they would defer their request for considerations. Both Jersey Shore and Muncy borough agreed to defer.

Scott informed the Committee that if approved Robert Brown would serve as the Lycoming County Borough Representative to the MPO Coordinating Committee for the remainder of 2021 and all of 2022.

Chairperson Mullins called for a motion to recommend to the Coordinating Committee to approve the appointment of the Montoursville Borough representative as the Lycoming County Borough Representative to the WATS Coordinating Committee. John Lavelle motioned to recommend approval, Richard Howell seconded the motion and the motion unanimously passed.

DISCUSSION ITEMS

Management Action Report

Chris King presented information on a number of management action items.

Work Program Funding Increase

Sal Vitko updated the Committee that the MPO was informed back in March 2021 that the MPO will be receiving a funding increase in Year 2 of the 2020-2022 UPWP. The MPO will be receiving \$8,000.00 in Federal Highway

Administration FHWA) funding and River Valley Transit will be receiving \$3,000.00 in Federal Transit Administration (FTA) funding. The MPO finalized the funding increase with PennDOT in April 2021.

CSVT Impact Study Update

Austin Daily reported to the committee on the Central Susquehanna Valley Transportation (CSVT) Project Impact Study. Austin stated that, since the last Technical Committee meeting, the MPO has had a few meetings with the study-engineering firm Michael Baker and that a CSVT Impact Study Steering Committee meeting was held. Michael Baker provided an interactive presentation at the Steering Committee meeting. Austin informed the Committee that the MPO staff has a management team meeting with Michael Baker on Wednesday, May 12, 2021 at which Michael Baker will be presenting a draft of the implementation plan. Austin stated that it is anticipated that at the July 26, 2021 Coordinating Committee meeting, Michael Baker will be presenting the final study.

Environmental Justice Statewide Analysis

Scott Williams informed the Committee that the MPO is approaching the next Transportation Improvement Program (TIP) update cycle. As a part of the TIP update, the MPO conducts an Environmental Justice (EJ) analysis. Scott stated that during this process WATS MPO coordinates with other MPO/RPOs statewide. Scott informed the Committee that the EJ analysis uses statewide datasets and Scott realized that he is able to perform a statewide EJ analysis. Scott stated that he has been in conversations with Will Clark from the York MPO because the York MPO was instrumental in creating the EJ analysis procedure in the last TIP update.

Scott informed the Committee that the statewide EJ update is almost complete and that he will distribute the results out to all Planning Partners. In addition, Scott stated that the last EJ analysis was done using a private firm and that there may be a cost savings with the MPO performing the statewide EJ analysis.

Resumption of in-person meetings

Scott informed the Committee that with on-going COVID-19 vaccinations and state guidance, the MPO is looking into the possibility of resuming in-person meetings in the fall of 2021. To prepare for this the MPO has reserved the Lycoming County Commissioner 1st Floor Board Room for the fall 2021 meetings, and has placed a request with County Information Services for a video conferencing cart. Scott informed the Committee that PennDOT is still reviewing and finalizing their plans for returning to in-person meetings, and the MPO will have to wait and see what the final outcome will be.

OTHER BUSINESS / PUBLIC COMMENT

There was no other public comment.

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

ADJOURN

Joe Reighard offered a motion to adjourn, John Lavelle seconded. The motion to adjourn unanimously passed and the meeting adjourned at 10:48 A.M.

Respectfully, Submitted,

Scott R Williams
WATS Secretary

WATS Technical Committee

SIGN IN SHEET (Please **PRINT** clearly)

LOCATION: Due to the current public health emergency the meeting was held

DATE: Monday, April 26, 2021

Via teleconference, Dial-in # (267) 332-8737 Conference Code: 357 873 901#

	Name	Organization (Voting Members)	E-mail	Phone Number
1	Carey Mullins	PennDOT Center for Program Development & Management Representative	cmullins@pa.gov	717-783-2265
2	Chris King	PennDOT Engineering District 3-0 Executive	chriking@pa.gov	570-368-4222
3	John Lavelle (alternate)	Lycoming County Planning and Community Development Director	jlavelle@lyco.org	570-320-2139
4	Joe Reighard	Lycoming County Planning Commission Member	jl@go-inc.com	570-368-2636
5	Todd Wright	River Valley Transit General Manager	twright@ridervt.com	570-326-2500
6	Richard Howell	Williamsport Regional Airport Executive Director	Richard.howell@flyipt.com	570-368-2444
7	N/A	City of Williamsport Engineer/Community Development Director		
8		Organization (Non-Voting Members)		
9	Gene Porochniak	Federal Highway Administration	Eugene.porochniak@dot.gov	717-221-4438
10	Chelsea Beytas	Federal Transit Administration	Chelsea.beytas@dot.gov	215-656-7961
11	N/A	Fullington Trailways Company		
	Gerald Wertz	PennDOT Engineering District 3-0	gwertz@pa.gov	570-368-4281
12	Dan Merk	STEP, Inc.	dmerk@stepcorp.org	570-601-9675
13	Scott Williams	WATS MPO	swilliams@lyco.org	570-320-2138
14	Austin Daily	WATS MPO	adaily@lyco.org	570-320-2141
15	Mark Murawski	WATS MPO	mmurawski@lyco.org	570-320-8117
16	Sal Vitko	WATS MPO	svitko@lyco.org	570-320-2140
17	Robert Brown	Montoursville Borough	Rbrown2ndward@gmail.com	570-547-1671

This information is a public record and may be subject to public inspection and duplication if not protected by federal or state law.

WATS Technical Committee

SIGN IN SHEET (Please **PRINT** clearly)

LOCATION: Due to the current public health emergency the meeting was held

DATE: Monday, April 26, 2021

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Mayor, City of Williamsport
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WILLIAMSPORT AREA TRANSPORTATION STUDY TECHNICAL COMMITTEE

2022 PUBLIC MEETING DATE SCHEDULE

DATE	TIME
January 31, 2022	10:00 AM
April 18, 2022	10:00 AM
September 26, 2022	10:00 AM
November 14, 2022	10:00 AM

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

Lycoming County Executive Plaza Building
Commissioner's 1st Floor Board Room
330 Pine Street
Williamsport, PA 17701

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

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



Unified Planning Work Program, Fiscal Years 2022-2024

Williamsport Area Transportation Study Metropolitan Planning Organization

Prepared by the Lycoming County Department of Planning and Community Development and River Valley Transit,
Adopted by the WATS Coordinating Committee on November 8, 2021

Unified Planning Work Program, Fiscal Years 2022-2024

Williamsport Area Transportation Study MPO and River Valley Transit

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Williamsport Area Transportation Study MPO and River Valley Transit

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Unified Planning Work Program, Fiscal Years 2022-2024

Williamsport Area Transportation Study MPO and River Valley Transit

UPWP DEVELOPMENT SCHEDULE

June 3, 2021	Coordination Meeting with WATS staff, PennDOT and FHWA
September 17 – October 15, 2021	FHWA Public Comment Period
October 25, 2021	Review with WATS Technical Committee
November 8, 2021	Adoption with WATS Coordinating Committee

UPWP Development Process

The Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) staff initiate the development process in July/August after the UPWP General Procedural Guidance is released. MPO staff hold coordination meetings between PennDOT Engineering District 3-0, PennDOT Center for Program Development and Management, Federal Highways Administration (FHWA), and River Valley Transit (RVT). These meetings assist in coordinating the efforts of the different partner agencies, and assist with planning for potential project ideas and how projects relate to current planning efforts and projects.

At WATS MPO Technical Committee and Coordinating Committee meetings in October/November, the Committees review the draft UPWP and approve a 30-day Public Comment period. Following the 30-day public comment period, MPO staff incorporates any comments, corrections, and final funding tables into a final UPWP document. The Technical and Coordinating Committees adopt the final UPWP document at their next scheduled public meeting. Following the WATS MPO Coordinating Committee adoption the MPO submits the final UPWP document to FHWA and PennDOT. The MPO begins work on the adopted UPWP July 1 of the following year.

INTRODUCTION

Purpose

The Unified Planning Work Program (UPWP) describes the transportation-related work activities that the Lycoming County [Department of Planning and Community Development \(PCD\)](#) and [River Valley Transit \(RVT\)](#) (with the aid of planning consultants, as necessary) will perform within Lycoming County in State Fiscal Years 2022-2024. PCD and RVT staff jointly developed this work program. Within Lycoming County, Pennsylvania, the transportation planning process is conducted through the Williamsport Area Transportation Study (WATS). WATS was established in 1968. The purpose of this document is to describe the transportation planning and programming activities for the period of July 1, 2022 through June 30, 2024 in Lycoming County, and to comply with federal law and regulations.

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

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

In Pennsylvania, UPWPs are developed as 2-year programs. However, this document is dynamic and may be modified to respond to any emerging priority issue or special need vital to the orderly growth and development of Lycoming County.

The structure of this document will first outline the Williamsport Area Transportation Study Metropolitan Planning Study as an organization, then it will cover the major responsibilities of the MPO, after that it will list the planning priorities of Lycoming County from federal, state, and local guidance, and finally this document will give a detailed description of the work activities and budget for the 2022-2024 work program. All work activities will be organized into “tasks” with individual budget amounts and these tasks will be grouped into general thematic categories.

Williamsport Area Transportation Study Organization

A Metropolitan Planning Organization (MPO) is a planning body composed of elected and appointed officials representing local, state and federal governments or other agencies having an interest or responsibility in the local transportation system. The MPO is responsible for creating a Long Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP). An MPO can be a regional, multicounty organization or a single county. Created in 1968, the Williamsport Area Transportation Study (WATS) is the single county MPO covering Lycoming County, and was created based on the population size of the City of Williamsport urbanized area. The role of the

Unified Planning Work Program, Fiscal Years 2022-2024

Williamsport Area Transportation Study MPO and River Valley Transit

WATS MPO is to develop transportation policies, programs and projects, which move people and goods in a safe, efficient manner, promote economic development, protect the environment, and preserve Lycoming County's outstanding quality of life amenities. The Lycoming County PCD staff assumes lead responsibility for undertaking FHWA funded planning tasks while RVT is responsible for undertaking the FTA transit planning tasks contained in this work program. WATS public meetings are now held at least quarterly throughout the year. In the event that an in-person meeting is not feasible (public health emergency, etc.) the WATS MPO will provide detailed information on a virtual meeting option to include: date, time, dial-in number, conference code, and link to the virtual meeting software (Microsoft Teams, Skype, etc.) for the public meeting.

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

Committee Structure

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

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

Non-voting members consist of:

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

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

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

Non-voting members consist of:

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

Unified Planning Work Program, Fiscal Years 2022-2024

Williamsport Area Transportation Study MPO and River Valley Transit

- Fullington Trailways

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

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

Non-voting members consist of:

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

WATS staff and contacts

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

- 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

Unified Planning Work Program, Fiscal Years 2022-2024

Williamsport Area Transportation Study MPO and River Valley Transit

- than 15 calendar days following the public meeting. WATS MPO will generally convene public meetings on a quarterly basis (once every three months) at the Lycoming County Commissioners Board Room, Lycoming County Executive Plaza, 330 Pine Street, Williamsport, PA 17701. Exceptions as to meeting dates, times and locations may be considered in order to provide timely response to actions related to WATS MPO duties and responsibilities.
- In the event that an in-person meeting is not feasible (public health emergency, etc.) the WATS MPO will provide detailed information on a virtual meeting option to include: date, time, dial-in number, conference code, and link to the virtual meeting software (Microsoft Teams, Skype, etc.) for the public meeting, and meeting links will be advertised and posted on the [WATS MPO Committees website](#)
 - Ensure that all WATS MPO adopted plans, programs and policies are implemented.

Lycoming County Department of Planning and Community Development Contacts

Shannon Rossman, AICP, Director

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

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

48 W 3rd St Williamsport, PA 17701

Unified Planning Work Program, Fiscal Years 2022-2024

Williamsport Area Transportation Study MPO and River Valley Transit

Williamsport Area Transportation Study Responsibilities

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

Plan/Activity Milestones

The below table reflects the milestone dates for major planning documents/requirements/core activities that are addressed by the WATS MPO. The currency of these items is based on the date of *adoption* of this work program (February 14, 2022) not the date it becomes effective July 1, 2022.

Product	Update Cycle	Current	Next	
		Adoption/Completion	Required Adoption	Targeted Completion
<u>Unified Planning Work Program (UPWP)</u>	2 Years	November 18, 2019	January 31, 2022	November 8, 2021
<u>Long Range Transportation Plan (L RTP)</u>	5 Years	December 17, 2018	December 17, 2023	December, 2023
<u>Transportation Improvement Program (TIP)</u>	2 Years	June 18, 2018	July 15, 2022	June 30, 2022
<u>Environmental Justice Analysis of Benefits and Burdens</u>	2 Years	December 17, 2018	Updated with PPP	January, 2021
<u>Public Participation Plan (PPP)</u>	As Needed	January 27, 2020	Updated with PPP	January, 2022
<u>Title VI Policy & Procedures</u>	As Needed	January 27, 2020	Updated with PPP	January, 2022
<u>Limited English Proficiency (LEP) Plan</u>	As Needed	January 27, 2020	Updated with PPP	January, 2022
<u>Coordinated Public Transit Plan</u>	As Needed	November 18, 2019	As needed	As needed
<u>Local Technical Assistance Program (LTAP) Annual Report</u>	Annual	August 7, 2020	October 31, 2021	September 30, 2021
<u>Annual List of Federally Obligated Projects</u>	Annual	December 17, 2020	December 31, 2021	November 8, 2021

Unified Planning Work Program (UPWP)

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

Unified Planning Work Program, Fiscal Years 2022-2024

Williamsport Area Transportation Study MPO and River Valley Transit

Examples of work activities performed under previous Work Program

Summary of WATS Priority Planning Activities in FY 2020-2021

- Worked with SEDA-COG MPO to jointly develop the CSVT Special Impact Study
- Continued Participation in PennDOT Connects collaboration activities for initiating new projects and programs

Summary of WATS Priority Planning Activities in FY 2021-2022

- Updated WATS Public Participation Plan
- Developed and Adopted FFY 2022-2024 WATS Transportation Improvement Program
- Continued participation in PennDOT Connects collaboration activities for initiating new projects and programs
- Continued monitoring and reporting performance measures on WATS LRTP
- Finalized the CSVT Special Impact Study

Examples of work activities to be performed under this Work Program

Summary of WATS Priority Planning Activities in FY 2022-2023

- Continue monitoring and reporting performance measures on WATS LRTP
- Develop and Adopt 2025-2028 WATS Transportation Improvement Program
- Participate in PennDOT Connects outreach and implement the Core Elements of Environmental Justice guidance for 2021-2024 WATS TIP projects as necessary
- Initiate data analysis and plan review for 2023 LRTP update
- Continued Participation in PennDOT Connects collaboration activities for initiating new projects and programs
- Complete annual LTAP and Federal Obligated Projects reports

Summary of WATS Priority Planning Activities in FY 2023-2024

- Begin implementation of Special Study On Central Susquehanna Valley Transportation (CSVT) Project Impacts On Land Use And Transportation recommended strategies
- Modify and amend the 2023-2026 TIP as needed
- Continued participation in PennDOT Connects collaboration activities for initiating new projects and programs
- Continue monitoring and reporting performance measures on WATS LRTP
- Complete annual LTAP and Federal Obligated Projects reports
- Develop and adopt the 2025-2028 TIP

Long Range Transportation Plan (LRTP)

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

Unified Planning Work Program, Fiscal Years 2022-2024

Williamsport Area Transportation Study MPO and River Valley Transit

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

In addition, the LRTP's analysis of economic and demographic trends, along with the condition of the multimodal system inventory resulted in the [2018-2038 LRTP four main "focus areas"](#) the future transportation planning and programming efforts. These focus areas outline the future transportation system vision by; describing all existing modes of transportation such as highways, bridges, public transit, air service, rail service and bicycle and pedestrian facilities; address federal planning factors, and provides public policy statements by transportation mode.

A well-established local public involvement process is in place to ensure sufficient opportunities for public input early and often during plan development. The plan also includes a full treatment of how WATS will study and address environmental justice concerns within the transportation planning and programming process. The next plan update is scheduled by the Williamsport MPO for adoption by December 31, 2023 and plan development will begin in 2021.

Transportation Improvement Program (TIP) and Clean Air Act Amendments

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

Environmental Justice Analysis of Benefits and Burdens

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

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

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- 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 and TIP. In accordance with FHWA/FTA guidance, this process will be “comprehensive and continuous” and include the following “Core Elements”:

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

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

Public Participation Plan (PPP)

Public involvement is essential to good planning. Without meaningful public participation, there is a risk of making poor decisions, or decisions that have unintended negative consequences. The fundamental objective of public involvement programs is to make certain that issues of everyone with an interest in transportation decisions are identified and addressed in the development of policies, programs and projects being proposed in Lycoming County. Federal law, (SAFETEA-LU and MAP-21 and FAST Act) require that “the MPO shall develop and use a documented participation plan that defines the process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.” WATS has a Public Participation Plan (PPP) first adopted on December 19, 2013 and amended January 27, 2020. The PPP will be updated and adopted prior to the development of the 2023-2026 TIP and before the Work Program is in effect. The Environmental Justice Plan, Title VI Plan, Americans with Disabilities Act Plan, and the Limited English Proficiency (LEP) Plan will be updated during the PPP update, as they are included in the PPP. The PPP update will also be informed by the conclusions of the aforementioned Environmental Justice Analysis.

Coordinated Public Transit-Human Services Transportation Plan

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

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Local Technical Assistance Program (LTAP) Annual Report

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

Annual List of Federally Obligated Projects

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

Williamsport Area Transportation Study Planning Priorities

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

Federal Planning Factors

Federal transportation legislation defines ten specific planning factors to be considered when an MPO develops transportation plans and program. The planning factors are found in the federal Fixing America's Surface Transportation (FAST) Act (Public Law No. 114-94), and federal metropolitan planning regulations promulgated from the FAST Act. WATS MPO has integrated these planning factors into the current adopted Long Range Transportation Plan and will continue incorporating the ten federal planning factors into the works tasks and resulting products provided for in this UPWP. The ten planning factors are:

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

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10. Enhance travel and tourism.

Pennsylvania Department of Transportation Planning Goals

In August of 2016, PennDOT adopted its current statewide long-range transportation plan and comprehensive freight movement plan entitled [PA On Track](#). This document presents a clear vision and strategic direction for transportation planning across Pennsylvania. It has also greatly informed the structure and direction of the WATS 2018-2038 Long Range Transportation Plan. The vision of PA On Track is to “deliver a quality transportation system to support the economy and lifestyles of current and future Pennsylvanians.” This balanced emphasis on quality of life, economic development, and sustainability for future generations harmonizes with the outcomes of Lycoming County comprehensive planning efforts.

PA On Track identifies four general goal areas based on current economic and demographic trends. These goals provide direction to future transportation system investments. The four goals identified are:

1. System preservation by using increasingly good data about the transportation systems in Pennsylvania to develop asset management strategies to maintain the current transportation system at a high level of quality
2. Improvement of safety statewide for all modes and all users
3. To expand and improve personal and freight mobility
4. Emphasize stewardship by increasing efficiency and streamlining processes

For each of these goals, PennDOT has established specific objectives and performance measures to track progress and identified specific strategies to improve within these aspects of the Commonwealth’s transportation system. The tasks outlined in this work program will support these goals.

Local Planning Priorities

County and Municipal Plans

Because WATS is a single county MPO and WATS staff members also function as Lycoming County planners, WATS long range planning and Lycoming County comprehensive planning are closely linked processes. The current Lycoming County Comprehensive Plan was adopted by the Lycoming County Board of Commissioners on June 28, 2018 in conformance with the Pennsylvania Municipalities Planning Code (MPC), Act 247 of 1968 as reenacted and amended. This plan serves as a policy document that provides guidance to the County and local municipalities in areas such as land use, transportation, housing, infrastructure, and community development. The plan projects future growth based on data and careful analysis and then proposes the best possible policies and implementation tools to accommodate expected growth while protecting the County’s vast and precious resources. The planning process involved public participation from dozens of stakeholder organizations and the public over several years.

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

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to remain valid guidance documents, new implementation strategies have been developed within each multi-municipal planning area as well as in-depth reviews of land use and growth areas.

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

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

Other local transportation related studies and activities

- PennDOT District 3-0: Assessment of US-15 north of Williamsport to meet interstate standards for future I-99 designation
- PennDOT District 3-0: Embankment failure monitoring and maintenance
- PennDOT District 3-0: SR 2014 pedestrian crossing and signal study
- CSV T Special Impact Study implementation
- Municipal pedestrian/bicycle facilities planning
- Municipally owned redundant bridge study

WATS 2018-2038 Long Range Transportation Plan focus areas

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

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

ACTIONS AND PROCEDURES, FY 2022-2024

Work categories and tasks to be performed under this work program

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

Category 1: Coordination and Economic Development

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

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

Task 1-C: Coordination (*PCD*)

Task 1-D: Marketing and Economic Development (*RVT*)

Task 1-E: Financial Capacity Planning (*RVT*)

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

Category 2: Transportation Infrastructure

Task 2-A: Transit Programming (*RVT*)

Task 2-B: Highway Programming (*PCD*)

Task 2-C: Air Quality-Monitoring (*PCD*)

Task 2-D: Public Transit Data (Short Term Planning) (*RVT*)

Task 2-E: HPMS Samples (*PCD*)

Category 3: Long Range Planning

Task 3-A: Long Range Transportation Plan Update and Implementation (*PCD*)

Task 3-B: ADA Transit Planning (*RVT*)

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

Task 3-D: Highway Designations (*PCD*)

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Category 4: Program Management

Task 4-A: Administration (**PCD**)

Task 4-B: Safety and Drug Control Planning (**RVT**)

Category 5: Supplemental Tasks

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

Task 5-C: Statewide Environmental Justice Analysis (**PCD**)

Matrix of Work Program Tasks and Related Planning Priorities

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

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

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Planning Priorities		1-A	1-B	1-C	1-D	1-E	1-F	2-A	2-B	2-C	2-D	2-E	3-A	3-B	3-C	3-D	4-A	4-B	5-A	5-C
PennDOT Transportation Planning Goals	System preservation by using increasingly good data about the transportation systems in Pennsylvania to develop asset management strategies to maintain the current transportation system at a high level of quality						X	X	X		X	X	X		X	X			X	
	Improvement of safety statewide for all modes and all users			X				X	X				X	X	X			X	X	X
	To expand and improve personal and freight mobility			X	X			X	X		X		X	X	X	X			X	X
	Emphasize stewardship by increasing efficiency and streamlining processes	X	X	X		X	X	X	X		X		X		X		X	X	X	X
Lycoming Transportation Planning Needs	A need to better accommodate non-motorized modes of transportation			X									X	X	X				X	
	A need to address the maintenance needs of transportation infrastructure, in particular structurally deficient bridges, and ensure a resilient and robust transportation system							X	X		X		X		X				X	
	A need to better forecast how future economic development and future transportation infrastructure will influence and stimulate each other	X	X	X	X	X	X	X			X		X		X	X	X			
WATS LRTP Transportation Planning Emphasis Areas	Projects that maintain the ability to move freight or travel to Lycoming County	X	X	X	X		X	X	X		X		X	X	X	X			X	
	Maintenance and safety projects			X			X		X				X					X	X	
	Streetscape, walkability, and safety projects located in urbanized areas			X			X		X				X		X	X			X	
	Projects that identify and remove costly functionally redundant infrastructure or improve infrastructure in already densely developed areas			X			X		X				X						X	

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Williamsport Area Transportation Study MPO and River Valley Transit

WATS FY 2022-2023 Budget

The budget for WATS FHWA base allocation tasks in fiscal year 2022-2023 will be as follows:

WATS Base Allocation Tasks	FY 2022-2023			
	FHWA (80%)	PennDOT (10.6667%)	Local (9.3333%)	TOTAL
1-A Transportation Partnerships	\$4,000	\$533	\$467	\$5,000
1-C Coordination	\$16,000	\$2,133	\$1,867	\$20,000
1-F Project Needs Studies	\$720	\$96	\$84	\$900
2-B Highway Programming	\$3,600	\$480	\$420	\$4,500
2-C Air Quality Monitoring	\$640	\$85	\$75	\$800
2-E HPMS Samples	\$3,360	\$448	\$392	\$4,200
3-A Long Range Planning	\$80,000	\$10,667	\$9,333	\$100,000
3-D Highway Designation	\$3,200	\$427	\$373	\$4,000
4-A Admin	\$53,480	\$7,131	\$6,239	\$66,850
TOTAL	\$165,000	\$22,000	\$19,250	\$206,250

The budget for WATS FHWA supplemental tasks in fiscal year 2022-2023 will be as follows:

WATS Supplemental Tasks	FY 2022-2023			
	FHWA	PennDOT	Local	TOTAL
5-A LTAP	\$15,000	\$0	\$0	\$15,000
5-C Statewide Environmental Justice Study*	\$25,000	\$0	\$0	\$25,000
TOTAL	\$40,000	\$0	\$0	\$40,000

The budget for RVT transit planning tasks in fiscal year 2022-2023 will be as follows:

RVT Transit Planning Tasks	FY 2022-2023		
	Section 5309 Budget		
	Federal MPP	Local	TOTAL
1-B :Transit Privatization (Private Enterprise Planning)	\$1,600	\$400	\$2,000
1-D: Marketing and Economic Development	\$8,000	\$2,000	\$10,000
1-E: Financial Capacity Planning	\$9,600	\$2,400	\$12,000
2-A Transit Programming	\$800	\$200	\$1,000
2-D: Public Transit Data (Short Range Planning)	\$4,000	\$1,000	\$5,000
3-B: ADA Transit Planning	\$2,400	\$600	\$3,000
3-C: Transportation Development Plan Update (Long-Range Planning)	\$30,000	\$7,500	\$37,500
4-B: Safety and Drug Control Planning	\$1,600	\$400	\$2,000
TOTAL	\$58,000	\$14,500	\$72,500

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WATS FY 2023-2024 Budget

WATS Base Allocation Tasks	FY 2023-2024			
	FHWA (80%)	PennDOT (10.6667%)	Local (9.3333%)	TOTAL
1-A Transportation Partnerships	\$4,000	\$533	\$467	\$5,000
1-C Coordination	\$16,000	\$2,133	\$1,867	\$20,000
1-F Project Needs Studies	\$720	\$96	\$84	\$900
2-B Highway Programming	\$3,600	\$480	\$420	\$4,500
2-C Air Quality Monitoring	\$640	\$85	\$75	\$800
2-E HPMS Samples	\$3,360	\$448	\$392	\$4,500
3-A Long Range Planning	\$80,000	\$10,667	\$9,333	\$104,000
3-D Highway Designation	\$3,200	\$427	\$373	\$4,000
4-A Admin	\$53,480	\$7,131	\$6,239	\$66,850
TOTAL	\$165,000	\$22,000	\$19,250	\$206,250

The budget for WATS FHWA supplemental tasks in fiscal year 2023-2024 will be as follows:

WATS Supplemental Tasks	FY 2023-2024			
	FHWA	PennDOT	Local	TOTAL
5-A LTAP	\$15,000	\$0	\$0	\$15,000
5-C Statewide Environmental Justice Study*	\$25,000	\$0	\$0	\$25,000
TOTAL	\$40,000	\$0	\$0	\$40,000

The budget for RVT transit planning tasks in fiscal year 2023-2024 will be as follows:

RVT Transit Planning Tasks	FY 2023-2024		
	Section 5309 Budget		
	Federal MPP	Local	TOTAL
1-B :Transit Privatization (Private Enterprise Planning)	\$1,600	\$400	\$2,000
1-D: Marketing and Economic Development	\$8,000	\$2,000	\$10,000
1-E: Financial Capacity Planning	\$9,600	2,400	\$12,500
2-A Transit Programming	\$800	\$200	\$1,000
2-D: Public Transit Data (Short Range Planning)	\$4,000	\$1,000	\$5,000
3-B: ADA Transit Planning	\$2,400	\$600	\$3,000
3-C: Transportation Development Plan Update (Long-Range Planning)	\$30,000	\$7,500	\$37,500
4-B: Safety and Drug Control Planning	\$1,600	\$400	\$900
TOTAL	\$58,000	\$14,500	\$72,500

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

Category 1: Coordination and Economic Development

Task 1-A: Transportation Partnerships for Economic Stimulus

Responsible Agency: Lycoming County PCD

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

Major Activities Previously Completed in FY 2020-2022 UPWP

- The County, City and Lycoming College has partnered to undertake a public – private partnership at the east end of Williamsport referred to as the Old City Revitalization Initiative and a two phased Traffic Impact Study evaluating major proposed changes to downtown one way vs two way traffic movements in support of the new Lycoming College Gateway Building at Basin Street is well underway. The City has received PA DCED Multi-Modal funds to implement various transportation improvement and additional grant applications are pending, such as TAP funds for the Willow Street Pedestrian Corridor improvement project. PA DCED Greenways and Trails funds have also been approved for Phase 1 of the Basin Street – Riverwalk Connector project.

Major Activities To Be Completed in FY 2022-2024 UPWP

- Work with PennDOT to promote public/private partnerships (P3s) and incentive/innovative financing opportunities in support of community and economic development.
- Continue to partner with the City of Williamsport, Lycoming College, private developers and PennDOT District 3-0 to complete the two phased Traffic Impact Study evaluating proposed transportation system changes in the Old City Revitalization area and implement recommended improvements.
- Continue to identify and implement innovative financing mechanisms for major capital projects such as the Pennsylvania Infrastructure Bank (PIB). Promote the PIB as a tool for financing transportation projects, including community reinvestment projects. Work with PennDOT to identify and support sustainable sources of revenue.
- Work with the Williamsport-Lycoming Chamber of Commerce to identify and advance transportation infrastructure projects and initiatives to promote economic development
- Administer the secured \$7 million PIB loan for local bridge bundling

Major Deliverables To Be Completed in FY 2022-2024 UPWP

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

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BUDGET

Funding Source	FY 2022-2023	FY 2023-2024	TOTAL
FHWA PL	\$4,000	\$4,000	\$8,000
PennDOT MLF	\$533	\$533	\$1,066
Local (Lycoming County)	\$467	\$467	\$934
Total	\$5,000	5,000	\$10,000

Task 1-C: Coordination

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2020-2022 UPWP

- PCD staff regularly participated as a non-voting member on the SEDA-COG MPO, Williamsport-Lycoming Chamber of Commerce Transportation Committee, WATS Transit Advisory Committee and other forums. Technical assistance and advice is provided to these organizations as needed on a variety of transportation related initiatives.
- PCD Staff Chaired the Central PA Transportation Coalition which is evaluating improved transportation services in a six county area including Lycoming, Union, Snyder, Northumberland, Montour and Columbia counties.
- As a member of the State Transportation Advisory Committee, (TAC), PCD Transportation Supervisor/Assistant Transportation Planner participated in quarterly TAC meetings.

Major Tasks To Be Completed in FY 2022-2024 UPWP

- Coordinate with SEDA-COG MPO, Northern Tier Regional Planning and Development Commission RPO, The PA Wilds Planning Committee, the PA Lumber Heritage Region, and Williamsport-Lycoming Chamber of Commerce on regional transportation issues and needs.
- Provide technical assistance to PennDOT and other transportation providers as necessary. Assistance may come from non-traditional technical resources, such as county planning, academia, or other public or private planning expertise.
- When appropriate or where reasonable WATS MPO capacity exists, assist PennDOT with outreach to County or local governments and other planning partners. The Office of Planning collaborates with local and county governments, MPO/RPO Planning Partners and the public to plan transportation projects and maintain a multi-modal network. The Office of Planning serves as a resource and administers a number of programs to assist local governments, regional and metropolitan planning organizations, and the public.
- As part of PennDOT's modernization efforts, continue to expand the use of technology to more efficiently provide the opportunity for coordination and collaboration.
- Participate on the Central PA Transportation Coalition to implement the Regional Transit Needs Assessment Study recommendations and update the Coordinated Human Services Transportation Plan jointly with the SEDA-COG MPO as a regional approach.
- Participate in Williamsport-Lycoming Chamber of Commerce "Grow Lycoming" initiative to assist in identifying and advancing transportation infrastructure improvements as a component of local quality of life enhancements.
- Work with RVT, STEP, other regional transit providers and PennDOT Bureau of Public Transportation to implement the Regional Transit Consolidation Study recommendations.
- Serve on the State Transportation Advisory Committee.

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- Reach out to area and regional stakeholders to explore the formation of a WATS MPO Freight Advisory Committee to provide insight into freight movement needs, issues, and concerns.

Major Deliverables To Be Completed in FY 2022-2024 UPWP

- Attend Chamber of Commerce Transportation Committee Meetings (As Scheduled)
- Chair Central PA Transportation Coalition Meetings (As Scheduled)
- Attend SEDA-COG MPO Meetings (As Scheduled)
- Attend Northern Tier RPO Meetings (As Needed)
- Attend Williamsport-Lycoming Chamber of Commerce "Grow Lycoming" Meetings (As Scheduled)
- Attend Lycoming County municipal Meetings (As Scheduled)
- As TAC Member, Attend TAC Quarterly Meetings (As Scheduled)

BUDGET

Funding Source	FY 2022-2023	FY 2023-2024	TOTAL
FHWA PL	\$16,000	\$16,000	\$32,000
PennDOT MLF	\$2,133	\$2,133	\$4,266
Local (Lycoming County)	\$1,867	\$1,867	\$3,734
Total	\$20,000	\$20,000	\$40,000

Task 1-F: Project Needs Studies

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2020-2022 UPWP

- No special project assistance requested.

Major Tasks To Be Completed in FY 2022-2024 UPWP

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

Major Deliverables To Be Completed in FY 2022-2024 UPWP

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

BUDGET

Funding Source	FY 2022-2023	FY 2023-2024	TOTAL
FHWA PL	\$720	\$720	\$1,440
PennDOT MLF	\$96	\$96	\$192
Local (Lycoming County)	\$84	\$84	\$168
Total	\$900	\$900	\$1,800

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Category 2: Transportation Infrastructure

Task 2-B: Highway Programming

Responsible Agency: Lycoming County PCD

The purpose of this task will be to assist PennDOT in the implementation of the FFY 2023 WATS Transportation Improvement Program, (TIP) as needed in accordance with the PennDOT General Procedural and Financial Guidance documents. Environmental justice activities will be continued and strengthened to ensure that the entire public has the opportunity to become involved in the planning and programming process. The WATS Long Range Plan will be used to identify new funding candidates for inclusion on the 12 Year Program and TIP. PCD Staff will work with PennDOT to modify or amend the FFY 2021 TIP as needed. In addition, PCD staff will also work with PennDOT and FHWA to develop the FFY 2023 draft TIP, the approval of the 2023 TIP, and the development of the FFY 2025 draft TIP.

Major Tasks Previously Completed in FY 2020-2022 UPWP

- PCD staff assisted PennDOT in the development of the FFY 2023 TIP. Linking PennDOT Connects Forms were used to evaluate new project candidates for the FFY 2023 TIP.
- PCD staff assisted PennDOT and RVT in development of the draft FFY 2023 Transit TIP.
- PCD worked with PennDOT District 3-0 to implement the PennDOT Connects Municipal Outreach initiative by convening meetings with local municipal officials and other stakeholder groups that participated in the Lycoming County Multi-Municipal Comprehensive Plan Planning Advisory Teams, (PAT's) to review scopes of work for new TIP projects and secure meaningful local feedback to improve transportation and community linkages.
- Completed 2020 and 2021 annual Federal Obligated Projects reports

Major Tasks To Be Completed in FY 2022-2024 UPWP

- Utilize the Project Development PennDOT Connects/Local Government Collaboration meetings to initiate all new projects being considered for inclusion in the 2023-2043 WATS Long Range Transportation Plan Update and TIP/12 Year Program. These meetings will occur prior to program development. Continue to develop this process for transit projects. Cooperation between the WATS MPO, River Valley Transit and PennDOT Engineering District 3-0 is needed to identify and ensure that implementation is successful and that projects with the best scope and cost are advanced through the WATS Long Range Transportation Plan and TIP. Document the process used by the WATS MPO for the PennDOT Connects Initiative.
- Monitor and advance, in conjunction with PennDOT, the non-traditional projects including Appalachian Regional Commission (ARC) Local Access Road projects identified by WATS, PennDOT, and River Valley Transit and projects programmed on the WATS TIP. The WATS MPO will continue to take an active role in status/coordination with project sponsors to help ensure that the projects are advancing, completed on time, and are within budget.
- Modify/amend FFY 2023-2026 Transportation Improvement Program (TIP) as required. Adopt the Draft FFY 2023-2026 WATS TIP and submit all required information per the TIP checklist. FHWA and FTA regulations, as well as PennDOT's General and Procedural Guidance require that documentation of the process used by the WATS MPO for project selection and prioritization for TIP updates be included with the WATS TIP submittal package.
- Develop the draft FFY 2025-2028 TIP.
- Review and evaluate the effectiveness of the procedures and strategies in the WATS Public Participation Plan. Maintain the implementation of the WATS Title VI / Non-discrimination Plan with updates and changes as they are released.
- Expand and improve Environmental Justice (EJ) activities by implementing the Core Elements of Environmental Justice guidance from PennDOT. The expanded use of social media outlets as a primary

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source of information within communities should be and will be an avenue for contacting and notifying impacted groups. WATS meeting information will be posted on the Lycoming County website at www.lyco.org

- Maintain Lycoming County/WATS website linkages to PennDOT TIP Visualization applications.
- Continue to collaborate with the State Transportation Commission, (STC) in the Modernized Twelve Year Program (TYP) Public Outreach Campaign. Continue to work with the STC and PennDOT to garner input by encouraging citizens to take the online survey through various methods including meetings, mass email communications, social media, etc. Data and comments collected through the TYP Public Outreach Campaign will also be considered for inclusion in the WATS Long Range Plan, available via the STC website at www.TalkPATransportation.com
- Advance Lycoming County Local Bridge Bundling Program and ensure the programming of all local bridges on the WATS TIP where appropriate in compliance with PA Act 89 financing requirements (i.e. Act 13 bridge restricted account funds, Road Map Program, PIB loan etc.)

Major Deliverables To Be Completed in FY 2022-2024 UPWP

- Support Implementation of PennDOT Connects Project Development/Local Government Collaboration Process and Attend Key Meetings (As Scheduled)
- Modify and Amend FFY 2023-2026 WATS TIP (As Required)
- Work With PennDOT, RVT and Municipal Officials to Develop and Adopt FFY 2023-2026 WATS TIP and submit TIP checklist package for STC/FHWA/FTA approval (As Per PennDOT General and Procedural Guidance Schedule)
- Update WATS Public Participation Plan, Title VI Policy & Procedure Plan, Limited English Proficiency (LEP) Plan, Americans with Disabilities Act Plan, and Environmental Justice Plan for WATS MPO Adoption (1/31/22)
- Advance Lycoming County Local Bridge Bundling Program Activities (As per County Schedule and Ensure Compliance With PA Act 89 Requirements)
- Completed 2022 and 2023 annual Federal Obligated Projects reports

BUDGET

Funding Source	FY 2022-2023	FY 2023-2024	TOTAL
FHWA PL	\$3,600	\$3,600	\$7,200
PennDOT MLF	\$480	\$480	\$960
Local (Lycoming County)	\$420	\$420	\$840
Total	\$4,500	\$4,500	\$9,000

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Task 2-C: Air Quality Monitoring

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2020-2022UPWP

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

Major Tasks To Be Completed in FY 2022-2024 UPWP

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

Major Deliverables To Be Completed in FY 2022-2024 UPWP

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

BUDGET

Funding Source	FY 2022-2023	FY 2023-2024	TOTAL
FHWA PL	\$640	\$640	\$1,280
PennDOT MLF	\$85	\$85	\$170
Local (Lycoming County)	\$75	\$75	\$150
Total	\$800	\$800	\$1,600

Task 2-E: HPMS Samples

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2020-2022 UPWP

- The PCD Staff met with PennDOT Bureau of Planning and Research staff to conduct Quality Assurance review on selected segments prior to performing the annual HPMS data collection.

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- The PCD Staff verified and updated roadway inventory and performance measures on 115 sample sections in support of the HPMS program. All data was entered into the PennDOT Roadway Management System ahead of schedule.

Major Tasks To Be Completed in FY 2022-2024 UPWP

- Verify and update roadway inventory and performance measures on 115 Highway Performance Monitoring System, (HPMS) sample sections, including any additional segments that may be required based upon revised urban boundary revisions, in accordance with HPMS manual specifications. Submit HPMS data to PennDOT by the first Friday in December of each calendar year.
- In support of the above, appropriate PCD staff will attend one HPMS and one Traffic Workshop sponsored by PennDOT.

Major Deliverables To Be Completed in FY 2022-2024 UPWP

- Updated and verified HPMS data to be used for assessing and reporting highway system performance under the FHWA's strategic planning process.
- Complete 2022 HPMS Sample Sections and Submit Data to PennDOT
- Complete 2023 HPMS Sample Sections and Submit Data to PennDOT
- Attend PennDOT HPMS and Traffic Workshops (As Scheduled)

BUDGET

Funding Source	FY 2022-2023	FY 2023-2024	TOTAL
FHWA PL	\$3,360	\$3,360	\$6,720
PennDOT MLF	\$448	\$448	\$896
Local (Lycoming County)	\$392	\$392	\$784
Total	\$4,200	\$4,200	\$8,400

Category 3: Long Range Planning

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

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2020-2022 UPWP

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

Major Tasks To Be Completed in FY 2022-2024 UPWP

- Begin the WATS Long Range Transportation Plan update process. Coordinate with FHWA and PennDOT for LRTP update schedule and draft review.
- Develop and adopt the 2023-2043 Long Range Transportation Plan

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- Develop Multi-Municipal Growth Area Land Use/Transportation Access Management Plans with priority assigned to preparation of plans for the I-99/US 220 and US 15 South Planning Advisory Team, (PAT) growth areas and incorporate plans with WATS Long Range Transportation Plan Update to ensure future growth does not cause significant impacts to transportation system in terms of public safety, system preservation and operational efficiency that would require major public investments to correct. Work closely with municipalities having land use jurisdiction to implement plan recommendations.
- Work with PennDOT, FHWA and FTA to implement provisions of the current federal legislation including performance measures and targets; freight provisions; accelerate project delivery/environmental streamlining; and Transportation Alternatives Set-Aside Program.
- Ensure that FWHA and FTA are provided with an opportunity to participate in the WATS LRTP development process. At a minimum, provide FHWA and FTA with a copy of the draft WATS LRTP documents for review prior to adoption by the WATS MPO.
- The WATS Long Range Transportation Plan project listing should reflect a prioritization / staging of all capital projects with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all of the modes to ensure consistency between the WATS LRTP, Lycoming County Comprehensive Plan, six Multi-Municipal Comprehensive Plans and the WATS TIP consistent with specific Highway and Transit financial guidance.
- Establish and document a process to coordinate changes to the WATS LRTP and WATS TIP to ensure fiscal constraint, to strengthen the linkage between planning and programming, and to expedite the project delivery process. Guidance on fiscal constraint, asset management needs and targets for preservation for the WATS LRTP project lists are available from PennDOT and FHWA.
- Coordinate with PennDOT, FHWA and FTA on the development of transportation performance measures for both the WATS LRTP and the WATS TIP. FHWA has also requested that additional documentation be included in the LRTP's, if not already part of the current document, as follows:
 - Support the Pennsylvania Strategic Highway Safety Plan (SHSP) focus areas and key strategies.
 - Participate in PennDOT updates to statewide plans as requested.
 - Document operational and management strategies to improve the performance of existing transportation facilities from regional operational plans (reducing bottlenecks, reducing congestion-including non-recurring congestion, improving mobility and safety) and Vehicle Miles Traveled (VMT) reduction, and energy savings.
 - Document and assess capital investment and other strategies to preserve the existing transportation infrastructure
 - Document and assess Benefits and Burdens Analysis
 - Document utilization of visualization in planning techniques
 - Document project selection and project prioritization
 - Conduct performance based planning and programming
 - Document air quality conformity determinations, where required
 - Commit to periodic review of the WATS Public Participation Plan to ensure any needed modifications are included to engage the public (during UPWP update process)
- Implement the Program Development and Project Delivery Process to improve efficiency of project implementation through sound land use/transportation/economic development linkages.
- Document land use planning activities within the WATS planning process and ensure coordination with Lycoming County Comprehensive Plan, six Multi-Municipal Comprehensive Plans and WATS Long Range Transportation Plan, and related freight plans. Initiate any changes in the process that may be identified as part of the documentation.
- Provide input to PennDOT in efforts to identify any training and planning activities targeted to County and local governments, conservation districts and community stakeholders; examples include Smart Growth, Complete Streets, implementation tools, PennDOT One Map, functional classification, HPMS and traffic counting, PennDOT Connects Forms, access management, transit oriented development, healthy

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communities, compliance with the Americans with Disabilities Act, (ADA) connectivity, interchange area development, transportation impact fees and energy savings.

- Partner with PennDOT to advance opportunities to manage travel demand. Travel behavior change should be considered by supporting a broad range of commuting alternatives to single occupancy vehicle (SOV) travel.
- Where appropriate, work to support the improvement of National Highway System, (NHS) intermodal freight connections and National Highway Freight linkages through the WATS Long Range Transportation Plan. Support the Pennsylvania Comprehensive Freight Movement Plan. Enhance the visibility and effectiveness of freight planning in Lycoming County through the implementation of the WATS Long Range Transportation Plan.
- Participate in development of freight plans, freight advisory committees, and development of regional freight inventories.
- Support the Pennsylvania Comprehensive Freight Movement Plan.
- Identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation.
- As a pilot county, utilize PennDOT's Extreme Weather Vulnerability Assessment to: incorporate flooding resiliency into WATS TIP projects; enhance the Lycoming County Hazard Mitigation planning process; and improve emergency preparedness in coordination with the Lycoming County Department of Public Safety, EMS responders and integrate with Lycoming County and municipal Emergency Operations Plans.
- Develop and implement analysis of natural hazard risk to transportation infrastructure especially flooding and landslides.
- Participate in Transportation Impact Studies (TISs) and review of Highway Occupancy Permits (HOPs) to ensure planned development is coordinated with sound land use/transportation linkages/economic development, and that all transportation modes have been adequately considered.
- Work with PennDOT and local governments to implement access control measures in highway corridors as an alternative to future capacity improvements such as, preserving right-of-way, implementing transportation impact fees, and/or developing official maps.
- Partner with PennDOT in developing strategies to advance to conclusion, modify, or implement plans and projects that are outside of the WATS MPO fiscal constraint based on cash flow.
- Develop intergovernmental planning processes for multi-municipal, corridor-focused land use/transportation assessments for targeted geographic areas. Areas targeted should be reflective of place-based circumstances, including but not limited to population growth or decline, shifts in human and economic resources, and other regional trends identified in the WATS Long Range Transportation Plan and should precede the identification of specific WATS TIP projects. Planning activities should be initiated in collaboration with County, local and PennDOT District 3-0 stakeholders and should be consistent with available program resources, PennDOT / WATS MPO planning tools. Planning activities shall also, be consistent with the Lycoming County Comprehensive Plan and the Multi-Municipal Comprehensive Plans. Planning activities should lead to better consideration of land use priorities and transportation network operations in the selection and prioritization of highway, bridge, transit and multi-modal projects.
- As part of Transportation Systems Management and Operations (TSMO), continue to assess the need and appropriateness of traffic operations and Intelligent Transportation Systems (ITS) elements through the WATS Long Range Plan and Transportation Improvement Program. Traffic operations / ITS projects and strategies deployed in the WATS MPO region should be consistent with PennDOT's TSMO and Traffic Operations Policies and Guidelines. The projects should be included in the Northcentral Regional Operations Plan, (ROP). Update regional ITS architecture, where appropriate.
- Assist in implementation of the Regional Operations Plan as required.
- Conduct analysis of PennDOT reportable crash data as it is released to identify trends and temporal/spatial patterns to assist in developing sound, data-driven safety projects. Participate in other data driven safety

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planning activities and road safety audits that lead to better consideration of safety in the selection and prioritization of highway and transit projects. The WATS MPO will consider road safety audit study(s) through the WATS UPWP in collaboration / consultation with PennDOT District 3-0. A safety planning workgroup has been established to help implement safety initiatives.

- Continuously monitor and evaluate procedures used for collecting statistical data (race, sex, national origin/limited English, age, disability, income, etc.) of participants in, and beneficiaries of transportation programs by tracking participation in public meetings and reviewing new regional census data. Data will be current and accurate. Revisions will be reflected in the Benefits and Burdens Analysis.
- Explore the development of transportation system equity analysis and development of recommendations to be included in the 2023-2043 Long Range Transportation Plan
- As part of WATS MPO efforts to assist PennDOT with asset management activities, include transportation inventories of local transportation assets:
 - Locally owned bridges less than 20ft.
 - Locally owned, non-federal aid roadways, where applicable
- As part of additional considerations for inventories, WATS should develop minimum data collection requirements for inventories identified and work with PennDOT to refine these requirements:
 - Signage, including inventories for retro-reflectivity per FHWA's requirements
 - Traffic signals
 - Freight facilities
 - Bicycle / Pedestrian facilities (To avoid data duplication, WATS will confer with DCNR prior to data compilation)
 - Transit fleets/facilities/routes
 - ITS Infrastructure
 - Others as determined by WATS
- For FY 2022-2024 WATS will consider the development of potential pilots for Freight and Bicycle/Pedestrian facilities data collection; including consideration of purchasing data collection equipment for such facilities, if required. If appropriate, establish work groups to ensure consistency of data collection statewide.
- For FY 2022-2024 WATS will consider the development of corridor based studies of traffic patterns and volumes and acquire software and training as necessary to support these activities
- Coordinate with the Airport Authority to preserve and expand commercial air services including securing improved service to respond to business needs.
- Continue to participate on the PA Aviation Advisory Committee.
- Coordinate with SEDA-COG Joint Rail Authority, Norfolk Southern and local industries on rail service needs, review Rail Freight Assistance Program and Rail Transportation Assistance Program applications and attend PUC Field Investigations on rail / highway grade crossing alterations. Identify rail safety project candidates for programming under the rail safety TIP line item. Identify and evaluate additional opportunities to develop rail served industrial sites,
- Implement the existing Lycoming County Greenways, Recreation and Open Space Plan and Susquehanna Trail Feasibility Study recommendations by advancing the Susquehanna Greenway Trail project between Williamsport and Jersey Shore.
- Coordinate with the Susquehanna Greenway Partnership on regional greenway initiatives such as the proposed Genesee – Susquehanna Greenway.
- Trails and multiuse paths are considered core transportation infrastructure within the Lycoming County multimodal transportation system and are noted as such within the WATS 2018-2038 WATS Long Range Transportation Plan. Development of these assets is primarily achieved through implementation of the 2008 Lycoming County Comprehensive Recreation, Parks, Open Space & Greenway Plan. WATS staff will take a lead role in initiating a review and update to this document in order to support the following federal planning factors:
 - *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency*

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- *Increase the safety of the transportation system for motorized and non-motorized users*
- *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns*
- *Enhance the integration and connectivity across and between modes for people and freight*
- *Enhance travel and tourism.*

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

- Jointly identify and integrate a prioritization concept that identifies critical multi-modal transportation facilities and intermodal connectors that support the state's economy and connect the regions of the state to important employment centers, workforce catchment areas and national and international markets. The network (to be defined through the prioritization process) provides the integral core connections for moving people and freight across the state, linking businesses and residents to regional, national and international destinations.
- Assist municipal governments and other local entities with developing and implementing bicycle and pedestrian safety audits.
- Work with Montoursville Borough, Airport Authority, Rail Authority and PennDOT District 3-0 to advance a federal earmark funded project to improve access to the Williamsport Regional Airport along Montour Street.
- Continue to participate on municipal and regional bicycle/pedestrian planning committees to develop and implement active transportation projects and initiatives.

Major Deliverables To Be Completed in FY 2022-2024 UPWP

- Ensure WATS MPO implementation of 2018-2038 Long Range Transportation Plan (As required)
- Monitor and Report on Performance Measures Included In the WATS 2018-2038 Long Range Transportation Plan (As Required)
- Use Available Data Sources and Work With PennDOT and FHWA to Analyze Safety, Pavement/Bridge System and Freight Performance Measures and Targets (As Required)
- Adopting the 2023-2043 WATS Long Range Transportation Plan (December 2023)
- Update WATS 2023-2043 WATS Long Range Transportation Plan (As Needed)
- Complete Environmental Justice Benefits and Burdens Analysis and complete, update, and amend the "Core Elements" of Environmental Justice for WATS LRTP and TIP (As Required)
- As a Member, Attend PA Aviation Advisory Committee Meetings (As Scheduled)
- Attend PA PUC Field Investigations on highway/rail crossings (As Scheduled)
- Attend SEDA-COG Joint Rail Authority Board Meetings (As Scheduled)
- Attend Williamsport Regional Airport Authority Meetings (As Scheduled)
- Attend Susquehanna Greenway Partnership Meetings (As Needed)
- Assist in Advancement of Genesee-Susquehanna Greenway Project Development Activities (As Requested)
- Assist in Advancement of Montour Street Extension Project Development To Improve Access to New Williamsport Regional Airport Terminal. (As requested)
- Develop and Prioritize Critical Multi-Modal Facilities and Connectors (As per PennDOT Guidance and Schedule)
- Attend City of Williamsport and other regional and local Bicycle/Pedestrian Committee Meetings (As Scheduled)
- Coordinate through Agency Coordination Meeting (ACM) on Long Range Transportation Plan (As Required)

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BUDGET

Funding Source	FY 2022-2023	FY 2022-2023	TOTAL
FHWA PL	\$80,000	80,000	\$160,000
PennDOT MLF	\$10,667	\$10,667	\$21,334
Local (Lycoming County)	\$9,333	\$9,333	\$18,666
Total	\$100,000	\$100,000	\$200,000

Task 3-D: Highway Designations

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2020-2022 UPWP

- A comprehensive update of WATS functional classification mapping was initiated with a regional work group consisting of PennDOT District 3-0, SEDA-COG MPO and Northern Tier RPO meeting quarterly to review progress and ensure consistency of road classifications across county boundaries. WATS submitted data and mapping with suggested changes to current system.

Major Tasks To Be Completed in FY 2022-2024 UPWP

- Finalize update of existing WATS Functional Classification Roadway Designation maps and make recommended changes approved by WATS MPO. Review National Highway System, National Highway Freight Network, NHS intermodal connectors, and urbanized boundary updates for the WATS area, at a minimum every ten years in conjunction with the Census.
- Work with PennDOT as requested to complete evaluation process to support eventual I-99 designation for US-15 north from the terminus of I-180 to the New York state line.

Major Deliverables to be completed in FY 2022-2024 UPWP

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

BUDGET

Funding Source	FY 2022-2023	FY 2023-2024	TOTAL
FHWA PL	\$3,200	\$3,200	\$6,400
PennDOT MLF	\$427	\$427	\$854
Local (Lycoming County)	\$373	\$373	\$746
Total	\$4,000	\$4,000	\$8,000

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Category 4: Program Management

Task 4-A: WATS MPO Administration

Responsible Agency: Lycoming County PCD

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

Major Tasks Previously Completed in FY 2020-2022 UPWP

- PCD and RVT staff prepared the FY 2022-2024 WATS Unified Planning Work Program (UPWP).
- PCD prepared and submitted eight quarterly progress reports and invoices to PennDOT detailing progress on transportation planning activities contained in the UPWP.
- PCD ensured compliance with the MPO adopted public involvement procedures and environmental justice requirements.
- The 2020 and 2021 LCPC/ WATS annual report was prepared and submitted to all planning partners and stakeholder organizations.

Major Tasks To Be Completed in FY 2022-2024 UPWP

- Develop and adopt the FY 2024-2026 WATS Unified Planning Work Program, including the following
 - Submit all documents required for contract execution, including Exhibits “2” and “3” and authorizing signature resolutions. Begin preparation of the FY 2024-2026UPWP in accordance with the next two-year update cycle.
 - Identify carryover/ongoing supplemental planning tasks as candidates when the UPWP is updated.
 - Provide separate budget tables for each year of the UPWP and document as part of the two-year agreement. Identify specific work program tasks in the appropriate fiscal year.
- Submit progress reports and invoices to PennDOT not later than 30 days following the reporting period.
- Completion of timesheets, expense forms, and reports documenting completion of work activities within this work program.
- Scheduling, set-up, and assistance with all in-person and virtual WATS MPO meetings, WATS MPO committee meetings, and public meetings.
- Provide meeting notices, agendas and meeting materials to WATS Committee members not less than 5 working days prior to meetings and distribute the meeting minutes within 30 working days after the meetings. Continue using electronic distribution of materials to WATS membership/meeting attendees and post on the county website www.lyco.org/wats-mpo
 - **WATS Technical Committee**
 - **WATS MPO Coordinating Committee**
 - **WATS MPO Transit Advisory Committee**
 - **WATS MPO Bicycle & Pedestrian Advisory Committee**
- If the WATS MPO Freight Advisory Committee is formed, provide meeting notices, agendas and meeting materials to WATS Committee members not less than 5 working days prior to meetings and distribute the meeting minutes within 30 working days after the meetings. Continue using electronic distribution of materials to WATS membership/meeting attendees and post on the county website www.lyco.org/wats-mpo
- WATS members to submit agenda materials to LCPC. (Not less than 10 working days prior to meetings.)

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- Assist with the research, evaluation, recommendation, and procurement of supplies and equipment for the WATS MPO.
- Assist with the submission and processing of contractor/vendor invoices for various MPO projects or studies.
- Ensure the WATS MPO has access to PennDOT's SharePoint website for efficient document and information sharing purposes. PennDOT utilizes this site as a resource to provide documents to Planning Partners.
- Ensure space is provided on the county website for PennDOT to share statewide documents (STIP, LRTP, etc...) with the public for review and comment. WATS will continue the use of social media for its public outreach efforts and seek opportunities to expand the use of social media. This and other forms of public outreach for MPO planning documents and other MPO activities are performed in accordance with the WATS MPO Public Participation Plan.
- Administer and maintain the WATS MPO social media pages.
- As appropriate, work with FHWA to implement the new OMB Super Circular requirements, which went into effect December 26, 2014. The Super Circular addresses new requirements for monitoring contractors and sub recipients, allowable costs, etc.
- Prepare and submit the WATS MPO Annual Reports to PennDOT, other planning partners and stakeholder organizations.
- Continue to develop and expand the use of the www.lyco.org, the Lycoming County website, to share planning and programming information and the tenets and requirements of current federal legislation with the public and tribal governments.
- Ensure that WATS is addressing the requirements for Disadvantaged Business Enterprises (DBE) as part of its contracting practices. Refer to the Pennsylvania Unified Certification Program (PA UCP) website at www.paucp.com for a list of certified DBEs. For information regarding the PA UCP or DBE certification, contact the PennDOT Bureau of Equal Opportunity (BEO) at (717) 787-5891 or toll free at (800) 468-4201. Deliverables: A listing of all contracts, including DBE goals established for them, if applicable. The WATS MPO should be able to explain the method used for determining a contract's DBE goal and provide documentation to that effect. For each work program task, including actual payments to DBE firms. For auditing purposes, maintain copies of cancelled checks issued to DBE firms or another appropriate form of payment verification. Utilize the new DBE reporting form and state deliverable dates on a quarterly basis. The DBE form is located on the Office of Planning's SharePoint website under Program Center, Financial / Contract Management, Financial and Contracts. Participate in equal opportunity, non-discrimination and DBE trainings offered by PennDOT, FHWA and FTA. Work with the Bureau of Equal Opportunity and Program Center to provide WATS MPO training on site. WATS will invite other interested local partners (including RVT, STEP and the Williamsport Regional Airport) to participate in these trainings. PennDOT DBE training includes all aspects of 49 CFR Part 26 and is fully consistent with DBE procedures for FTA grantees.
- Participate in training for the Commonwealth's Small Business Procurement Initiative (SBPI) and the Small Diverse Business Program (SDB – formerly the Disadvantaged Business Program). The purpose of the SBPI is to increase opportunities for small businesses to compete for award of Commonwealth contracts as prime contractors. Please refer to www.dotsbe.pa.gov for more information.
- Where appropriate, work with PennDOT and RVT to review and update their cooperative Planning Agreements to accurately document their collaborative planning process and determine their respective and mutual roles, responsibilities, and procedures governing their cooperative efforts in carrying out the federal and state required transportation planning processes, including performance measures implementation.
- To meet the spirit and intent of Title VI, continue to facilitate opportunities for all populations to participate in the planning and programming process, including minority, non-English speaking and Limited English Proficiency (LEP), and low-income groups. As appropriate, develop communication

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materials to enhance participation of these groups. As needed, procure LEP services within the confines of the WATS UPWP Agreement and state procurement guidelines.

- Support staff development through relevant conferences, workshops, and seminars. Research, register, and attend training events and activities to enhance the abilities of WATS staff to implement the activities described within this work program if not specifically identified within another task.
- Submit all documents for American Planning Association dues, AICP testing and AICP application fees for MPO staff to obtain AICP.
- Attend PennDOT Planning Partners' and other statewide meetings

Major Deliverables To Be Completed in FY 2022-2024 UPWP

- Ensure WATS MPO Adoption of FY 2024-2026 UPWP (11/8/2023)
- Submit all documents including Exhibits "2" and "3" and Authorizing Resolution for FY 2024-2026 UPWP Contract Execution (3/14/24)
- Submit WATS Quarterly Progress Reports and Invoices (Within 30 Calendar Days Following Reporting Period)
- Email WATS Meeting Packets to Members (Not Less Than 5 Calendar Days Prior To Meeting)
- Distribute WATS Meeting Minutes to Members (Within 30 Calendar Following Meeting)
- Submit 2022 LCPC/WATS Annual Report to PennDOT 9/30/23)
- Submit 2023 LCPC/WATS Annual Report to PennDOT (9/30/24)

BUDGET

Funding Source	FY 2022-2023	FY 2023-2024	TOTAL
FHWA PL	\$53,480	\$53,480	\$106,960
PennDOT MLF	\$7,131	\$7,131	\$14,262
Local (Lycoming County)	\$6,239	\$6,239	\$12,478
Total	\$66,850	\$66,850	133,700

Category 5: Supplemental Tasks

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

Responsible Agency: Lycoming County PCD

The PennDOT Local Technical Assistance Program, PennDOT LTAP, is part of a national initiative to transfer transportation technology through training, technical assistance, and other customer services to municipal elected officials and their staff. PennDOT LTAP provides technical information and proven technologies to meet the growing demands on municipal governments. In an effort to expand and promote LTAP services to the 52 municipalities within the single county region, WATS proposes to assist PennDOT with facilitating LTAP training during FY 2022-2024.

This planning effort will be undertaken as outlined below:

- A. Develop a priority-training list that identifies training needs within the municipality. Using the priority-training list, WATS will work with PennDOT to schedule training dates. WATS will then provide a facility for training courses on the selected date(s) of training.
- B. Advertise training to all 52 municipalities and PennDOT's Municipal Service Representatives through letters, course brochures, emails, etc..., announcing the training dates and locations. All registrations for training courses will be coordinated directly through WATS. Provide PennDOT registration information one week prior to the scheduled course date(s).
- C. Market the value of PennDOT's LTAP and its long-term impact on the workforce. Provide a mechanism for municipalities to contact WATS with issues that LTAP can assist with by offering training or tech assists and ascertain from the municipalities what format is most beneficial for them to receive local technical assistance.

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- D. Attend county conventions such as the Lycoming County Association of Township Officials and Lycoming-Sullivan Boroughs Association, West Branch COG equipment show, municipal meetings, etc..., as needed to market LTAP services. Utilize the www.lyco.org county website to market LTAP as well.
- E. Participate in an annual LTAP MPO/RPO meeting and other PennDOT meetings as required. Attend LTAP training courses and participate in at least one technical assistance on-site visit in Lycoming County.
- F. Submit quarterly reports detailing all LTAP project activities and expenditures to PennDOT Project Managers. Prepare an annual report that summarizes the evaluations in a report detailing the process used to market LTAP in Lycoming County. Summarize the outcomes and recommendations for future activities with LTAP in Lycoming County.

Major Tasks Previously Completed In FY 2020-2022

- Scheduled, Marketed and Facilitated 8 in-person LTAP Training Courses In Lycoming County
- Marketed 75 LTAP Virtual Courses and Drop-In webinars
- Trained 116 Municipal Officials Attending LTAP Courses In Lycoming County
- Developed LTAP Budget, Travel and Marketing Plans
- Completed LTAP 2020 and 2021 Annual Reports
- Participated In Lycoming County Association of Township Officials, West Branch COG Equipment Shows, and other conferences/events to Market LTAP Programs and Services
- Attended LTAP Annual Planning Partner Meetings
- Participated in Tech Assists With Municipal Officials

Major Tasks To Be Completed in FY 2022-2024

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

Major Deliverables To Be Completed in FY 2022-2024 UPWP

- Issue Municipal Training Needs Survey and Compile Results (12/31/22, 12/31/23)
- Schedule and facilitate 2022 LTAP Training Classes Within Lycoming County (6/30/22)
- Schedule and facilitate 2023 LTAP Training Classes Within Lycoming County (6/30/23)
- Complete Marketing and Other Preparations To Support Strong Municipal Attendance at LTAP Classes (Within 10 Days of Class)
- Work with municipalities to schedule and promote Technical Assistance visits (As needed)
- Attend Tech Assists (As Scheduled)
- Attend Lycoming County Association of Township Officials Spring and Fall Conventions, West Branch COG Equipment Shows, and other conferences/events To Market LTAP (As Scheduled)
- Attend PennDOT LTAP Planning Partner Meetings (As Scheduled)
- Submit LTAP / WATS 2022 and 2023 Annual Reports (By July 31 of Each Year)

BUDGET

Funding Source	FY 2022-2023	FY 2023-2024	TOTAL
FHWA	\$15,000	\$15,000	\$30,000
PennDOT	\$0	\$0	\$0
Local (Lycoming County)	\$0	\$0	\$0
Total	\$15,000	\$15,000	\$30,000

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Task 5-C: Statewide Environmental Justice (EJ) Study

Responsible Agency: Lycoming County PCD

Environmental Justice Study Purpose

To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the Unified EJ Guide, includes several noteworthy practices adopted from MPOs around the country. As part of the 2021 TIP Environmental Justice Committee After Action Review (AAR), some aspects of the Unified EJ Guide will be modified and will be updated by November 2021.

FHWA PA Division and FTA Region III reviewed the MPO Unified Guide, and identified Core Elements of an effective approach to meet the intent of Executive Order 12898, Environmental Order 5610.2(a), FHWA Order 6640.23A, and FTA's Environmental Justice Circular 4703.1. As part of the 2021 STIP/TIP update, PennDOT and many MPOs/RPOs incorporated this approach into their EJ analysis. For the TIP EJ Analysis, MPOs/RPOs should conduct the following steps:

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

As a continuation of the statewide analysis approach started with the 2021 TIP, Lycoming County Planning Commission will be completed the first two steps (Identification of Low-Income and Minority Populations and assessment of conditions and identification of needs for bridges, pavements and crashes) for all areas of the State for the 2023 TIP update. The results will be made available to each MPO/RPO in the Environmental Justice folder in SharePoint. MPOs/RPOs should work with the PennDOT Districts, CPDM, and WATS MPO to review, discuss and interpret the data and document the benefits and burdens analysis. The burdens and benefits analysis and the identification and addressing of disproportionate and adverse impacts will be unique to each area and examples may be found in the Unified EJ Guide.

Major Study Tasks

- Lycoming County PCD staff will update all environmental justice analyses each year in the spring/early summer whenever the newest US Census Bureau American Community Survey data becomes available.
- Data acquisition and processing. Each year, Lycoming County PCD staff will acquire and process the most recent version of all data sets.
- Lycoming County PCD staff will work collaboratively with other planning partners, PennDOT, and FHWA to identify any additional data sets to be acquired and included in future analyses.
- Lycoming County PCD staff will coordinate with PennDOT and FHWA on the final formatting of the data and informational products to best meet the needs of the Planning Partners for inclusion in their 2025-2027 TIP documentation and other planning products.
- Lycoming County PCD staff will coordinate with PennDOT Central Office and planning partners on uploading data and informational products to Sharepoint and through OneMap.
- Lycoming County PCD staff will participate in multiple virtual meetings/calls with PennDOT, FHWA, and planning partners to explain the analysis methodology and how to best employ informational products.
- Lycoming County PCD staff will make themselves available for one-on-one consultation with staff from other planning partners to assist with interpretation and implementation of environmental justice informational products.

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- Lycoming County PCD staff will amend, revise, or append to the statewide environmental justice analysis methodology, data, and informational products as deemed necessary according to feedback from planning partners, PennDOT, and FHWA.

Environmental Justice Study Data Collection

This analysis was conducted completely on “fresh” data acquired from the below identified sources in April 2021.

Topic	Data Set	Table
Census Block Group Boundaries	US Census Bureau, 2019 State Level Geodatabase for Pennsylvania	
Census County Boundaries	US Census Bureau, 2019 State Level Geodatabase for Pennsylvania	
Race	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	B03002 Hispanic or Latino Origin by Race
Minority	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	B03002 Hispanic or Latino Origin by Race
Low-Income Households	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	B17017 Poverty Status in the Past 12 Months by Household Type by Age of Householder
Low-Income Population	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	S1701 Poverty Status in the Past 12 Months
Minority Populations by Low-Income Status	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	S1701 Poverty Status in the Past 12 Months
Limited English Proficiency (LEP)	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP02 Selected Social Characteristics in the United States
Persons with a Disability	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP02 Selected Social Characteristics in the United States
Elderly (65 years or older)	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP05 ACS Demographic and Housing Estimates
Carless Households	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP04 Selected Housing Characteristics
Computerless Households	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP04 Selected Housing Characteristics
Internetless Households	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP04 Selected Housing Characteristics
Crashes	PennDOT Crash Data	Statewide Crash Data for 2015 , 2016 , 2017 , 2018 , and 2019
Federal Aid Segment Miles	PennDOT RMS	FED_AID_PRIM_IND field = Y
Bridges	PennDOT BMS 2	

All US Census Bureau, 2015-2019 American Community Survey datasets were acquired for all Pennsylvania Counties and for all Pennsylvania Census Block Groups. Relevant columns from the Census tables were extracted

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into a two new tables to produce flat table profiles. These tables were then joined to the relevant Census geography features.

Environmental Justice Study Identifying EJ Populations

Minority and low-income population analysis will be conducted substantially according to the methodology outlines in the South Central Pennsylvania Unified Environmental Justice Process and Methodology document distributed to Planning Partners ahead of the 2021-2024 TIP update cycle. As such, please refer the reader to Appendix A and Appendix B of the South Central Pennsylvania Unified Environmental Justice Process and Methodology for detailed step-by-step recipes of how to bake the data ingredients into an analysis cake. However, this process will differ in one crucial but important aspect that is necessary to allow a statewide uniform analysis.

The process followed for the 2021-2024 program update classified low income and minority population percentages based on natural breaks of the percentages of those populations present within the block groups of each county in Pennsylvania. The result of this was to create a custom classification of symbol intervals for each county. The presence of 67 different interval scales would lead to conducting 67 separate analyses downstream in the workflow.

Instead, we found that when Census block groups were classified into natural breaks intervals based on the **ratio** of census block group minority/low income percentage to county minority/low income percentage (i.e. a ratio of “1” indicates a census block group has the same minority or low income percentage as the county average) that we were able to produce a uniform scale usable across all counties in the state. Additionally, the natural breaks intervals for both minority and low income were very close to more easily interpreted numbers and were rounded off to make life easier for the end users. For example, the natural break for the first interval was a ratio of 0.4922: this was rounded to 0.5 so the interval could be defined as “census blocks with a low income/minority population less than half the county low income/minority population.”

One side effect of this approach is that it resulted in some counties not having all intervals. As an example, based on the data we found interval “5” as being all census block groups with a minority population percentage more than 4 times the county percentage. The result is that any counties with no census block groups that fit that criterion do not have that interval. By standardizing the intervals across the state we are able to make apples-to-apples comparisons between counties and scale the analysis up to larger geographic scales which gives us a stronger analytical product. This should make this product more useful for conducting analysis for multicounty planning partners and across PennDOT districts if we wanted to scale the analysis up to be more regional.

Environmental Justice Study Budget

Funding Source	FY 2022-2023	FY 2023-2024	TOTAL
FHWA State Planning Research (SPR) Funds	\$25,000	\$25,000	\$50,000
Local (Lycoming County)	\$0	\$0	\$0
Total	\$25,000	\$25,000	\$50,000

Transit Tasks - Lead Agency is River Valley Transit (RVT)

Category 1: Coordination and Economic Development

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

Responsible Agency: River Valley Transit (RVT)

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

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Actions & Procedures:

1. Evaluate existing and potential new service in terms of possible contracting opportunities in order to reduce overall operating expenses. (Ongoing)
2. Coordinate charter activities with local private carrier in response to the revised FTA Charter Service Regulations 49 CFR Part 604 and submit quarterly reports to FTA. (Quarterly)
3. Investigate contracting opportunities for demand responsive carriers to provide complementary paratransit service for RVT to meet the ADA service requirements. (Ongoing)
4. Continue to utilize the private sector in several areas of vehicle maintenance, which have proven to be less costly than if RVT provided the services directly. Meet an established goal of spending at least twenty-five percent (25%) of RVT's maintenance budget on contracts with private enterprise. Continue to work with the private sector in terms of CNG technology on RVT's CNG transit vehicles. (Ongoing)
5. RVT will continue to work with PennDOT in support of the PennDOT Connects initiative on transit friendly development projects through continuing, cooperative, and comprehensive planning processes with public and private entities. (Ongoing)
6. RVT will explore transportation demand management strategies and encourage local municipalities and private sector participation in identifying measures to reduce traffic congestion. (Ongoing)

BUDGET

Expense	FY 2022-2023	FY 2023-2024	TOTAL
Personnel	\$2,000	\$2,000	\$4,000
Total	\$2,000	\$2,000	\$4,000

Task 1-D: Marketing and Economic Development

Responsible Agency: River Valley Transit (RVT)

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

Actions & Procedures:

1. RVT continues to promote our public image and expanded range of services to attract new passengers and improve overall ridership. Marketing initiatives include timely updating and continued maintenance of RVT's website, Digital screen advertising for bus service promotion, integrating social media with Avail Technologies FRITS system, developing a social media strategy, updating RVT's outreach programs, and creation of an annual ride guide publication. (Ongoing)
2. RVT will continue to enhance communication strategies by expanding the use of our website (www.ridervt.com) and other social media outlets to expand and improve public participation activities to ensure that all stakeholders have the opportunity to become involved in RVT's planning and programming process including RVT's UPWP, TIP, Six-Year Capital Improvement Program, ADA, DBE, Title VI programs as well as provide opportunities to request reasonable accommodations. (Ongoing)
3. Continue to promote and update RVT's "My Ride" app, which provides bus passengers with real-time information about bus arrival and departure times at individual bus stops via online connections. (Ongoing)

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4. To better accommodate LEP patrons, RVT will continue to develop communication strategies to expand and improve activities to ensure that all stakeholders have the opportunity to become involved in RVT's planning and programming process. RVT will analyze Census tract statistical data on patrons' race, sex, national origin/limited English, age, disability, income, etc. to properly market activities to meet the needs of our customers. (Ongoing)
5. RVT will evaluate past promotional activities for the fixed route service, as well as, the marketing campaigns for bus service including Williamsport Historic Trolleys, Little League World Series, Lycoming County Fair, MLB Games, and City of Williamsport's Recreation Department. (Ongoing)

BUDGET

Expense	FY 2022-2023	FY 2023-2024	TOTAL
Personnel	\$10,000	\$10,000	\$20,000
Total	\$10,000	\$10,000	\$20,000

Task 1-E: Financial Capacity Planning

Responsible Agency: River Valley Transit (RVT)

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

Actions & Procedures:

1. Develop a long-term financial strategy to reduce operating expenses and improve financial sustainability. Evaluate RVT's current financial stability utilizing system wide data collected and the anticipated levels of federal, state, and local funding for the next four years. This assessment will include transit costs (capital, operating, and maintenance, modernization) to use in making service decisions. (12/31/2022 & 12/31/2023)
2. RVT will review our fare adjustment policy and evaluate current farebox recovery levels to identify an optimal price point for passenger fares and discounted fare media. (Ongoing)
3. RVT will pursue new federal funding sources through MAP-21 opportunities and other discretionary transportation grant opportunities, as well as, state, local and other alternative funding sources for the funding of fixed route public transportation service. (Ongoing)
4. To reduce costs and increase employee efficiency, RVT will increase the utilization of web-conferencing, webinars, and other electronic outreach methods in meeting public participation, as well as, employee training. (Ongoing)
5. RVT intends to deploy a comprehensive fleet management program to replace numerous systems including fuel management, inventory management, building maintenance and procurement management. This program will streamline various processes and procedures increasing employee efficiency and bridging antiquated tasks between operations, maintenance and finance. (12/31/2022)

BUDGET

Expense	FY 2022-2023	FY 2023-2024	TOTAL
Personnel	\$5,500	\$5,500	\$11,000
Transit Consultant	\$5,500	\$5,500	\$11,000
Travel & Subsistence	\$1,000	\$1,000	\$2,000
Total	\$12,000	\$12,000	\$24,000

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Category 2: Transportation Infrastructure

Task 2-A: Transit Programming

Responsible Agency: River Valley Transit (RVT)

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

Actions & Procedures:

1. Pursue projects listed on RVT's FFY 2022-2025 Transportation Improvement Program (TIP) for Transit, which includes Capital, Planning, and Operating Assistance programs and amend the current TIP when necessary. (Ongoing)
2. RVT will develop a FFY 2023-2028 TIP for review and approval by the WATS Technical and Coordinating Committees. (9/30/2022)
3. Develop a six-year capital improvement program (2021-2026) for approval by the various funding sources to be included in the 2022 & 2023 Performance Report and Plan Updates. (06/30/2023 & 6/30/2024)

BUDGET

Expense	FY 2022-2023	FY 2023-2024	TOTAL
Personnel	\$1,000	\$1,000	\$2,000
Total	\$1,000	\$1,000	\$2,000

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

Responsible Agency: River Valley Transit (RVT)

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

Actions & Procedures:

1. Collect ridership data from the FRITS program, which provides real-time analysis of farebox data and streamlines the retrieval of farebox data, to determine ridership levels on all RVT routes and provide a detailed examination of the efficiency, productivity, and financial performance on an individual route basis. (12/31/2022 & 12/31/2023)
2. Collect monthly ADA paratransit passenger data. (Ongoing)
3. Compile the necessary statistical information needed to complete RVT's annual National Transit Database Report for FY 2022 and FY 2023. (10/30/2022 & 10/30/2023)
4. RVT will utilize PennDOT's Capital Planning Tool (CPT) asset management system to manage RVT's assets that include rolling stock, facilities, and equipment. This system was designed to make it easier for the Bureau of Public Transit and transit agencies to share and exchange information related to assets, projects, funding, and grants. (Ongoing)
5. RVT will annually certify that all data reported is accurate by performing quality/accuracy checks of data used to calculate Act 44 grant awards. RVT will have procedures in place to test and analyze data for quality/accuracy prior to submission into dotGrants. (12/31/2022 & 12/31/2023)

BUDGET

Expense	FY 2022-2023	FY 2023-2024	TOTAL
Personnel	\$5,000	\$5,000	\$10,000
Total	\$5,000	\$5,000	\$10,000

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Category 3: Long Range Planning

Task 3-B: ADA Planning

Responsible Agency: River Valley Transit (RVT)

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

Actions & Procedures:

1. Continue to meet periodically throughout the fiscal year with the WATS Transit Advisory Committee to provide guidance, assistance, and oversight at a policy level to RVT, STEP, Lycoming County and the WATS Technical and Coordinating Committees in the interest of assuring effective and equitable paratransit service for persons with disabilities. The Transit Advisory Committee will review all transportation related projects and services to provide public involvement and outreach to all stakeholders in the transportation planning process, as well as, rating the transportation service being provided. (Ongoing)
2. Continue to maintain informal consultation and outreach activities regarding ADA on an ongoing basis and be responsible for (1) certifying ADA eligible clients, (2) coordinating scheduling and service delivery with STEP, (3) monitoring ridership and operating expenses on a monthly basis, and (4) providing liaison with social service agencies and advocacy groups concerning all transportation services provided by RVT to disabled patrons. (Ongoing)
3. Conduct a lift use survey in which the operators record the number of times they operate the wheelchair lift/ramp during the day. (05/31/2023 & 5/31/2024)
4. Execute a service delivery contract for operating RVT+ complementary paratransit service, if required. (8/1/2022 & 8/1/2023))
5. Disseminate brochures and provide information on the website regarding RVT+ to individuals and relevant organizations, counseling with individual clients and in some cases with social service agencies about particular needs of certain clients, and resolving questions and complaints regarding ADA related services. (Ongoing)
6. Provide voter registration opportunities for individuals with disabilities in compliance with the National Voter Registration Act of 1993 ("motor voter law") and the 1995 Pennsylvania Voter Registration Act. (Ongoing)
7. Continue to coordinate with STEP on the ADA paratransit service. (Ongoing)
8. Continue informal consultation and outreach activities regarding services for persons with disabilities. (Ongoing)

BUDGET

Expense	FY 2022-2023	FY 2023-2024	TOTAL
Personnel	\$3,000	\$3,000	\$6,000
Total	\$3,000	\$3,000	\$6,000

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

Responsible Agency: River Valley Transit (RVT)

Monitor and update River Valley Transit's (RVT's) 2023 and 2024 Performance Report and Plan Updates in terms of the overall system performance, capital improvements, service regionalization plan and the maintenance program.

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Actions & Procedures:

1. Complete RVT's 2022 and 2023 Performance Report and Plan Updates to monitor RVT's operations and performance on an ongoing basis, identify trends and issues that may affect the system in the future, and to analyze options for preserving and enhancing public transportation in the Williamsport area. (12/31/2022 & 12/31/2023)
2. Conduct annual customer service satisfactions surveys to receive data and identify common trends in customer satisfaction and dissatisfaction to identify potential service improvements. Utilize data from Avail Technologies *F.R.I.T.S. (Fixed Route Intelligent Transportation System)* technology platform to track usage patterns and monitor current route KPI to identify inefficiencies and low performing routes. Seek and evaluate alternative Fixed Route Transit models including Micro-Transit corridors to replace low performing standard fixed route service. (06/30/2023 & 06/30/2024)
3. RVT will work on the action items identified in PennDOT's most recent Act 44 Performance Review Report including the identification of an active governing body, whether through the City of Williamsport or establishing an independent authority. RVT will develop a new 5-year Strategic Plan that provides definitive roles of RVT as public transit provider, identifies strategic goals and objectives for long-term financial sustainability and community buy-in, establishes performance measures for development of future strategic goals and identifies Management roles and responsibilities for implementation of the plan. (6/30/2023 & 06/30/2024)
4. RVT will analyze various congestion management strategies, which include, encouraging greater use of transit services by all transportation users, establishing and promoting park-n-ride facilities from regional areas and urban fringe areas and investigate the feasibility of alternative fixed route service models. RVT will continue to work with surrounding counties to develop and implement regional connector routes to major employers and healthcare facilities to the west and south of Lycoming County. (Ongoing)
5. RVT will work with FTA and PennDOT to implement MAP-21 and Act 44 provisions including performance management measures and targets, as well as, updating RVT's long-range transportation plan and WATS MPO Long-Range Transportation Plan. (Ongoing)
6. RVT will update our six-year capital improvement program (2023-2028) to ensure a high level of quality service including the continued operation of the compressed natural gas (CNG) fueling facility and the continual purchase of CNG transit vehicles. RVT's Fixed Route rolling stock will be 98% CNG fueled by FY24. RVT will continue to work with the PA Department of Environmental Protection to monitor and evaluate greenhouse gas emissions in our service area and apply for AFIG grants when applicable. (12/31/2023)
7. RVT will schedule semi-annual public transit advisory committee meetings to provide the public an opportunity to participate in the development of all transportation program and services provided by RVT. RVT will continue to develop communication strategies by expanding the use of our website (www.ridervt.com) and other social media outlets to improve our public participation activities. This is to ensure that all stakeholders have the opportunity to become involved in RVT's planning and programming process including RVT's UPWP, TIP, Six-Year Capital Improvement Program, ADA, DBE and Title VI programs. (Ongoing)
8. RVT will coordinate transportation needs with STEP, Inc. including the provision of ADA paratransit service to maintain compliance with the Americans with Disabilities Act (ADA). (Ongoing)
9. In terms of transit regionalization, RVT will continue to manage the Endless Mountains Transportation Authority (EMTA), Bradford, Sullivan, and Tioga counties fixed route and shared ride provider. RVT will continue participation in the Central PA Transportation Coalition, a regional transit study committee working to provide connectivity among communities in Columbia, Lycoming, Northumberland, Snyder, Montour, and Union Counties. RVT will continue to participate in seeking alternative transportation solutions for Clinton County and Transportation performance measures will be developed and evaluated annually for any pilot service (Ongoing)

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10. RVT will continue to update our FTA Title VI Program to remain in compliance with FTA regulations. To better accommodate LEP patrons, RVT will develop communication strategies to expand and improve activities to ensure that all stakeholders have the opportunity to become involved in RVT's planning and programming process. RVT's Title VI Program includes non-English speaking and Limited English Proficiency (LEP) and low-income groups. (Ongoing)
11. RVT will continue to update our FTA approved DBE Program to remain in compliance. RVT's DBE Plan will be renewed with the beginning of FY2023. This DBE Plan contains a Small Business Participation Element and utilizes the Pennsylvania Unified Certification Program (PA UCP). RVT will continue to report DBE utilization semi-annually to FTA. (Ongoing)

BUDGET

Expense	FY 2022-2023	FY 2023-2024	TOTAL
Personnel	\$27,500	\$27,500	\$55,000
Transit Consultant	\$5,500	\$5,500	\$11,000
Travel & Subsistence	\$4,500	\$4,500	\$9,000
Total	\$37,500	\$37,500	\$75,000

Category 4: Program Management

Task 4-B: Safety and Drug Control Planning

Responsible Agency: River Valley Transit (RVT)

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

Actions & Procedures:

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

BUDGET

Expense	FY 2022-2023	FY 2023-2024	TOTAL
Personnel	\$2,000	\$2,000	\$4,000
Total	\$2,000	\$2,000	\$4,000

Appendices

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

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APPENDIX A: WATS Bylaws

ARTICLE 1: NAME AND PURPOSE

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

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

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

ARTICLE II: MEMBERSHIP

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

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

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

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

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

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

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

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

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

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

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

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

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

- Federal Highway Administration
- Federal Transit Administration

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

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

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

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

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

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

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

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

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

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

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

ARTICLE III. AUTHORITY

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

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

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

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

ARTICLE IV: PROVISIONS

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

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

ARTICLE V: ADMINISTRATIVE DUTIES

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

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

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

ARTICLE VI. AMENDMENT

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

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

APPENDIX B: List of Acronyms

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

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

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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
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
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
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation
VASI: Visual Approach Slope Indicators
VMT: Vehicle Miles Traveled
WATS: Williamsport Area Transportation Study

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APPENDIX C: Resources used to develop planning priorities

United States federal government planning priorities

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

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

Pennsylvania statewide planning priorities

PennDOT. [PA On Track – Statewide Long Range Transportation Plan](#).

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

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

Lycoming County local planning priorities

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

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

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

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

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

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APPENDIX D: Combined PCD/RVT Budget Tables

The budget for WATS work program tasks in fiscal year 2022-2023 will be as follows:

WATS Work Program Tasks	FY 2022-2023					
	FHWA PL (80%)	PennDOT MLF (10.6667%)	Local (9.3333%)	FTA MPP (80%)	Local (20%)	TOTAL
CATEGORY 1: Coordination and Economic Development	\$20,720	\$2,762	\$2,418	\$19,200	\$4,800	\$49,900
1-A Transportation Partnerships	\$4,000	\$533	\$467	\$0	\$0	\$5,000
1-B :Transit Privatization (Private Enterprise Planning)	\$0	\$0	\$0	\$1,600	\$400	\$2,000
1-C Coordination	\$16,000	\$2,133	\$1,867	\$0	\$0	\$20,000
1-D: Marketing and Economic Development	\$0	\$0	\$0	\$8,000	\$2,000	\$10,000
1-E: Financial Capacity Planning	\$0	\$0	\$0	\$9,600	\$2,400	\$12,000
1-F Project Needs Studies	\$720	\$96	\$84	\$0	\$0	\$900
CATEGORY 2: Transportation Infrastructure	\$7,600	\$1,013	\$887	\$4,800	\$1,200	\$15,500
2-A Transit Programming	\$0	\$0	\$0	\$800	\$200	\$1,000
2-B Highway Programming	\$3,600	\$480	\$420	\$0	\$0	\$4,500
2-C Air Quality Monitoring	\$640	\$85	\$75	\$0	\$0	\$800
2-D: Public Transit Data (Short Range Planning)	\$0	\$0	\$0	\$4,000	\$1,000	\$5,000
2-E HPMS Samples	\$3,360	\$448	\$392	\$0	\$0	\$4,200
CATEGORY 3: Long Range Planning	\$83,200	\$11,094	\$9,706	\$32,400	\$8,100	\$144,500
3-A Long Range Planning	\$80,000	\$10,667	\$9,333	\$0	\$0	\$100,000
3-B: ADA Transit Planning	\$0	\$0	\$0	\$2,400	\$600	\$3,000
3-C: Transportation Development Plan Update (Long-Range Planning)	\$0	\$0	\$0	\$30,000	\$7,500	\$37,500
3-D Highway Designation	\$3,200	\$427	\$373	\$0	\$0	\$4,000
CATEGORY 4: Program Management	\$53,480	\$7,131	\$6,239	\$1,600	\$400	\$68,850
4-A WATS MPO Administration	\$53,480	\$7,131	\$6,239	\$0	\$0	\$66,850
4-B: Safety and Drug Control Planning	\$0	\$0	\$0	\$1,600	\$400	\$2,000
TOTAL BASE ALLOCATION	\$165,000	\$22,000	\$19,250	\$58,000	\$14,500	\$278,750
CATEGORY 5: Supplemental Tasks	\$40,000	\$0	\$0	\$0	\$0	\$40,000
5-A LTAP	\$15,000	\$0	\$0	\$0	\$0	\$15,000
5-C Statewide Environmental Justice Study*	\$25,000*	\$0	\$0	\$0	\$0	\$25,000*
TOTAL	\$205,000	\$22,000	\$19,250	\$58,000	\$14,500	\$318,750

*FHWA SPR funds with no required local match ratio

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The budget for WATS work program tasks in fiscal year 2023-2024 will be as follows:

WATS Work Program Tasks	FY 2023-2024					
	FHWA PL (80%)	PennDOT MLF (10.6667%)	Local (9.3333%)	FTA MPP (80%)	Local (20%)	TOTAL
CATEGORY 1: Coordination and Economic Development	\$20,720	\$2,762	\$2,418	\$19,200	\$4,800	\$49,900
1-A Transportation Partnerships	\$4,000	\$533	\$467	\$0	\$0	\$5,000
1-B :Transit Privatization (Private Enterprise Planning)	\$0	\$0	\$0	\$1,600	\$400	\$2,000
1-C Coordination	\$16,000	\$2,133	\$1,867	\$0	\$0	\$20,000
1-D: Marketing and Economic Development	\$0	\$0	\$0	\$8,000	\$2,000	\$10,000
1-E: Financial Capacity Planning	\$0	\$0	\$0	\$9,600	\$2,400	\$12,000
1-F Project Needs Studies	\$720	\$96	\$84	\$0	\$0	\$900
CATEGORY 2: Transportation Infrastructure	\$7,600	\$1,013	\$887	\$4,800	\$1,200	\$15,500
2-A Transit Programming	\$0	\$0	\$0	\$800	\$200	\$1,000
2-B Highway Programming	\$3,600	\$480	\$420	\$0	\$0	\$4,500
2-C Air Quality Monitoring	\$640	\$85	\$75	\$0	\$0	\$800
2-D: Public Transit Data (Short Range Planning)	\$0	\$0	\$0	\$4,000	\$1,000	\$5,000
2-E HPMS Samples	\$3,360	\$448	\$392	\$0	\$0	\$4,200
CATEGORY 3: Long Range Planning	\$83,200	\$11,094	\$9,706	\$32,400	\$8,100	\$144,500
3-A Long Range Planning	\$80,000	\$10,667	\$9,333	\$0	\$0	\$100,000
3-B: ADA Transit Planning	\$0	\$0	\$0	\$2,400	\$600	\$3,000
3-C: Transportation Development Plan Update (Long-Range Planning)	\$0	\$0	\$0	\$30,000	\$7,500	\$37,500
3-D Highway Designation	\$3,200	\$427	\$373	\$0	\$0	\$4,000
CATEGORY 4: Program Management	\$53,480	\$7,131	\$6,239	\$1,600	\$400	\$68,850
4-A WATS MPO Administration	\$53,480	\$7,131	\$6,239	\$0	\$0	\$66,850
4-B: Safety and Drug Control Planning	\$0	\$0	\$0	\$1,600	\$400	\$2,000
TOTAL BASE ALLOCATION	\$165,000	\$22,000	\$19,250	\$58,000	\$14,500	\$278,750
CATEGORY 5: Supplemental Tasks	\$40,000	\$0	\$0	\$0	\$0	\$40,000
5-A LTAP	\$15,000	\$0	\$0	\$0	\$0	\$15,000
5-C Statewide Environmental Justice Study*	\$25,000*	\$0	\$0	\$0	\$0	\$25,000*
TOTAL	\$205,000	\$22,000	\$19,250	\$58,000	\$14,500	\$318,750

*FHWA SPR funds with no required local match ratio

Unified Planning Work Program, Fiscal Years 2022-2024

Williamsport Area Transportation Study MPO and River Valley Transit

APPENDIX E: Cost Allocation Plan, County of Lycoming

Planning Commission

Cost Allocation Plan 2020

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

	404,110.03	
Personnel Expense	904,972.63	= 44.654%

For reimbursement/budget purposes

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

Part-time

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

7.814%

PT Fringe Rate

WILLIAMSPORT
AREA
TRANSPORTATION
STUDY
METROPOLITAN
PLANNING
ORGANIZATION

**PUBLIC
PARTICIPATION
PLAN**



2022



**Adopted by Williamsport MPO
December 19, 2013
Amended
February 14, 2022**

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

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

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 swilliams@lyco.org, or visit the WATS MPO website at www.lyco.org/WATS-MPO.

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

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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 Federal Transit Administration (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.*

WATS Committee Structure

The WATS MPO is organizationally structured with two Committees, a Technical Committee and a Coordinating Committee with defined functions and membership composition as follows:

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.

At the final scheduled public meeting within a calendar year, the WATS MPO Technical Committee will set a public meeting schedule for the upcoming year. Once approved by the Technical Committee, the public meeting schedule will be posted on the [WATS MPO website](#), posted at the WATS MPO offices at 330 Pine Street, 3rd Floor, Williamsport, PA 17701, and made available by request by calling 570-320-2130.

In addition to the seven 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

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 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 Coordinating Committee Representative
- Lycoming County Borough 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.

At the final scheduled public meeting within a calendar year, the WATS MPO Coordinating Committee will set a public meeting schedule for the upcoming year. Once approved by the Coordinating Committee, the public meeting schedule will be posted on the [WATS MPO website](#), posted at the WATS MPO offices at 330 Pine Street, 3rd Floor, Williamsport, PA 17701, and made available by request by calling 570-320-2130.

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 Economic Development

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
- Lycoming County Association of Township Officials Coordinating Committee Representative
- Lycoming County Borough 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 Program Management Committee (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 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.

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 **14-day** public comment period, and follow the procedures outlined in [WATS Public Outreach Techniques](#).

How Can You Participate



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 and the Civil Rights Restoration Act of 1987

Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 are the federal laws that protects individuals from discrimination based on an individual’s race, color, or national origin in services or programs provided by a recipient of federal aid, even if the service or program provided is not federally funded. 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,
- Regarding “protected activities,” it is illegal to 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(s) 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.
- 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.

WATS MPO Approach toward Fulfillment of Public Participation Process

This section of the Public Participation Plan specifically outlines how the WATS MPO, 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.

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	November 8, 2021
Long Range Transportation Plan (LRTP)	5 Years	December 17, 2018	December 31, 2023	December 31, 2023
Transportation Improvement Program (TIP)	2 Years	June 18, 2018	July 15, 2022	June 30, 2022
Environmental Justice Analysis of Benefits and Burdens	As needed	December 17, 2018	As needed	February 14, 2022
Public Participation Plan (PPP)	As Needed	January 27, 2020	As needed	February 14, 2022
Title VI Policy & Procedures	As Needed	January 27, 2020	As needed	February 14, 2022
Limited English Proficiency (LEP) Plan	As Needed	January 27, 2020	As needed	February 14, 2022
Coordinated Public Transit Plan	As Needed	November 18, 2019	As needed	As needed
Local Technical Assistance Program (LTAP) Annual Report	Annual	August 7, 2020	October 31, 2021	September 30, 2021
Annual List of Federally Obligated Projects	Annual	December 17, 2020	December 31, 2021	November 8, 2021
WATS MPO Annual Report	Annual	June 2019	As needed	November 8, 2021

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, and seek public input early and often during the UPWP development. This includes multiple 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. 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.

The MPO will provide auxiliary services for individuals who speak another language, or have speech, sight, or hearing impediments. The MPO will attempt to satisfy other requests, as it is able. Please make your request for auxiliary services to Scott R. Williams, Lycoming County Planning & Community Development, 48 West Third Street, Williamsport, PA 17701, telephone (570)-320-2138; fax number (570) 320-2135; email address: swilliams@lyco.org.

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. 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.

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The next plan update is scheduled by the WATS MPO for adoption by December 31, 2023 (plan development will begin in July 12 2021).

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

Williamsport Area Transportation Study Metropolitan Planning Organization
Public Participation 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. 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.

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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. 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.

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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 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. 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.

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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.

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.

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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.

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.

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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.

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.

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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.

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.

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WATS MPO Annual Report

Each year in the fall, 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.

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.

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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
Virtual Public Meeting	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.
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 the Monday prior to the public meeting (appearing in Williamsport Sun Gazette and WATS MPO social media pages)
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, Coordinating Committee, and Transit Advisory 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 held on Mondays and are open to the public. The WATS MPO meetings are publicly advertised in the Williamsport Sun Gazette the Monday prior to the WATS MPO meeting. Requests for accommodations can be made 4 business-days prior to the MPO meeting.
- All other public meetings will be advertised in the Williamsport Sun Gazette 7 business-days prior to the meeting date. Requests for accommodations can be made 4 business-days prior to the public meeting.
- In addition, all WATS MPO meetings are advertised on the WATS MPO social media sites. 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.
- 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. The meeting information will be advertised in the Williamsport Sun Gazette as well as the MPO social media accounts (Facebook, Twitter, Instagram, etc.).

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

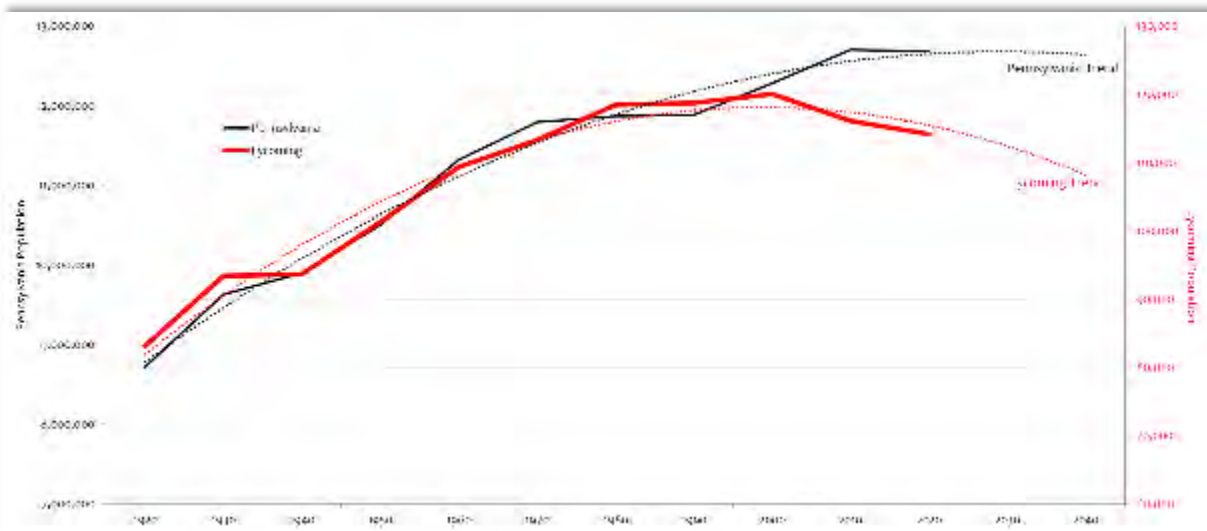
- The WATS MPO, where appropriate, makes use of Geographic Information System (GIS) to develop maps, charts, figures, presentations, public displays, and annual reports for outreach.
- The WATS MPO posts public announcements to profile local transportation projects, updates to ongoing projects, inform the public of MPO Technical, Coordinating, and Transit Advisory 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 meetings are held on Mondays and are open to the public. The WATS MPO meetings are publicly advertised in the Williamsport Sun Gazette the Monday prior to the WATS MPO meeting. Requests for accommodations can be made 4 business-days prior to the meeting. 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 2019 American Community Survey Population Estimate figures, there is an estimate of 113,299 persons residing in Lycoming County. Up to and including the 2020 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 2019 Census American Community Survey 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.

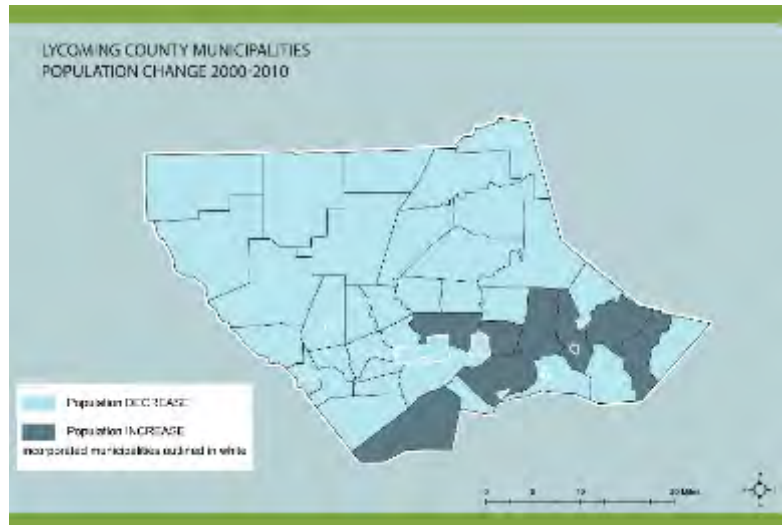
Population change trends for Lycoming County and Pennsylvania

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.

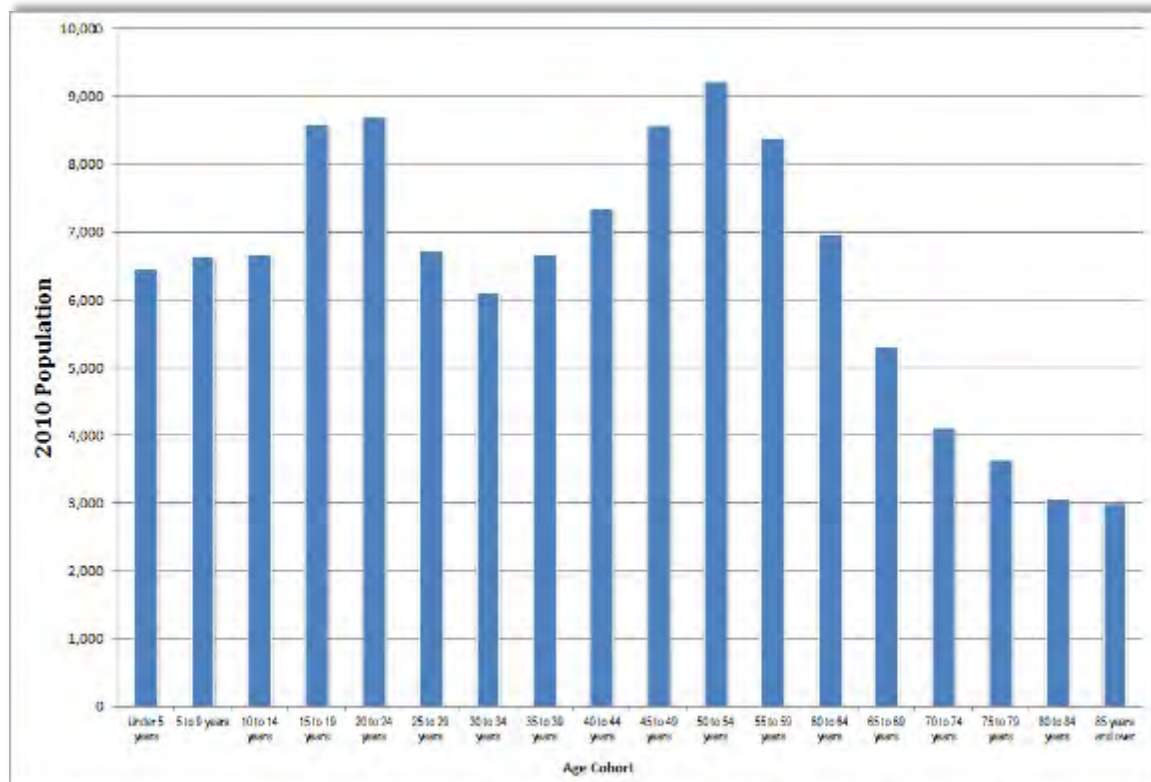
Meanwhile, even larger percentage decreases in population occurred in the central and northern parts of the county. The Townships of Old Lycoming, Pine, Plunketts Creek, Gamble, Lewis, Brown, McNett and Cummings each saw population decrease by over 10% from the 2000 to the 2010 census.



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.

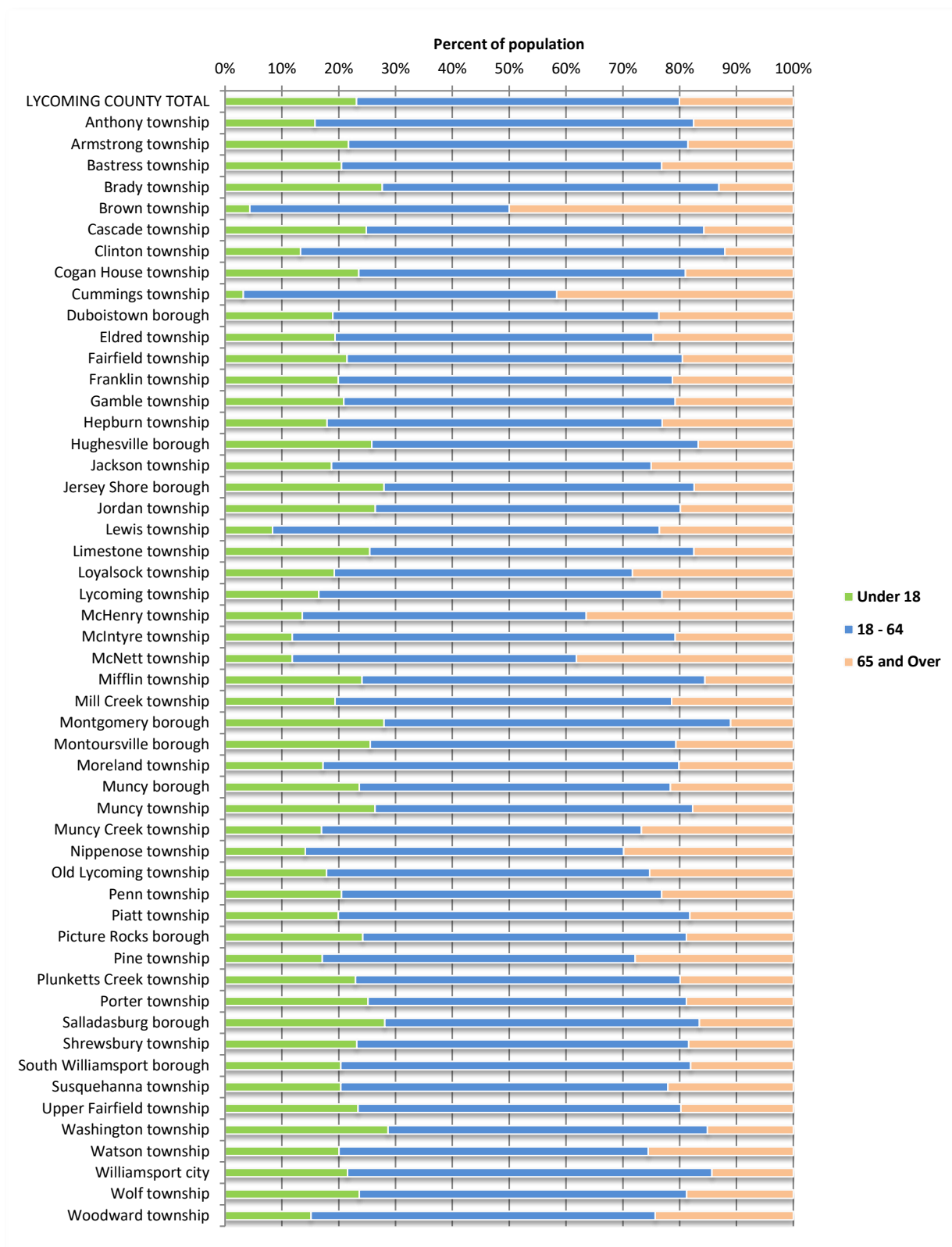
Looking at the breakdown of the population in 2010 based on age reveals another trend greatly influencing the current population composition and future demographics of Lycoming County. Currently, the largest age cohort in Lycoming County is individuals aged 50-54.



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



Source: [US Census American Community Survey 2019 5-Year Estimates](#)

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. This trend is supported by the 2019 ACS 5-year estimates showing Lycoming County’s population to have dropped to 113,299.

Environmental Justice Plan

Identification of Minority and Low-Income Areas

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 minority and low-income areas utilizing U.S. Bureau of Census information, along with analysis of proposed transportation project impacts related to minority and low-income populations in the LRTP. The WATS MPO uses the Pennsylvania Department of Transportation guidance issued to the MPOs and RPOs of Pennsylvania, when performing equity analysis by incorporating the following “core elements”:

1. Identify minority and low-income areas
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:** Any individual or group that self-identifies as a member(s) of the racial categories Black/African American, Asian American, American Indian/Alaskan Native, Native Hawaiian/other Pacific Islander and the ethnic category Hispanic/Latino.
- **Minority Population:** Any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed DOT program, policy, or activity.
- **Low-Income:** Households at or below the federal poverty level.
- **Low-Income Population:** Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed DOT program, policy, or activity.

A complete list of definitions for these categories is found in [Appendix D 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 to minority and low-income 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 minority and low-income areas 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 minority and low-income areas. 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 minority and low-income areas 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 minority and low-income populations.

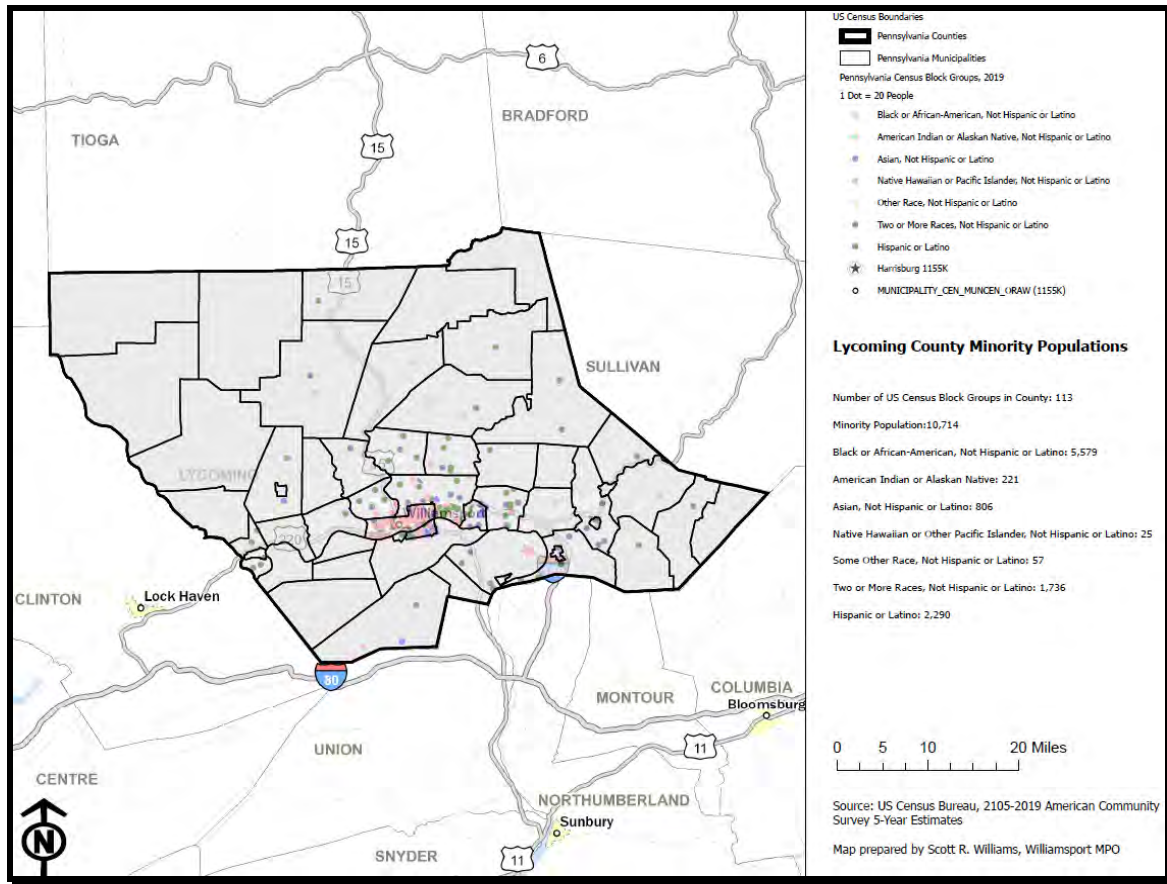
Identification of Minority Populations

According to the ACS, there are 10,714 persons in Lycoming County for whom minority status has been determined. This represents 9.4% of the Lycoming County total population (2019 ACS Demographic Indicator data). The US. Bureau of Census 2019 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	2019 Population	Percent Share
White	103,616	92.5%
Black or African American	5,579	5%
American Indian and Alaska Native	221	0.19%
Asian	806	0.72%
Native Hawaiian and other Pacific Islander	25	0.02
Some other Race	57	0.05
Two or more Races (not Hispanic or Latino)	1,736	1.5%
Totals	112,040	100.0%

There are 2,290 persons of Hispanic or Latino minority ethnicity, which represent 2.02% of Lycoming County's population according to the 2019 American Community Survey Population Estimates data, which is considerably lower than the Statewide 7.3% Hispanic, or Latino minority population figure. As shown in the above statistics, the County's population racial composition is predominantly white; however, 7.9% of the population is non-white, which is substantially lower than the 19.4 % statewide non-white population figure ([2019 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.



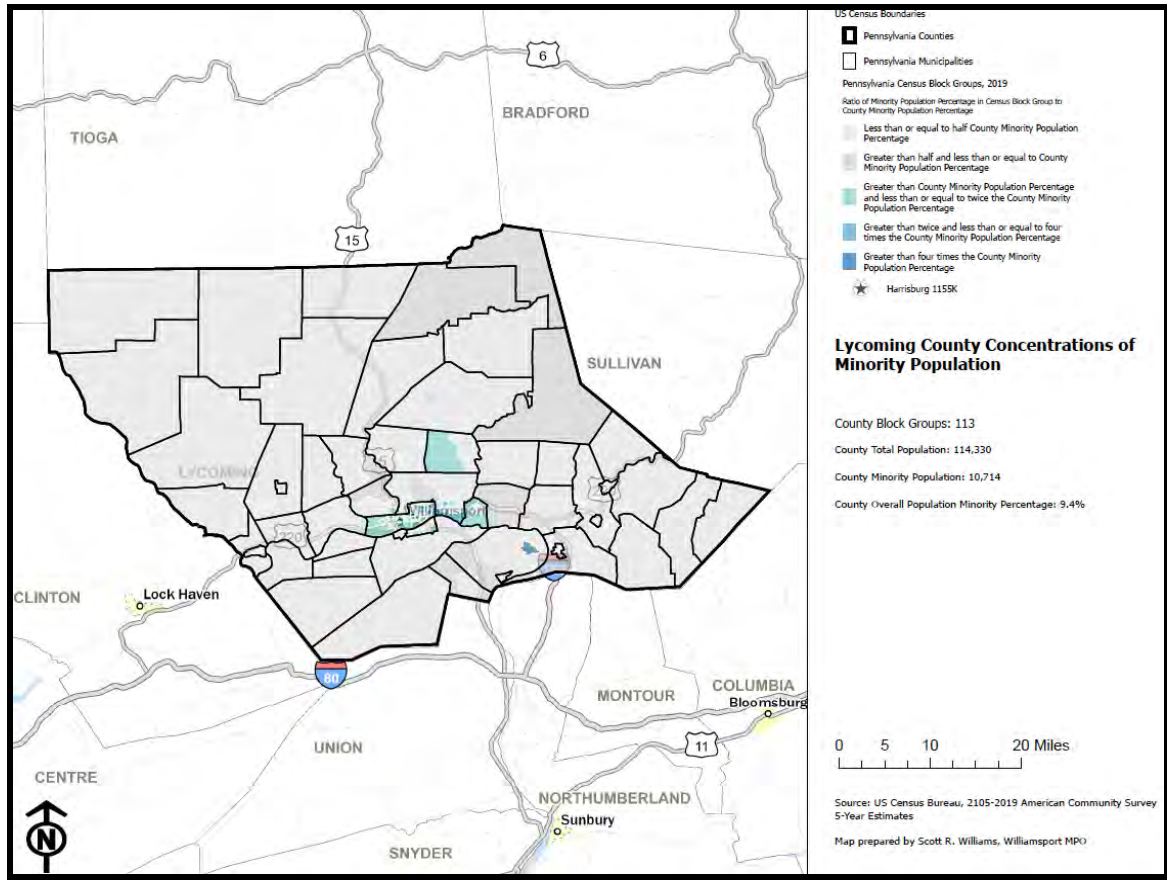
Disparities in Minority Populations Public Participation Process

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 enhance, continuously, 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

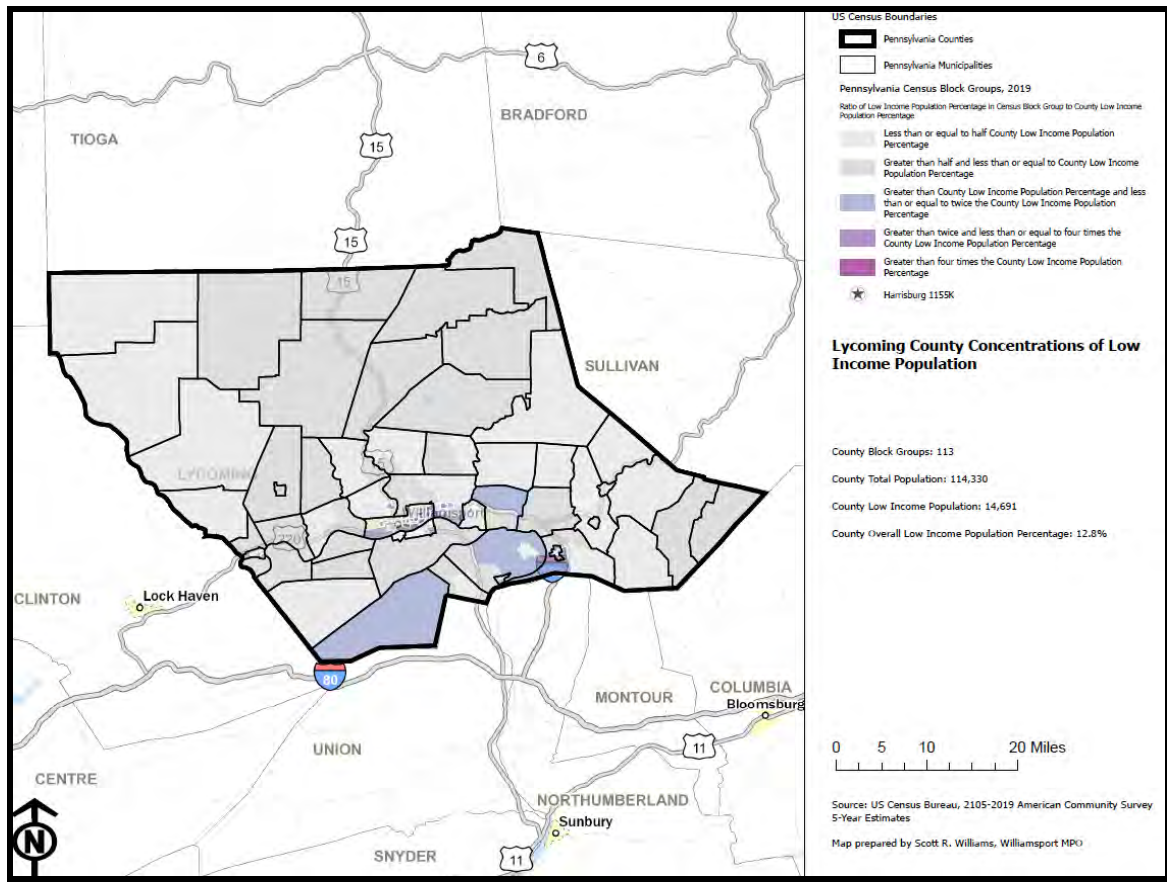
in Trade & Transit II and municipal offices. Furthermore, as projects are developed, additional public meeting locations may be utilized such as civic centers, non-profit centers, or religious facilities in order to increase access for the County's minority populations.



Identification of Low-income Population

- ❖ There are 107,874 persons in Lycoming County for whom low-income status can be determined. Of this number, 14,691 persons (13.6%) were determined to be falling below the poverty level, which is slightly higher than the Pennsylvania 12% poverty level figure ([2019 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.



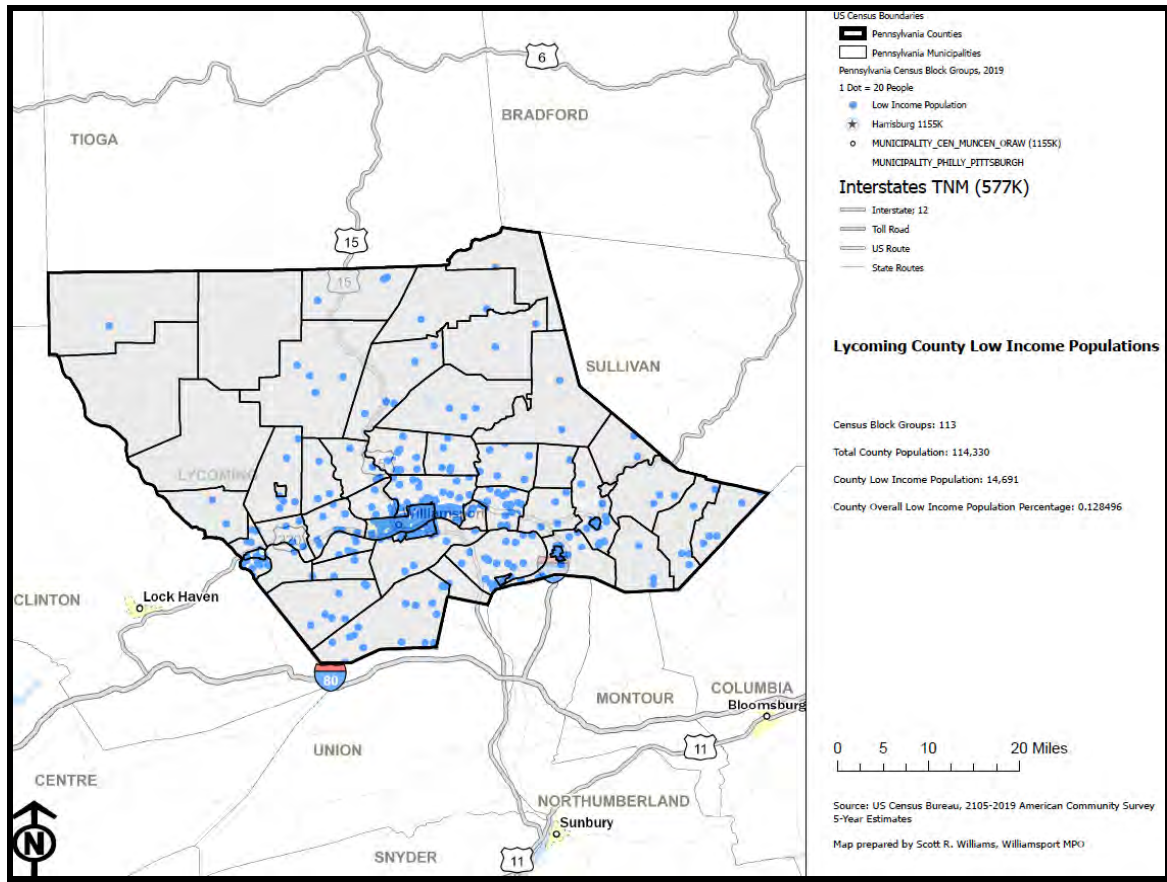
Disparities in Low-Income Population Public Participation Process

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 enhance, continuously, 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 minority and low-income 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:

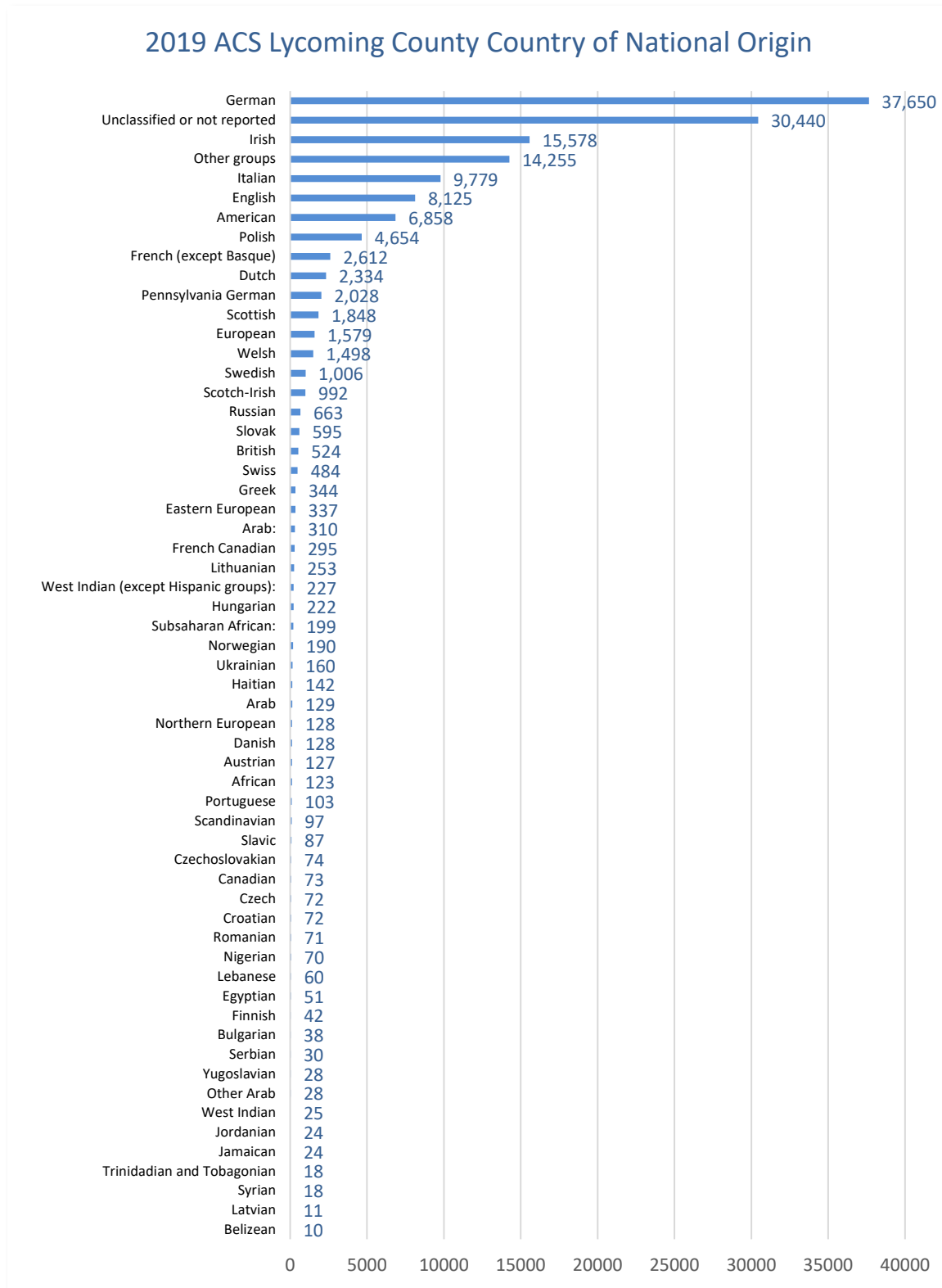
- Engage in intentional discrimination because of race, color, or national origin;
- Use criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin; or,
- Regarding “protected activities,” it is illegal to intimidate, 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 Populations

National Origin

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

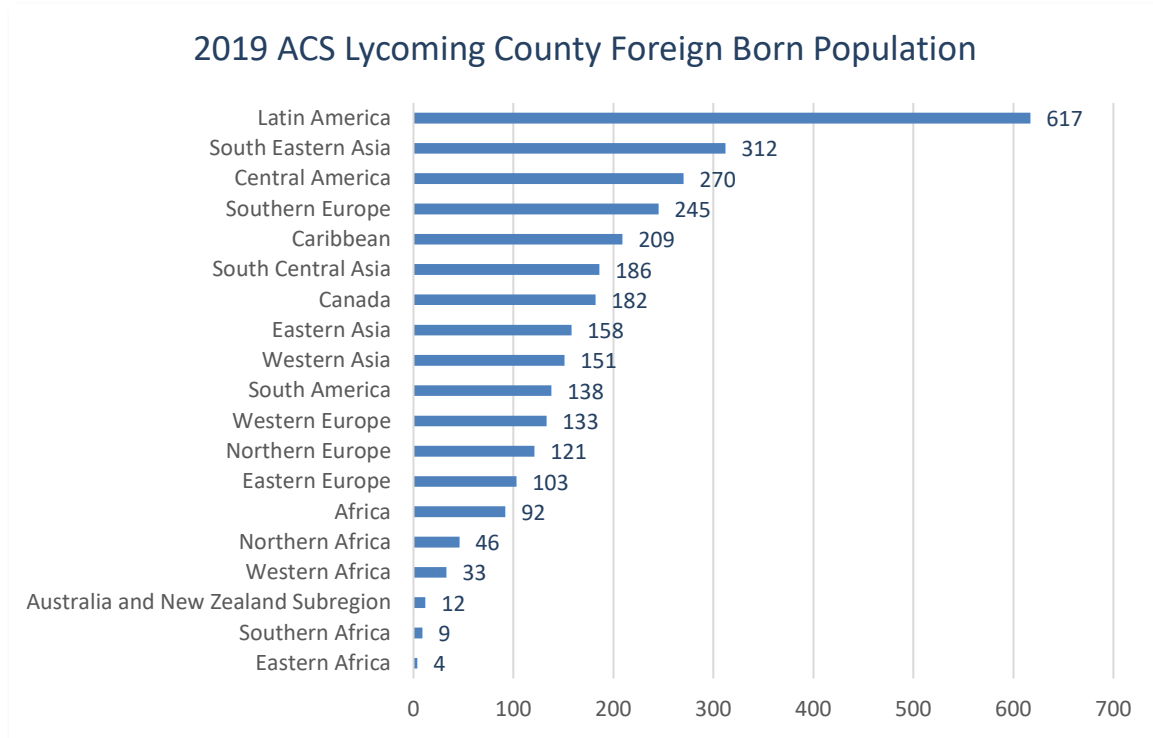
Due to 30,440 persons either not reporting ancestry or being labeled as unclassified, the US. Bureau of Census 2019 American Community Survey Population Estimates were only able to determine ancestry information for 83,890 persons in Lycoming County. From those identified, German ranks as the highest ancestry in Lycoming County with 37,650 persons of German ancestry.



Source: [US Census American Community Survey 2019 5-Year Estimates](#)

Foreign Born Population

The graph below shows US. Bureau of Census 2019 American Community Survey Population Estimates for Lycoming County. Latin America is the highest foreign-born place of birth in Lycoming County with 617 persons being born in Latin America.



Source: [US Census American Community Survey 2019 5-Year Estimates](#)

Disparities in the Public Participation Process

During this Public Participation Plan update, the WATS MPO has not discovered any disparities for the public in the public participation process. However, the WATS MPO recognizes the need to enhance, continuously, 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 accommodation needs for public participation as requested and during product development.

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 the public 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 public.

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:

Scott R. Williams
Transportation Supervisor
Lycoming County Planning & Community Development
48 West Third Street
Williamsport, PA 17701
Phone: (570) 320-2138
Email: swilliams@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.

Additional Civil Rights Responsibilities

The Pennsylvania Human Relations Act (PHRA) of 1955 prohibits *“The practice or policy of discrimination against individuals or groups by reason of their race, color, familial status, religious creed, ancestry, age, sex, national origin, handicap or disability, use of guide or support animals because of blindness, deafness or physical handicap of the user or because the user is a handler or trainer of support or guide animals...”*

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 [Pennsylvania Human Relations Act](#). The WATS MPO complies with Pennsylvania Human Relations Act of 1955 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.

- In the event that an in-person meeting is not feasible (public health emergency, etc.) the WATS MPO will provide detailed information on a virtual meeting option to include: date, time, dial-in number, conference code, and link to the virtual meeting software (Microsoft Teams, Skype, etc.) for the public meeting.
- All public notices published by WATS indicate that 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, four business-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 meeting sites, such as churches, schools, public libraries, and senior centers to reach traditionally underserved populations.

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 1955 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.
- In the event that an in-person meeting is not feasible (public health emergency, etc.) the WATS MPO will provide detailed information on a virtual meeting option to

- include: date, time, dial-in number, conference code, and link to the virtual meeting software (Microsoft Teams, Skype, etc.) for the public meeting.
- All public notices published by WATS indicate that 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, four business 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 111,088 persons residing in the County, where 17,026 persons (15.3%) have a physical or mental disability. The 65 years and over age group of this population grouping total 20,732 persons with 7,153 persons (34.5%) having a physical or mental disability. Lycoming County population disability percentages are slightly higher than the statewide disability percentages at 14% total disability and 32.2% over age 65 with disability figures ([2019 ACS Social Characteristics data](#)).

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 enhance, continuously, 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 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.

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

2019 American Community Survey 5 Year Estimates

Estimated Total Population 5 Years Old And Over			108,093
Estimated Population Speaking Only English Language			104,066
	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"

Williamsport Area Transportation Study Metropolitan Planning Organization
Public Participation Plan

Spanish	1,339	907	282
French, Haitian, or Cajun	317	206	111
German or other West Germanic languages	1,123	799	216
Russian, Polish, or other Slavic languages	115	93	22
Other Indo-European languages	491	426	65
Korean	2	0	2
Chinese (incl. Mandarin, Cantonese)	73	59	14
Vietnamese	61	12	49
Tagalog (incl. Filipino)	47	42	5
Other Asian and Pacific Island languages	197	139	58
Arabic	182	92	90
Other and unspecified languages	80	70	10
TOTAL	4,027	2,845	924

Source: [US Census American Community Survey 2019 5-Year Estimates](#)

	Estimate	Margin of Error	Percent of Population
Number of Households	44,842	+/- 1,617	100%
Estimated Households Speaking Only English	43,006	+/- 1,664	95.9%
Estimated Households Speaking Spanish at Home:	776	+/- 456	1.7%
Limited English speaking household	76	+/- 125	0.1%
Not a limited English speaking household	690	+/- 439	1.5%
Estimated Households Speaking Other Indo-European languages at Home:	882	+/- 390	1.96%
Limited English speaking household	213	+/- 187	0.4%
Not a limited English speaking household	669	+/- 351	1.5%
Estimated Households Speaking Asian & Pacific Island languages at Home:	134	+/- 100	0.3%
Limited English speaking household	23	+/- 38	0.05%
Not a limited English speaking household	111	+/- 93	0.2%

Estimated Households Speaking Other Languages at Home:	54	+/- 59	0.1%
Limited English speaking household	0	+/- 182	0.0%
Not a limited English speaking household	54	+/- 59	0.1%

Source: [US Census American Community Survey 2019 5-Year Estimates](#)

Identification of Limited English Proficiency Population

According to the American Community Survey 2019 estimates, there are a total of 108,093 persons in Lycoming County aged five years and older. Of these, 1,182 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 4.1% primary non-English speaking population and the national estimate of 8.4%. 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 enhance, continuously, 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 enhance, continuously, 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 minority 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 created Facebook, Instagram, Twitter, Linked In, and YouTube accounts and currently has the Facebook, Instagram, and Twitter social media accounts active. 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.

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

Scott R. Williams
Transportation Supervisor
Lycoming County Planning & Community Development
48 West Third Street
Williamsport, PA 17701
Phone: (570) 320-2138
Email: swilliams@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-Musse 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 Akwesasne 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 B: Interested Party Organizations

Interested Parties, cont.	
PROVIDERS OF PUBLIC WATER & SEWER, CONT.	
Brady Twp. Northwest Sewer System 570-547-2220	1986 Elimsport Road Montgomery PA 17752
Franklin Twp Lairdsville Twp WWTP 570-951-7099	PO Box 85 Lairdsville PA 17742
Gregg Twp. Municipal Authority 570-538-3313	16436 Route 15 Allenwood PA 17810
Hughesville Borough Authority 570-584-6005	PO Box 185 Hughesville PA 17737
Hughesville / Wolf Twp. Joint Municipal Authority 570-584-4024	547 Woolen Mill Road Hughesville PA 17737
Jersey Shore Area Joint Water Authority 570-398-1443	1111 Bardo Ave. Jersey Shore PA 17740
Lycoming County Sewer & Water Authority 570-546-8005	PO Box 186 Montoursville PA 17754
Montgomery Water Department 570-547-1671	35 S. Main Street Montgomery PA 17752
Montoursville Sewer System STP 570-546-8005	PO Box 186 Montoursville PA 17754
Muncy Borough Municipal Authority 570-935-0087	127 Girton Drive Muncy PA 17756
Tiadagton Valley Municipal Authority 570-398-2366	PO Box 5039 Jersey Shore PA 17740
West Branch Regional Authority 570-935-0087	127 Girton Drive Muncy PA 17756
Williamsport Municipal Water Authority (WMWA) and Williamsport Sanitary Authority (WSA) 570-323-6148	253 W 4th Street Williamsport PA 17701

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 link to access the Title VI Complaint Form](#)

Appendix D: 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: Households at or below the federal poverty level.

Low-Income Population: Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed DOT program, policy, or activity.

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

Minority Population: Any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed DOT program, policy, or activity.

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 E: 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 County Borough 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.

At the final scheduled public meeting within a calendar year, the Coordinating Committee will set a public meeting schedule for the upcoming year. Prior to this meeting, the WATS Secretary will contact all Lycoming County boroughs and solicit interest in participating in the committee in the upcoming year. The WATS Secretary will present the interested boroughs and a recommendation to the WATS Technical Committee who will nominate a borough to represent the interests of all boroughs in the county to serve on the WATS Coordinating Committee. The WATS Coordinating Committee will then vote on whether to accept the recommendation of the WATS Technical Committee. A borough shall not serve as a representative on the WATS Coordinating Committee in consecutive years

unless no other boroughs indicate interest. The selected borough will be responsible for designating the individual representing them on the committee. If, for any reason, the WATS Technical Committee and WATS Coordinating Committee are unable to complete this procedure at the final meeting of a calendar year the committees will complete the appointment procedure at the next practical public meeting times. The previously appointed borough will continue to serve until reappointed or another borough is appointed.

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

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

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

Section 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.

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

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

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

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

Section 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 Coordinating Committee Representative
- Lycoming County Borough 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. As such, the Chair of each respective committee is counted as part of a quorum. No quorum is necessary to convene meetings of advisory committees unless determined by the Coordinating Committee.

Section 3: 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

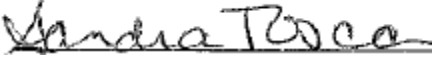
WATS MPO administrative related costs borne by the County of Lycoming and the City of Williamsport shall be reimbursable in accordance with the WATS MPO approved UPWP (Unified Planning Work Program) related contract terms and conditions executed between the County of Lycoming, PennDOT and City of Williamsport.

ARTICLE VI: AMENDMENT PROCEDURE

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

ADOPTION

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

By: 

Sandra Tosca, WATS MPO Chair

Attest: 

Scott R. Williams, WATS Secretary

Appendix G: Summary of Public Comments

Williamsport Area Transportation Study Metropolitan Planning Organization

ANNUAL REPORT, STATE FISCAL
YEAR 2020-2021

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Introduction – About WATS

A Metropolitan Planning Organization (MPO) is a planning body composed of elected and appointed officials representing local, state and federal governments or other agencies having an interest or responsibility in the local transportation system. The MPO is responsible for creating a Long-Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP). An MPO can be a regional, multicounty organization or a single county. The Williamsport Area Transportation Study (WATS) is the single county MPO covering Lycoming County. The role of the WATS MPO is to develop transportation policies, programs and projects, which move people and goods in a safe, efficient manner, promote economic development, protect the environment, and preserve Lycoming County's outstanding quality of life amenities.

Committee Structure

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

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

Non-voting members consist of:

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

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

The Technical Committee consists of seven voting members as follows:

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

Non-voting members consist of:

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

Additionally, WATS has advisory committees for transit planning and bicycle/pedestrian planning.

Committee Meeting Dates and Times

WATS committees met 9 times between July 1, 2020 and June 30, 2021. Due to the challenges posed by the COVID-19 pandemic, all meetings starting with the April 6, 2020 WATS Technical Committee meeting were held as virtual meetings.

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

WATS Committee Membership Meeting Participation

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

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

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

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

Staffing

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

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

Lycoming County Department of Planning and Community Development Contacts:

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

- Salvatore Vitko, Transportation Planner
 - Telephone: (570) 320-2140
 - Email: svitko@lyco.org
- WATS information is accessible on the Lycoming County website: <http://www.lyco.org/wats-mpo>
- The mailing address for the Lycoming County Department of Planning & Community Development: **48 West 3rd St. Williamsport, PA 17701**

Public Participation and Outreach

Public Participation Plan

The WATS MPO Public Participation Plan, adopted by Williamsport MPO on December 19, 2013 and amended on January 27, 2020, is designed to establish a process that provides timely information to the public, timely public notice of meetings, advisory committee appointments, and workshops, public access to key decisions, and early and continuing involvement of the public in developing transportation plans and transportation improvement programs. Engaging communities within Lycoming County is critical for all MPO efforts. WATS MPO has taken initiatives to improve and provide more opportunities for public participation and feedback, rather than only holding public meetings for projects. The following describes the WATS MPO's goals, public outreach, and engagement for the 2020-2021 Fiscal Year.

Goal

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

Who is "the Public"?

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

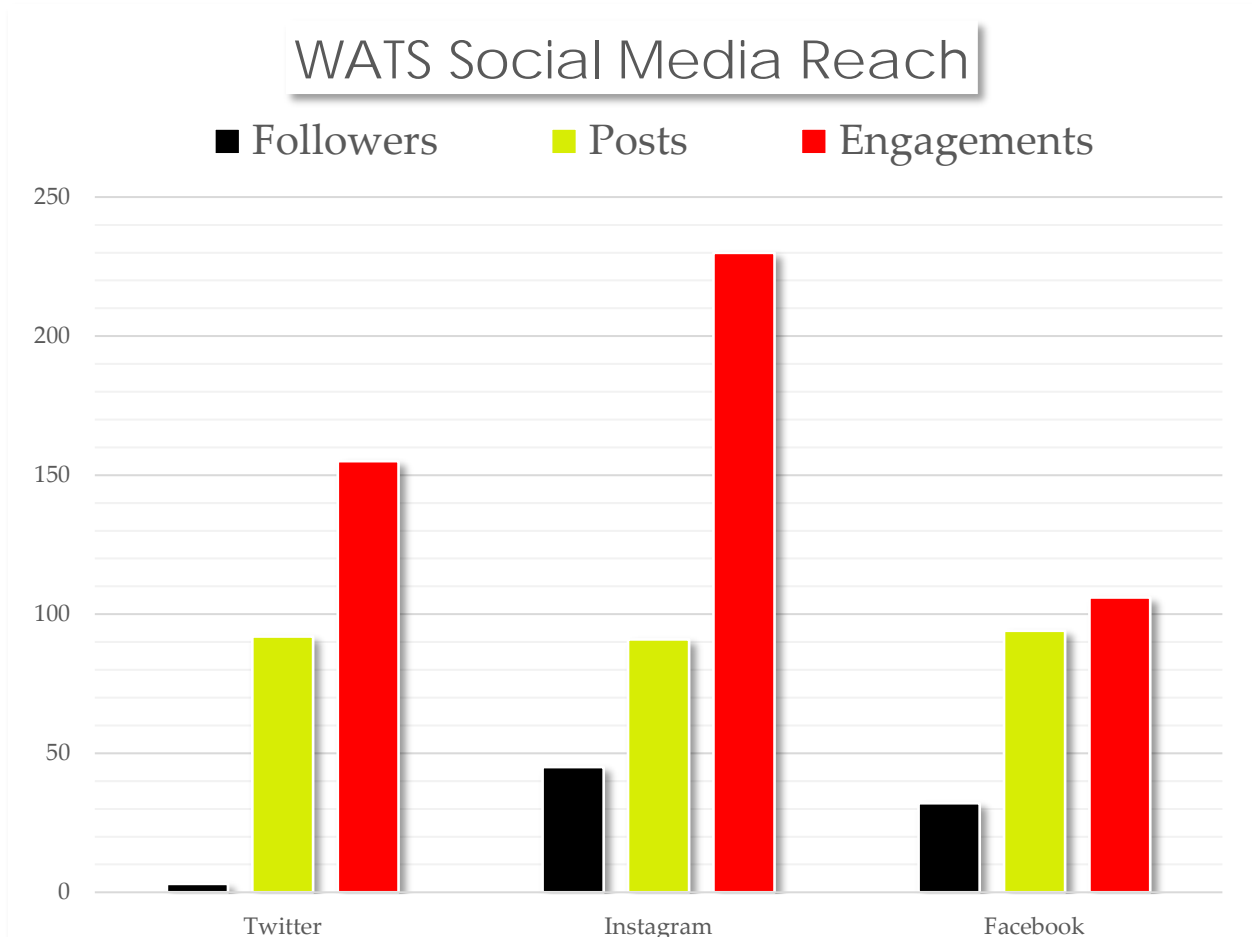
Public Meetings:

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

Social Media:

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

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



Work Program

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

Summary of Work Tasks

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

Coordination and Economic Development

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

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

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

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

1-C. Coordination (PCD)

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

1-D. Marketing and Economic Development (RVT)

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

1-E. Financial Capacity Planning (RVT)

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

1-F. Project Needs Studies (PCD)

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

Transportation Infrastructure

2-A. Transit Programming (RVT)

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

2-B. Highway Programming (PCD)

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

2-C. Air Quality-Monitoring (PCD)

Lycoming County is currently designated as an Air Quality Attainment Area. In the event Lycoming County is designated as a non-attainment area due to changes in the Federal Clean Air Act standards or changes in Lycoming County's air quality, it may be appropriate for the WATS MPO transportation planning program priorities to be adjusted.

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

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

2-E. HPMS (PCD)

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

Long Range Planning

3-A. Long Range Plan Update (PCD)

Update and implement the WATS Long Range Transportation Plan

3-B. ADA Planning (RVT)

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

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

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

3-D. Highway Designations (PCD)

Review and update highway designations. Initiated a comprehensive update of WATS functional classification mapping and WATS submitted data and mapping to establish Critical Urban and

Program Management

4-A. Administration (PCD)

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

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

Maintain compliance with the Omnibus Employee Testing Act of 1991; provide on-going safety training for all employees especially in light of RVT's compressed natural gas equipment and

facility. Also, continue to manage transportation safety and security issues on a daily basis and on all RVT construction projects.

Supplemental Tasks

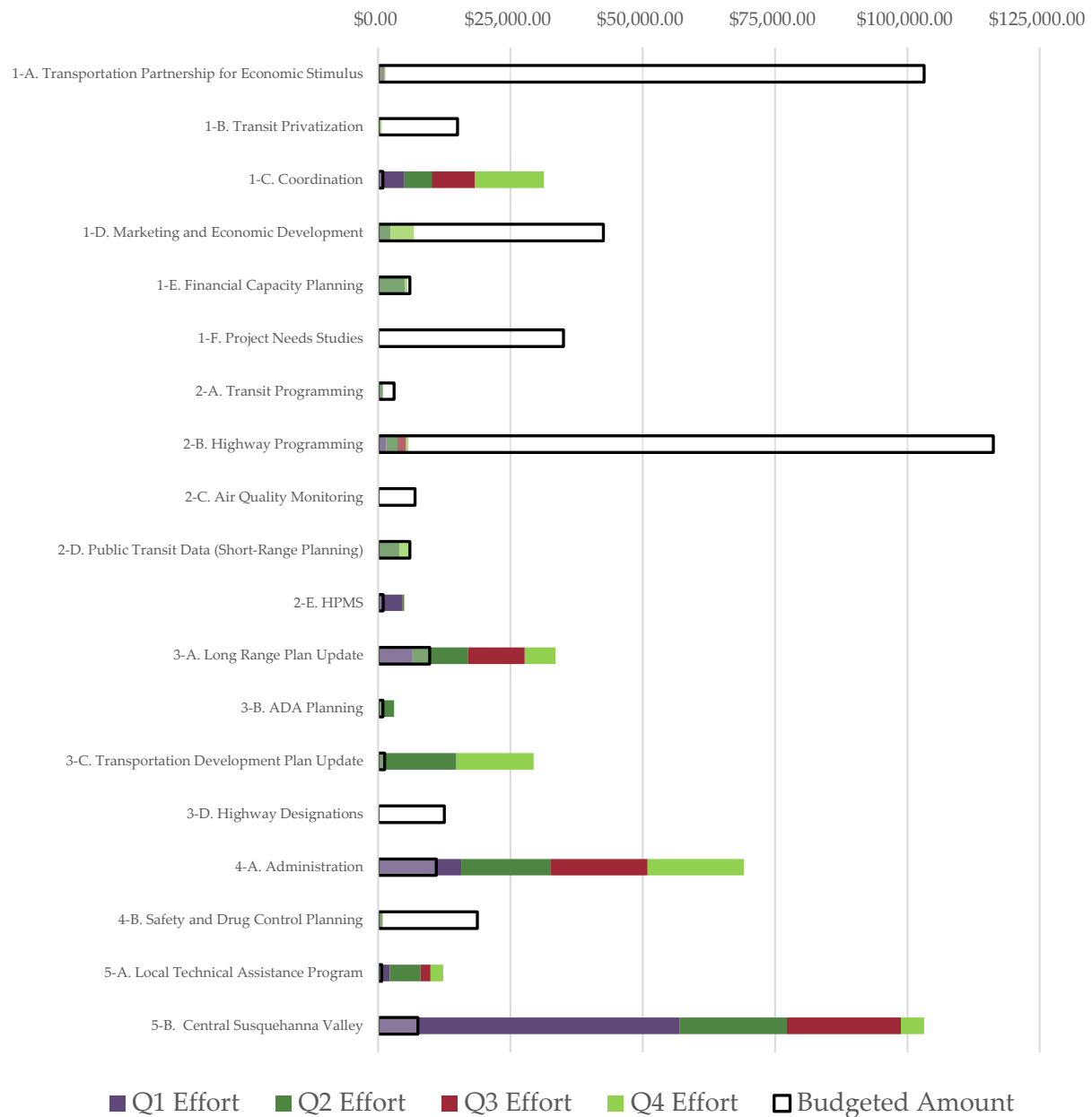
5-A. Local Technical Assistance Program (LTAP) Assistance (PCD)

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

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

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

Summary of Work Performed During Fiscal Year 2020-2021



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

Coordination and Economic Development

1-A. Transportation Partnerships

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

1-C. Coordination

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

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

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

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

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

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

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

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

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

Transportation Infrastructure

2-B. Highway Programming

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

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

2-E. HPMS – Samples

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

Long Range Planning

3-A. Long Range Plan Update

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

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

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

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

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

Program Management

4-A. Administration

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

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

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

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

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

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

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

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

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

Local Technical Assistance Program

5-A. Local Technical Assistance Program (LTAP)

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

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

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

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

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

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

Coordination and Economic Development

1-A. Transportation Partnerships

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

1-C. Coordination

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

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

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

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

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

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

Transportation Infrastructure

2-B. Highway Programming

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

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

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

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

2-E HPMS – Samples

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

Long Range Planning

3-A. Long Range Plan Update

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

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

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

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

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

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

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

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

Program Management

4-A. Administration

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

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

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

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

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

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

Local Technical Assistance Program

5-A. Local Technical Assistance Program (LTAP)

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

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

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

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

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

5-B. CSVT Land Use/Transportation Study

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

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

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

Coordination and Economic Development

1-A. Transportation Partnerships

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

1-C. Coordination

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

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

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

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

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

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

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

Transportation Infrastructure

2-B. Highway Programming

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

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

2-E HPMS – Samples

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

Long Range Planning

3-A. Long Range Plan Update

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

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

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

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

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

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

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

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

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

Program Management

4-A. Administration

LCPC Staff made all preparations and convened a WATS Technical Committee public teleconference meeting held on January 11, 2021. The PCD Director also attended the meeting. LCPC Staff made all preparations and convened a WATS Coordinating Committee public teleconference meeting on January 25, 2021. The PCD Director also attended the meeting. LCPC Staff continued general administrative activities (website maintenance, equipment purchases, exploring possible funding sources, staff training and coordinating with our transit partners) in support of the overall WATS program. LCPC Staff attended the PennDOT Personal Delivery Device webinar on January 20, 2021. LCPC Staff attended the Environmental Justice 2021 Transportation Improvement Program After Action Report meetings on March 4, March 11, and March 25, 2021. LCPC Staff attended the PennDOT 12-Year Plan Public Forum on March 23, 2021. LCPC Staff prepared and submitted the FFY 2021-2022 second quarter progress report and invoice to PennDOT for cost reimbursement of WATS UPWP activities. LCPC Staff participated in the PennDOT Planning Partners conference calls held on January 20, 2021 and March 17, 2021.

Local Technical Assistance Program

5-A. Local Technical Assistance Program (LTAP)

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

5-B. CSVT Land Use/Transportation Study

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

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

Coordination and Economic Development

1-A. Transportation Partnerships

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

1-C. Coordination

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

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

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

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

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

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

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

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

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

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

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

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

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

Transportation Infrastructure

2-B. Highway Programming

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

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

Long Range Planning

3-A. Long Range Plan Update

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

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

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

Program Management

4-A. Administration

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

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

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

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

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

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

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

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

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

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

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

Local Technical Assistance Program

5-A. Local Technical Assistance Program (LTAP)

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

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

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

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

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

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

5-B. CSVT Land Use/Transportation Study

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

Summary of WATS Supplemental Task Work Activity FY 2020-2021

Local Technical Assistance Program

Program Overview

A Metropolitan Planning Organization (MPO) is a planning body composed of elected and appointed officials representing local, state, and federal governments or other agencies having an interest or responsibility in local transportation systems. The MPO is responsible for creating a Long Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP). An MPO can be a regional, multicounty organization or a single county. The Williamsport Area Transportation Study (WATS) is the single county MPO covering Lycoming County. The role of the WATS MPO is to develop transportation policies, programs, and projects that move people and goods in a safe, efficient manner, promote economic development, protect the environment, and preserve Lycoming County's outstanding quality of life.

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

This is the 16th year the Williamsport MPO has collaborated with PennDOT to assist in the LTAP program. The contracting mechanism for MPO involvement was inclusion of Task 5-A in the FY 2020-2022 WATS UPWP. We have found numerous ways to integrate LTAP with our other local transportation

planning initiatives. We have verified that municipal officials are aware of LTAP services and benefits that are readily available and have received very positive feedback on the usefulness and value of the program to address their transportation training needs.

Since these documents must be fiscally constrained as per federal requirements, it is important that preventative maintenance measures be employed to extend the life of roads and bridges to avoid the high capital expenditures on larger scale projects that become unaffordable for our MPO to program. The LTAP Program provides municipal officials with a wealth of educational materials targeted at preventative maintenance, in order to stretch limited transportation dollars to perform cost-effective transportation asset management.

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

Program Accomplishments

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

1. The Lycoming County Department of Planning & Community Development staff is now more highly educated on the services offered through LTAP, which will allow us to more effectively market the program with our municipal officials. Effective marketing begins with a thorough understanding of the product or service you are offering.
2. With the COVID-19 public health emergency and Governor Wolf's Stay-at-Home guidance the 2020-2021 LTAP program faced significant challenges. The PCD staff, working with PSATS and LTAP, were able to convert a number of, typically "in-person" courses, to a virtual format.
3. Due to the COVID-19 public health emergency, and the continued Stay-at-Home guidance from Governor Wolf's office the LTAP courses remained in a virtual format throughout 2020. In an attempt to offer additional training opportunities, the PCD staff collaborated with the Pennsylvania College of Technology to hold two (2) in-person courses in fall 2020. The following courses were held at the Penn College Earth Science Center in fall of 2020. Due to Penn College's COVID-19 protocols, the course sizes were limited to 12 students.
 - a. Equipment Operator Training on October 20, 2020

b. Chainsaw Safety & Maintenance on November 19, 2020

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

4. In 2016, Lycoming County, utilizing LTAP supplemental funding completed the Lycoming County Small Bridge Inventory Pilot program. The pilot program demonstrated the general lack of awareness regarding the condition of smaller, local bridges less than 20 feet long, because federal inspections are not required on these structures. Follow-up NBIS level inspections, completed by Lycoming County, identified 104 such structures.
5. Using the data obtained through the Small Bridge Inventory Pilot program, the County, working with PennDOT Engineering District 3-0 and local municipal bridge owners has developed a local bridge bundling program to begin to repair or replace 17 poor condition locally owned bridges (a \$7 million local investment). The Lycoming County Bridge Bundling RFP was issued in January 2020. PCD staff received nine (9) proposals from engineering firms for the Bridge Bundling project. After interviewing a number of the firms, the PCD staff extended an offer to Bassett Engineering, Inc. for the bridge bundling project. The Lycoming County Commissioners approved the contract with Bassett Engineering on June 13, 2020. Preliminary design and engineering work began on the Lycoming County Bridge Bundling project in July 2020. Construction of the first “bundle” of four (4) bridges located in Eldred, Hepburn, Limestone, and Muncy Townships is scheduled to begin in June 2021 with Bundle 1 construction completed in late 2021. The Bridge Bundling program will have a significant impact on addressing Lycoming County’s poor-condition locally owned bridge backlog. It is critical to note that this project would not have been possible without the assistance of LTAP supplemental funds.
6. The PCD staff had hoped to hold the LTAP Bridge Maintenance and Inspection course in fall 2020 to provide training to municipalities on effective preventative maintenance of bridge structures. However, due to the COVID-19 orders we were unable to host the course. Because the LTAP Bridge Maintenance and Inspection course will be an essential tool in this regard, the PCD staff will work with PennDOT to schedule the in-person course as soon as LTAP returns to in-person instruction. Certain other low volume local bridges are also being targeted for closure and removal.
7. The LTAP classes offered in Lycoming County are consistent with the most frequent courses requested by our municipalities through our survey results, which help to contribute to good course attendance and feedback by municipal officials.
8. The Williamsport MPO LTAP program has been analyzed in terms of number of courses offered, registrants and attendees.

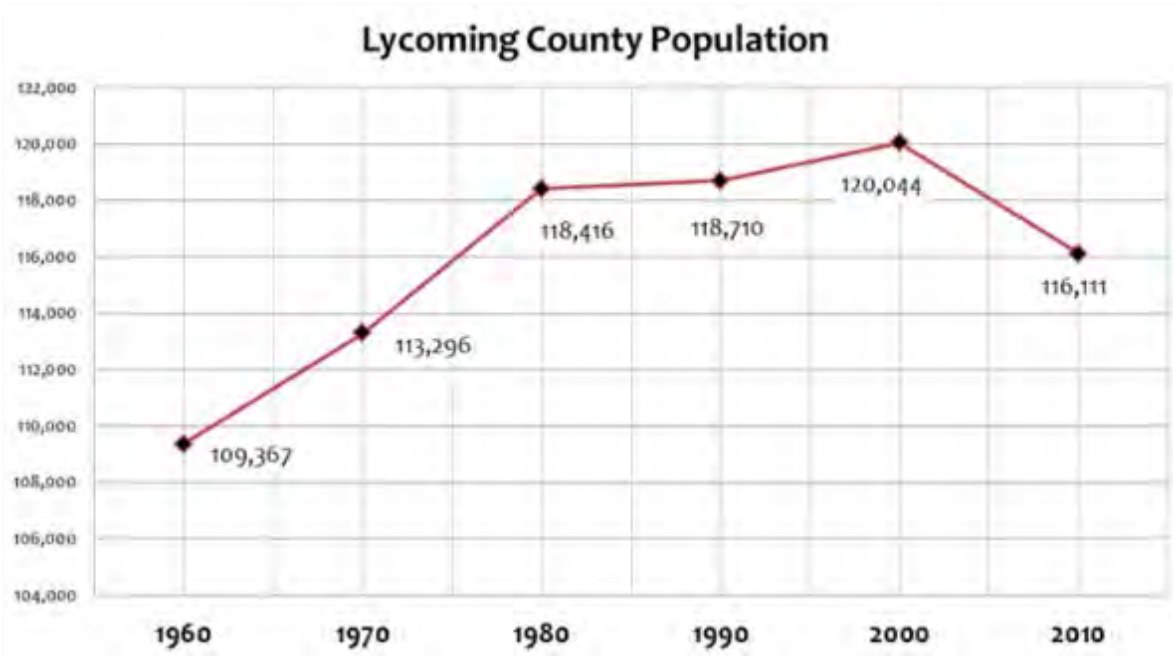
<i>Program Year</i>	<i>Number of Courses Held</i>	<i>Number of Registrants</i>	<i>Number of Attendees</i>	<i>Average Number of Attendees Per Course</i>
2005-2006	7	137	102	15
2006-2007	8	145	113	14
2007-2008	9	313	240	26
2008-2009	16	327	252	16
2009-2010	7	84	66	10
2010-2011	5	70	52	10
2011-2012	9	176	143	16
2012-2013	5	114	93	19
2013-2014	8	153	128	16
2014-2015	8	139	107	13
2015-2016	4	96	76	19
2016-2017	4	70	50	13
2017-2018	4	71	54	13
2018-2019	5	142	115	23
2019-2020	3	82	82	27
2020-2021	80	45	28	2.8
16 Year Total	182	2,181	1,713	15.8

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

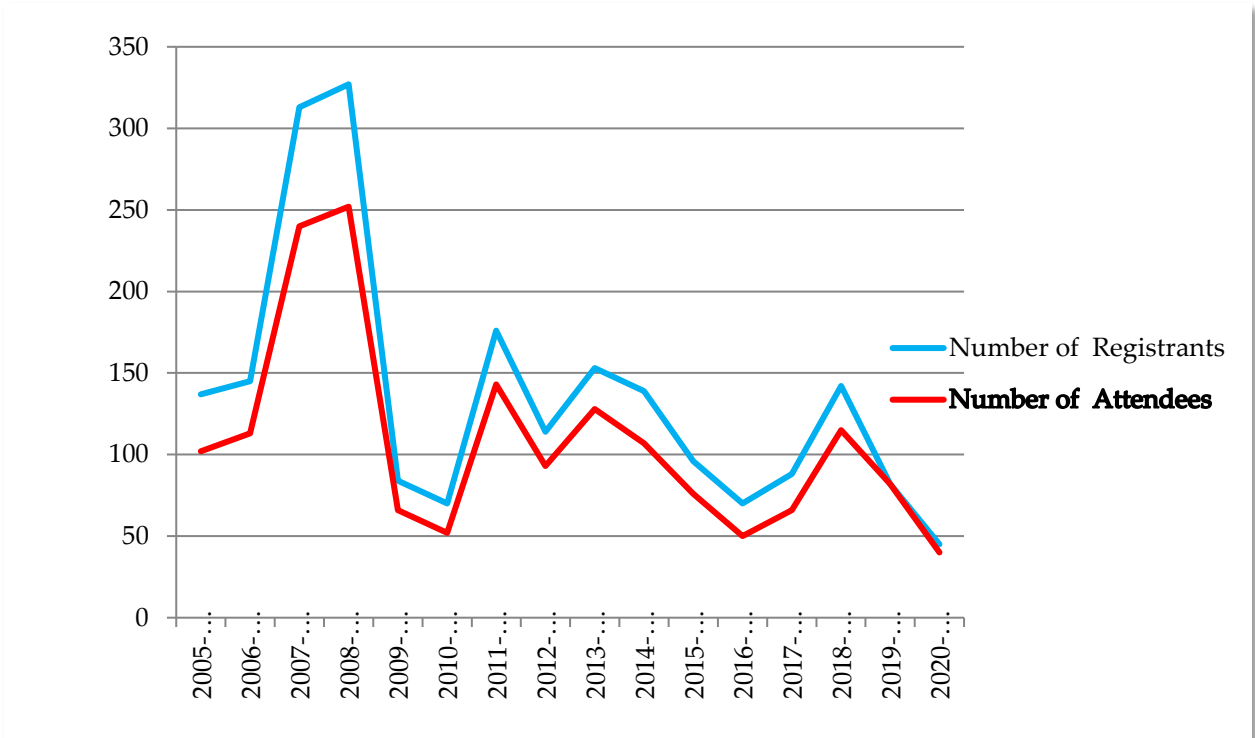
- a. Equipment Operator Training on October 20, 2020
- b. Chainsaw Safety & Maintenance on November 19, 2020

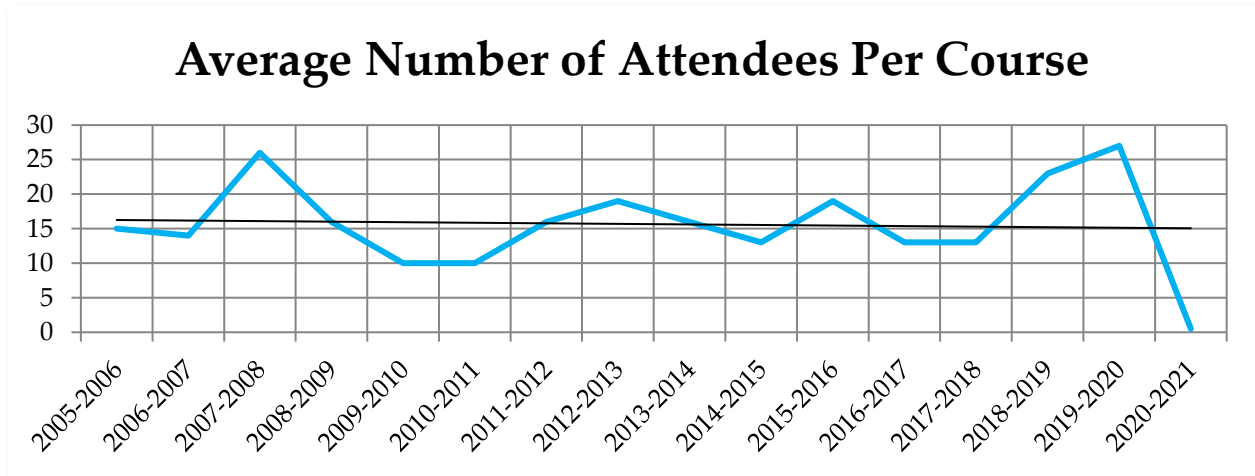
The PCD staff plans to continue the partnership with Pennsylvania College of Technology and review other potential courses that the MPO can offer municipalities.

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



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





As WATS plans our LTAP 2021-2022 program course selection and outreach for upcoming classes, we are focusing on courses with significantly updated material and try to emphasize this fact to our target audience. We are hopeful that a return to in-person courses will also increase municipal participation and attendance in LTAP. Additionally, many of the municipalities in Lycoming County have very small staffs with very small budgets and simply cannot afford to lose worker-hours to a half- or full-day training. Despite these challenges, PCD will continue to pursue innovative ways to boost registration and attendance

FY 2020-2021 Program Highlights

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

LTAP Municipal Training Needs Survey

For the 2020-2021 LTAP program year, PCD Staff continued issuance of a two page simplified course survey in October 2020. Typically, the MPO would schedule courses based on the municipal requests from the survey. However, with the COVID-19 orders still in effect, the MPO was not able to guarantee LTAP courses requested by Lycoming County municipalities. PCD staff worked with PSATS to attempt to schedule the requested LTAP courses as possible in the updated virtual format.

LTAP Course Offerings

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

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

Communication / Marketing

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

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

The Lycoming County Department of Planning & Community Development continued working partnerships with many organizations to market the LTAP Program in 2020-2021 including:

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

In 2020, the PCD continued the incentive program whereby any municipality that had an individual register and attend an LTAP course offering, would receive an additional \$50 on their municipal liquid fuels allocation in 2021. It is hoped that this will further incentivize municipalities to send representatives to LTAP course offerings. This program was promoted with the following graphic mailed to municipalities, emailed to municipal officials, and incorporated into the LTAP section of the [WATS MPO website](http://www.lyco.org/wats-mpo).



While the 2020-2021 LTAP attendance does show promise that the incentive program is working, further LTAP programs are needed to determine if this incentive program will become successful. Below is the 2021 liquid fuel allotment bonuses based on this new incentive program.

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

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

Budget Expenditures

This section of the annual report provides a summary of budgetary expenditures for various work tasks by quarterly reporting period in support of Lycoming County Department of Planning & Community Development efforts to promote the LTAP Program in Lycoming County based on authorized work activities contained in Task 5-A of the Williamsport MPO approved FY 2020-2022 Unified Planning Work Program.

Quarterly Budget Expenditures for LTAP Task (VII-A)

Task 5-A First Quarter Expenditures

(July 1, 2020-September 30, 2020)

\$ 2,191.28

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

Task 5-A Second Quarter Expenditures

(October 1, 2020 - December 31, 2020)

\$ 5,799.50

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

Task 5-A Third Quarter Expenditures

(January 1, 2021- March 31, 2021)

\$ 1,938.92

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

Task 5-A Fourth Quarter Expenditures

(April 1, 2021 – June 30, 2021)

\$2,338.63

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

FY 2020-2021 WATS MPO LTAP Task Budget Summary

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

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

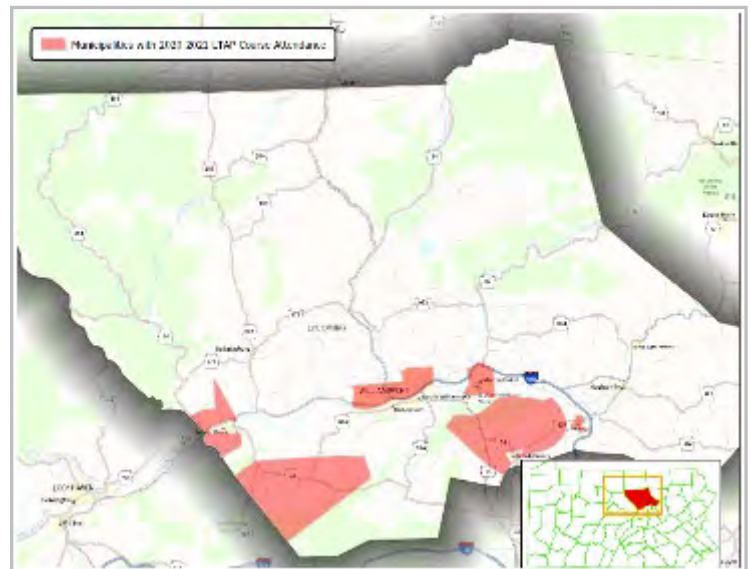
Program Success Stories

Diversity of Course Offerings

Since the PCD began its partnership with PennDOT in 2005 to market LTAP courses in Lycoming County, we have offered 182 courses with 1713 municipal officials in attendance. These courses yielded an average of 15.6 attendees per course which is strong, considering our MPO represents a single county (Lycoming) with a small municipal catchment base and large geographic area (largest land area of any PA County) involving long travel times for some of our municipal attendees.

High Participation across Municipalities

51 of the 52 Lycoming County municipalities (98%) have attended LTAP courses or have used LTAP services since 2005. About 11.5% or 6 Lycoming County municipalities attended LTAP classes this year (meaning at least one person from the municipality attended at least one of the LTAP courses offered). In contrast, approximately 16%, or 8 Lycoming County municipalities attend LTAP courses in 2017-2018. The COVID-19 public health emergency *greatly affected* municipal participation in the 2020-2021 LTAP courses. The MPO is hopeful that once in-person LTAP courses resume municipal attendance will increase.



Major Marketing Opportunities 2020 & Beyond

At their November 18, 2019 public meeting, the Williamsport MPO approved the continuation of the Lycoming County Department of Planning & Community Development participation as a partner with PennDOT in the LTAP program by including a separate task once again in the FY 2020-2022 WATS MPO Unified Planning Work Program. The PCD will continue to pursue a marketing plan that will identify strategies to maintain consistent levels of attendance at LTAP trainings and expand participation in technical assistance in Lycoming County.

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

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

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

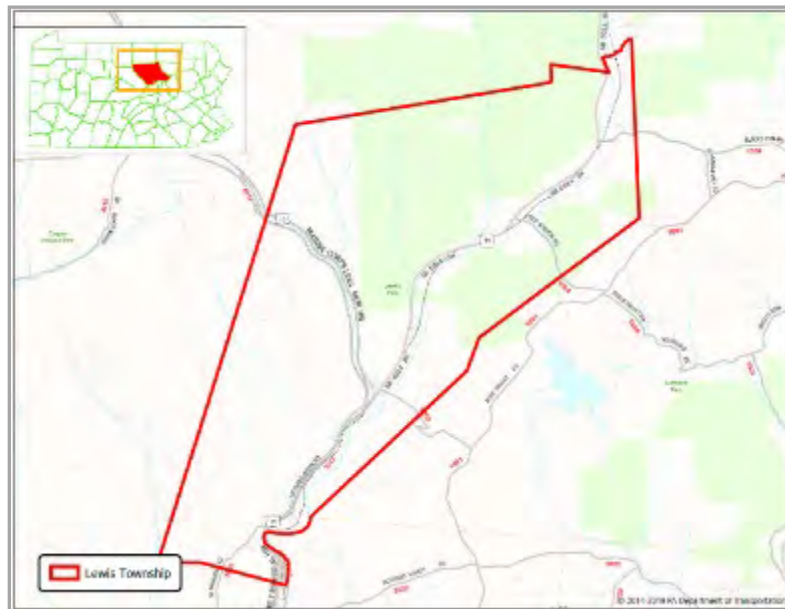
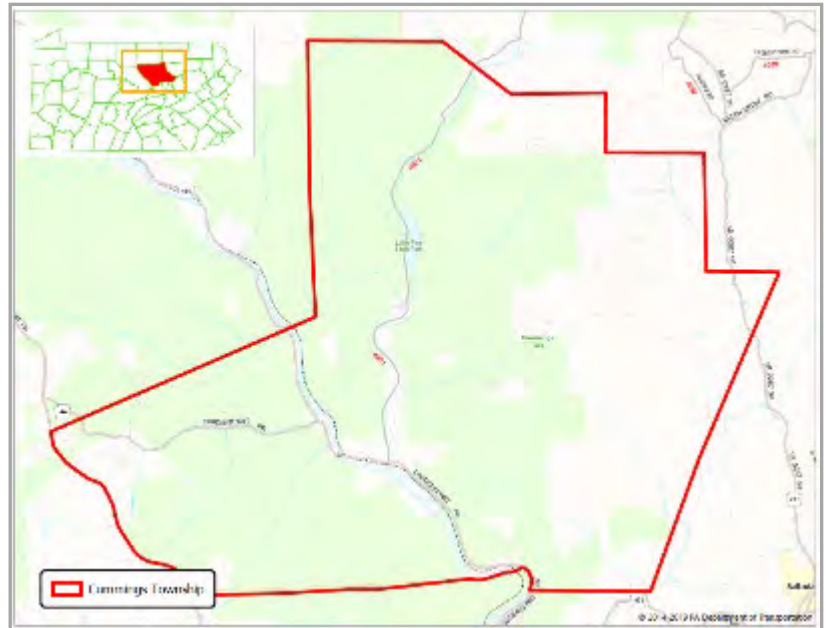
Technical Assistance

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

PCD Staff will continue to monitor Technical Assistance requests via the LTAP website and informational flyers targeted at Lycoming County's 52 municipalities. The PCD staff received four (4) requests for Technical Assistance visits during the 2020-2021 LTAP year.

Cummings Township:

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



Lewis Township:

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

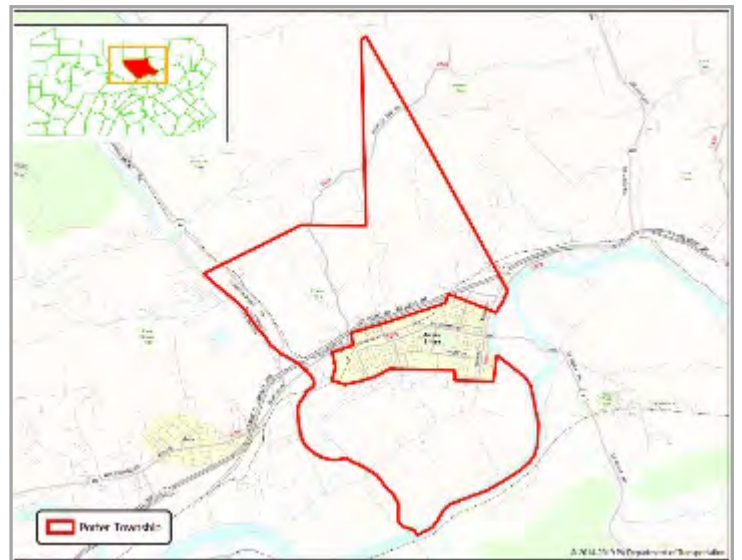
Muncy Borough:

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



Porter Township:

Pine Creek Technical Assistance, PCD staff scheduled a Technical Assistance visit with Porter Township, however, due to Governor Wolf's COVID-19 mandatory shutdown order; PCD staff had to reschedule the assistance visit until fall 2020. PCD staff met with Porter Twp. Supervisors, DEP representatives, the LTAP engineer, and engineers from Geo-Technology Associates to review options to stabilize Pine Creek Ave. in Porter Township. The LTAP engineer provided Township Supervisors with a Technical Assistance Memo outlining stabilization options and other preventative maintenance options.



These technical assistance visits are extremely helpful to Lycoming County municipalities, providing them with the necessary information and best practices to correct a number of maintenance issues. The Williamsport MPO staff continues to promote the Technical Assistance program and field visits at all LTAP training sessions, upcoming township and county conventions, and other events.

Performance Measures

Performance based planning and programming

Performance-based planning and programming is a system-level, data-driven method for strategically identifying potential projects to best meet the quantifiable needs present in the multimodal transportation system. Trends and analysis of various metrics inform long range planning and identify

goals and objectives. Connecting performance measures to goals and objectives through the setting of targets based on measurable indices provides a basis for better understanding and sharing information with stakeholders and the public.

In 2012, a new transportation reauthorization bill was signed into law entitled Moving Ahead for Progress in the 21st Century (MAP-21). Along with consolidating a number of federal transportation funding programs and promoting accelerated project delivery, environmental sustainability, more efficient freight movement, increased safety, congestion reduction and system reliability this legislation continues metropolitan and statewide transportation planning processes and incorporates performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.

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

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

On December 4, 2015, President Obama signed the current transportation reauthorization bill the Fixing America's Surface Transportation (FAST) Act. This bill continued the outcome-based performance measures of MAP-21 and clarified the nature of how the goals would be assessed. As a Metropolitan Planning Organization, the Williamsport Area Transportation Study has the option either to accept and support the statewide targets established by PennDOT or to set our own performance targets. The Williamsport Area Transportation Study Metropolitan Planning Organization will opt to accept and support the statewide performance targets developed by PennDOT.

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

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the National Highway System

- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Program

Measures of safety performance

There are five performance measures established to track highway safety:

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

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

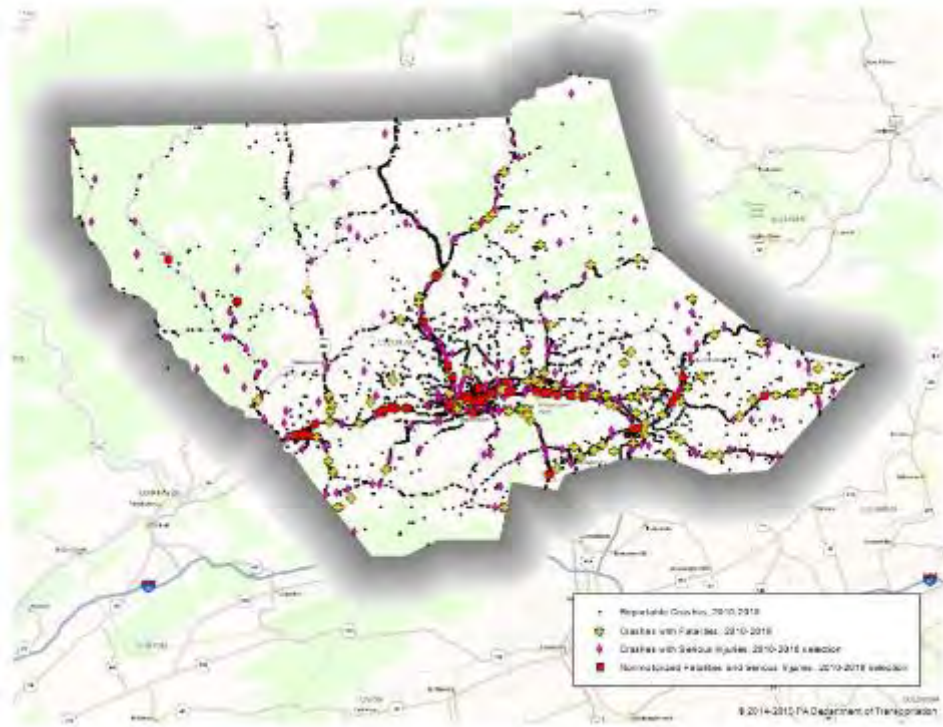
	Statewide Target, 2016-2020	WATS Target, 2016- 2020	Statewide Baseline, 2014-2018	WATS Baseline, 2014-2018
Number of Fatalities	1,171.9	10.7	1,182.0	15.0
Fatality Rate (per 100 Million Miles Traveled)	1.148	1.020	1.169	1.405
Number of Serious Injuries	4,400.3	42.0	3,839.6	40.6
Serious Injury Rate (per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

WATS Highway Safety 2010-2021

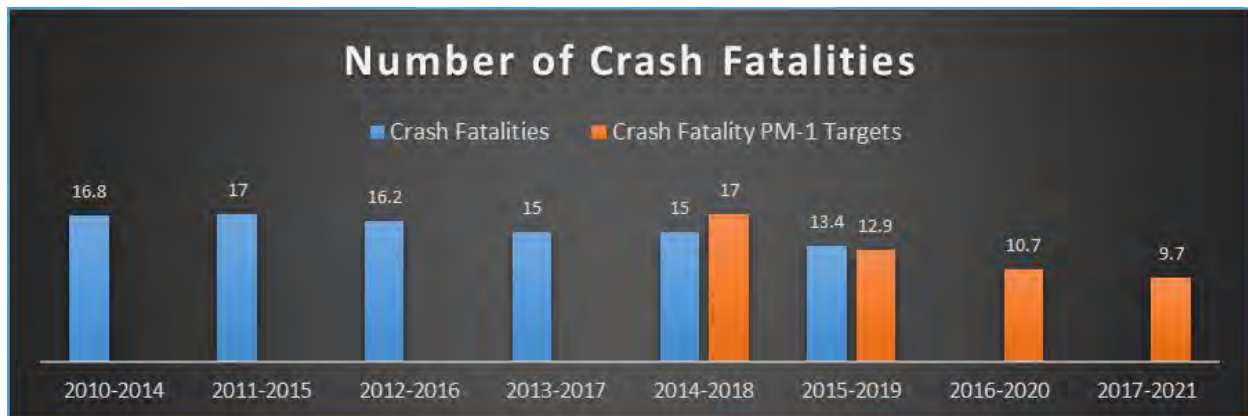
A key component of effective performance-based planning is tracking the measures through time and analyzing available data to identify patterns or trends. This tells us how the decisions we make are impacting the transportation system of Lycoming County and provides a more informed approach when making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

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

Reportable Crash Locations, 2010-2018



Number of Crash Fatalities 2010-2021



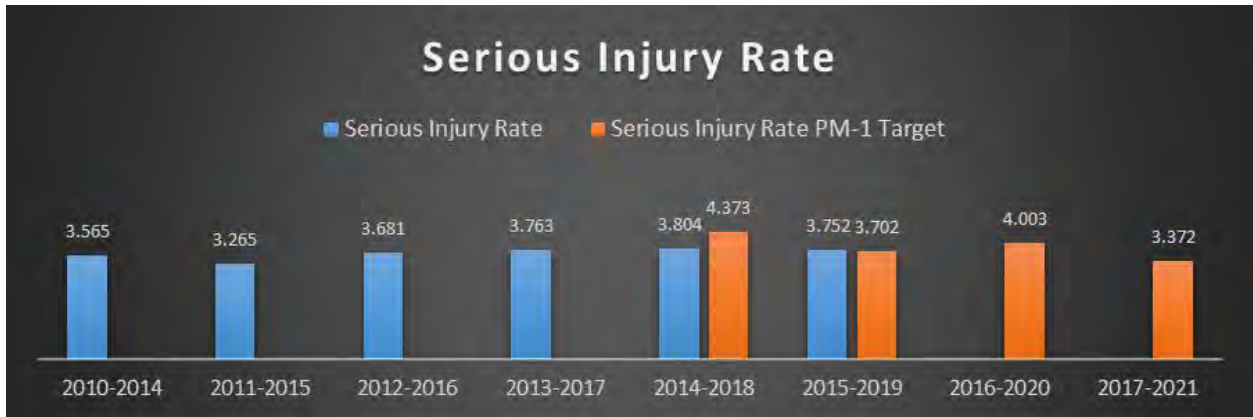
Crash Fatality Rate 2020-2021



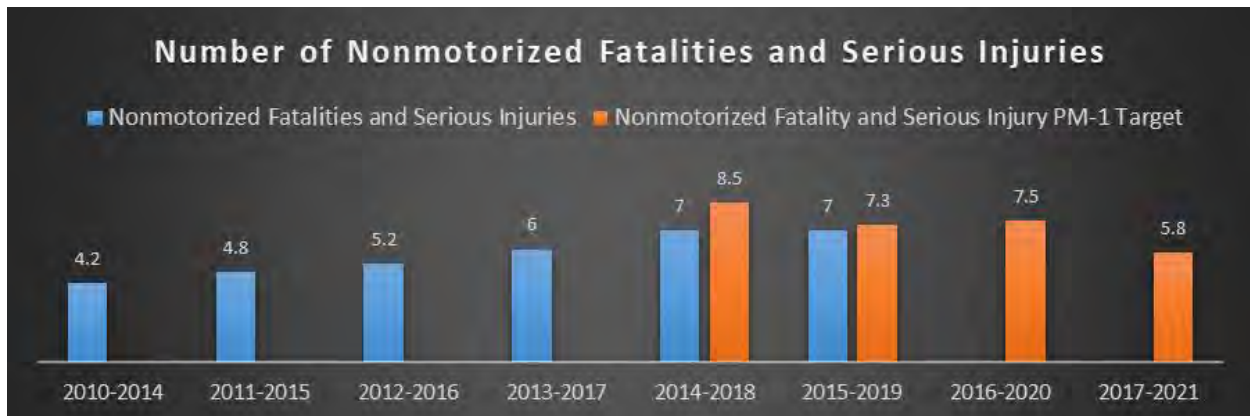
Number of Serious Injuries 2010-2021



Serious Injury Rate 2010-2021



Non-motorized Fatality and Serious Injuries 2010-2021



Measures of asset condition

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

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

Definitions of good and poor condition

Pavement condition is determined from four distress components:

1. International Roughness index (IRI), a measure of how rough pavement surface is reported as inches of rough pavement per mile. An IRI less than 95 is considered Good condition and an IRI greater than 170 is considered Poor condition

2. Cracking, reported as a percentage of pavement surface that is cracked. Less than 5% cracking is considered Good condition. Poor condition cracking depends on pavement material and ranges from greater than 10% to greater than 20%.
3. Rutting, reported as a measurement of the depth of ruts in bituminous pavements in inches. Rutting less than 0.2 inches is considered Good condition while rutting greater than 0.4 inches is considered Poor condition.
4. Faulting, a measurement of difference in elevation between concrete pavement joints in inches. Faults of less than 0.1 inches are considered Good condition and faults greater than 0.15 inches are considered Poor condition.

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

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

Baselines and targets

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

	2017 baseline	2019 two year target	2021 four year target
Percentage Interstate pavement in Good condition	67.2%	N/A	60.0%
Percentage Interstate pavement in Poor condition	0.4%	N/A	2.0%
Percentage NHS non-Interstate pavement in Good condition	36.8%	37.6%	33.0%
Percentage NHS non-Interstate pavement in Poor condition	2.3%	4.0%	5.0%
Percentage NHS bridge deck area in Good condition	25.6%	25.8%	26.0%
Percentage NHS bridge deck area in Poor condition	5.5%	5.6%	6.0%



Asset conditions within WATS are as follows:

Performance Measure	2022	2024
Percentage Interstate pavement Good condition IRI	85.1%	89%
Percentage Interstate pavement Good condition OPI	89.0%	100.0%
Percentage Interstate pavement Poor condition IRI	0.0%	0.0%
Percentage Interstate pavement Poor condition OPI	0.0%	0.0%
Percentage NHS non-Interstate pavement Good condition IRI	94.7%	95.3%
Percentage NHS non-Interstate pavement Good condition OPI	96.3%	96.7%
Percentage NHS non-Interstate pavement Poor condition IRI	2.3%	2.5%
Percentage NHS non-Interstate pavement Poor condition OPI	1.5%	1.8%
Percentage NHS bridge deck area in Good condition	44.9%	47.5%
Percentage NHS bridge deck area in Poor condition	0.0%	0.0%

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

Measures of system performance

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

- Percent of person-miles traveled on the Interstate System that are reliable

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

Baselines and targets

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

Upcoming Work, FY 2021-2022

WATS MPO Unified Planning Work Program Update

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

Central Susquehanna Valley Transportation (CSVT) Implementation Committee

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

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

2023-2026 WATS MPO Transportation Improvement Program (TIP)

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

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

2022 Public Participation Plan (PPP) Update

WATS staff is currently working on updating the 2022 WATS PPP. WATS staff coordinated with the PennDOT Bureau of Equal Opportunity for the Plan review, and intends to put the PPP out for public

comment in November of 2021. The WATS staff intends for the PPP to be adopted at the February 2022 MPO Coordinating Committee meeting.

DRAFT



Central Susquehanna Valley Transportation Project

SPECIAL IMPACT STUDY



NOVEMBER 2021

The preparation of this report was financed in part through the United States Department of Transportation's Federal Highway Administration, the Pennsylvania Department of Transportation, and Lycoming County. The contents do not necessarily reflect the official views or policies of the funding agencies. This report does not constitute a standard, specification, or regulation.

Central Susquehanna Valley Transportation Project

Special Impact Study

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Central Susquehanna Valley Transportation (CSVT) Project Timeline

- 1970s** – Original Shamokin Dam bypass studies performed
- 1994** – CSVT project studies re-initiated
- 2003** – Final Environmental Impact Statement (FEIS) approved
- 2006** – Northern Section final design initiated
- 2008** – Project placed on hold (due to lack of funding)
- 2013** – Act 89 passed (funding identified) and project reactivated
- 2015** – Southern Section final design initiated
- 2016** – Start of construction for the Northern Section
- 2021** – CSVT Special Impact Study completed
- 2022** – Anticipated start of construction for the Southern Section
- 2022** – Anticipated opening of Northern Section
- 2027** – Anticipated opening of Southern Section



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Executive Summary

BACKGROUND

The Central Susquehanna Valley Transportation project, or “CSVT”, is a major public works project currently under construction within the region. With full construction expected to be completed in 2027, the CSVT project is anticipated to break open bottlenecks in Selinsgrove and Northumberland, and separate long-distance through traffic from local traffic. While the improvements will improve highway safety, lessen congestion, and reduce travel time for freight haulers and the public, the project will naturally create unintended consequences that will need to be addressed by planners and public officials.

The project area traverses the Metropolitan Planning Organization (MPO) regions of Lycoming County (Williamsport Area Transportation Study) and SEDA-Council of Governments. Both MPOs have collaborated with the Pennsylvania Department of Transportation (PennDOT) in preparing this study report which documents the region’s existing conditions, provides forecast for future growth in population and employment, and offers a set of recommendations for addressing a post-CSVT environment. The study’s purpose was to develop an action plan that ensures orderly land development patterns, smart growth, and a safe, efficient multi-modal transportation system that is responsive to the impacts of the project’s completion.



The study area is focused on the corridors of Interstate 180 and US 15 with other surrounding roadways of interest identified throughout the study process, including US 220, US 522, and PA 45 through Lewisburg Borough. Key study tasks included an existing conditions assessment, land use visioning, traffic modeling and safety assessments, evaluation of strategies and the development of an implementation plan.

UNDERSTANDING EXISTING CONDITIONS

The report summarizes the region’s existing conditions as they pertain to travel demand, traffic congestion, and highway safety. Understanding these components of the existing transportation network sets the stage for understanding the potential impacts that CSVT may have in the future.

Travel Demand

Traffic volumes on US 15 and PA 147 have historically been consistent and stable. The highest demand has been on the heavily commercialized area of US 15 in and around Shamokin Dam, where US 11 and PA 61 intersect. Vehicle probe data reveal that nearly half of all passenger traffic in Shamokin Dam is local to the area, with 27 percent destined for outside the area. For commercial haulers, the rates are 12 percent and 69 percent, respectively. Truck share of the traffic stream is higher on PA 147, where rates are as high as 27 percent just south of Interstate 80.

Traffic Congestion

The study process identified several bottleneck locations, including: US 15 in Shamokin Dam, Lewisburg, and Allenwood, and PA 147 in Northumberland Borough. Most traffic delay occurs on Fridays, most likely influenced by commercial activity in Selinsgrove and Lewisburg.



Highway Safety

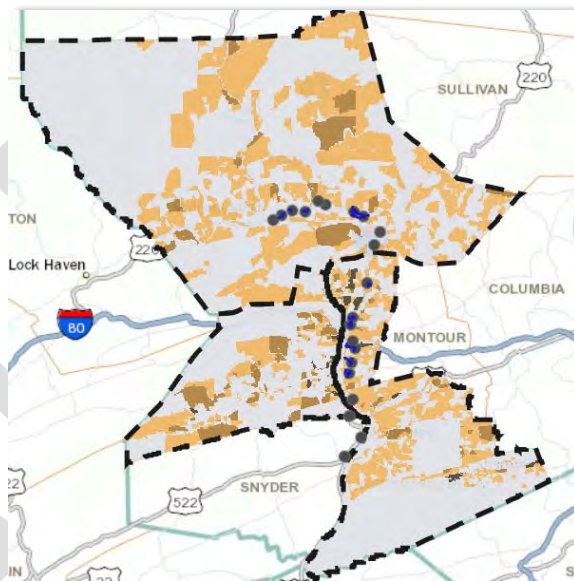
The MPOs used a network screening tool in identifying areas most prone to crashes on the existing transportation network within the study area. Facilities examined included ramps, ramp terminals, and speed change lanes. Existing high crash segments identified included: US 15 in Shamokin Dam, Lewisburg, Allenwood, and South Williamsport; PA 147 in Northumberland; and PA 54 near Turbotville.

PLANNING FOR THE FUTURE

Land Use Forecasts and Growth

Along with transportation-related impacts, the CSVT Project is anticipated to impact land use growth and patterns throughout the region. The study collaborated with the MPOs, PennDOT, local municipalities, and other partners to develop a regional land use vision for the study area, which is intended to inform the identification of potential future traffic and safety impacts and identify ways to best monitor changing conditions within the study area.

Potential areas of development were identified based on developability factors such as vacancy, appropriate zoning, slopes less than 25 percent, outside of floodplains. Weighting factors included parcel area, presence of sewer and water infrastructure, growth areas identified in county comprehensive plans, known developments, historic population and employment growth, and distances to transportation infrastructure. Upon determining development potential, growth rates for both future population and employment growth were established, and this growth was allocated to the parcels deemed developable to create the mid- to long-term land use vision.



Developability and identification of proposed developments were also informed by outreach with county planners, municipal staff and officials, sewer and water authorities, and Focus Central PA. Of the 78 planned and contemplated developments identified, 37 percent of those developments were located within one mile of an existing interchange or new interchange being constructed as part of CSVT. Additional insights assisted in further understanding of existing utility infrastructure and future infrastructure expansion efforts.

The analysis found that the anticipated completion of the CSVT project will have significant influence on land use projections near the interchanges of I-180 compared to other areas within the region.

The regional land use vision along with the study's recommendations can be viewed via an interactive web map here: [Williamsport Area Transportation Study \(WATS\) \(arcgis.com\)](https://arcgis.com). Further instruction on how to use the web map can be found in the Planning for the Future section of this report.

Traffic Modeling

The study process used PennDOT's statewide travel demand model to understand levels of diversion, or how travel patterns would be expected to change, post-CSV. Traffic volumes on US 15 are expected to decrease significantly at various locations throughout the corridor while other roadways adjacent to CSV (such as US 522 and US 220) are expected to experience increases in traffic. Several east-west connections are also anticipated to be affected, including PA 45 in Lewisburg, PA 642 through Milton, and PA 44 in Watsontown. The modeling results provide valuable insights to inform future planning.



Highway Safety Opportunities

An analysis using methodologies outlined in AASHTO's Highway Safety Manual was conducted to identify existing interchange features that are experiencing an excess number of crashes and thus should be given attention as CSVT Project impacts to transportation and land use occur. The interchange features examined were the same as those in the Existing Conditions analysis and were ranked by "excess cost", or the greatest opportunity for return on infrastructure investment. Top ranked locations included the US 15/Market Street/Lewisburg ramp terminals on Interstate 180 east and westbound; the Basin Street Speed Change Lane off onto I-180; and the westbound I-180 on ramp at Faxon from Northway Road.

IMPLEMENTATION: WHAT COMES NEXT?

The desired result of the study was to create an action plan that will ensure orderly land development patterns, smart growth, and a safe, efficient multi-modal transportation system. The study team collaborated to develop an implementation plan to help the MPOs, PennDOT and other implementing agencies proactively monitor and prepare for the potential impacts that CSVT may bring. A series of strategies were developed and organized into major categories, including: Land Use, Economic Development, Traffic Operations, Safety, Multimodal Transportation, and Planning and Administration. Each strategy includes supporting information such as agency lead, planning-level cost estimates, and recommended timing for implementation. Initial action steps are also provided to assist in the transition to the implementation phase.

As part of the implementation process, a CSVT Study Implementation Task Force will be convened to administer the implementation plan and its strategies. This newly formed group will consider the plan's menu of offerings as it monitors implementation progress. While it is unlikely that every recommendation will be implemented or acted upon, they were designed to encourage improvement in the conduct of government programs and operations and are addressed to parties with the authority to act. Along with the formation of the task force, essential steps in implementation also involve ongoing stakeholder engagement and assistance from the region's municipalities and the public to monitor the changes observed as CSVT opens to traffic. The engagement and participation of these groups is an essential step in the successful mitigation of CSVT's potential impacts and the fulfillment of the study's needs and vision.



Study Purpose and Methodology

WHAT IS THE CSVT?

The Central Susquehanna Valley Transportation (CSVT) Project involves the phased construction of approximately 12.4 miles of new four-lane, limited access highway from the northern terminus of the Selinsgrove Bypass (US 11/15) in Monroe Township, Snyder County to PA 147 just south of the PA 45 interchange near Montandon, Northumberland County. This major new highway project includes a connector to PA 61 in the greater Shamokin Dam area and a new bridge crossing over the West Branch Susquehanna River extending from Union Township, Union County to Point Township, Northumberland County. It is one of the largest highway construction projects currently underway anywhere in Pennsylvania. Once fully constructed, the CSVT Project is anticipated to impact traffic patterns that may have significant impacts on communities throughout the study area, especially along the I-180 and US 15 corridors. (More information about the CSVT Project, including plans and status is accessible at www.csvt.com.)



As of Summer 2021, construction on the CSVT's Northern Section is approximately 85 percent completed and is anticipated to open to traffic in 2022. The southern section, which includes the new PA 61 Connector in Shamokin Dam, is expected to start construction in 2022 and is anticipated to be open to traffic in 2027. The new limited access facility is predicted to impact traffic in communities to the north, which garnered interest in completing a study to understand these impacts and identify strategies to proactively monitor and address them.

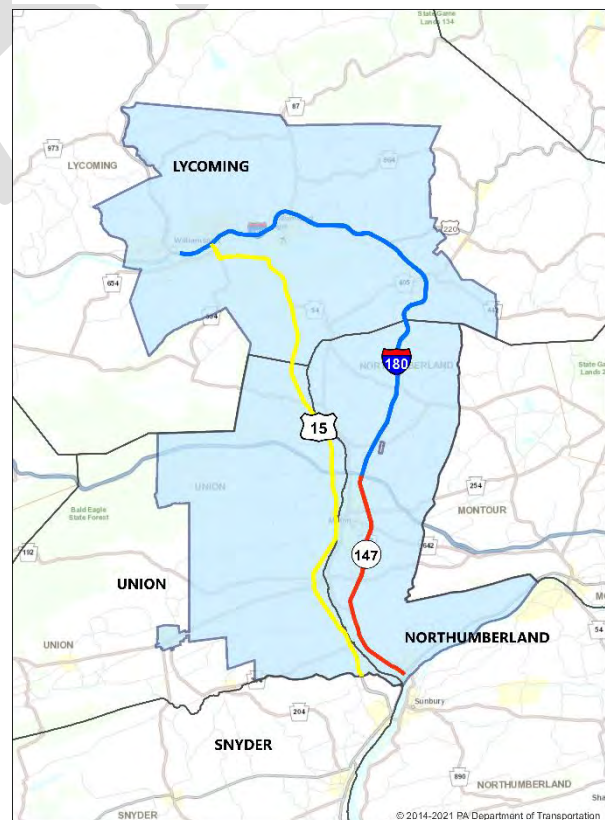
Figure 1: CSVT Study Area

PROJECT OVERVIEW

In summer 2019, the Williamsport Metropolitan Planning Organization (MPO) collaborated with the Susquehanna Economic Development Area Council of Government (SEDA-COG MPO) and the Pennsylvania Department of Transportation (PennDOT) in initiating a study of the anticipated impacts of the forthcoming Central Susquehanna Valley Transportation Project, or CSVT.

The CSVT is a major public works project valued at over \$800 million that will fundamentally change the nature of trip distributions and traffic patterns through the Central Susquehanna Valley. The study agencies have a shared concern regarding how the new roadway will affect not only traffic and transportation, but also future land use and development. With the Northern Section of the CSVT Project slated to open in 2022, time was of the essence in performing an examination of anticipated impacts, and how the region could plan collectively to mitigate those impacts.

The study's geographic area of concern was centered on the corridors of Interstate 180 (shown in blue) and US 15 (shown in





yellow), from their interchange in Williamsport, to a point in Monroe Township, Snyder County, where the new CSVT alignment will join existing US 11/15 (**Figure 1**). Other surrounding roadways were also of interest during the study process, including US 220, US 522, and PA 45 through Lewisburg Borough. The desired result of the study was to create an action plan that will ensure orderly land development patterns, smart growth, and a safe, efficient multi-modal transportation system which is responsive to increased and redistributed traffic demand resulting from the project's completion. In pursuing a more detailed examination and analysis of anticipated CSVT impacts, the MPOs and PennDOT have exceeded the scope of the required [Final Environmental Impact Statement](#) and its subsequent reevaluations.

STUDY PROCESS AND TASKS

The CSVT Project Special Impact Study was led by a Management Team composed of representatives from the MPOs and PennDOT (Engineering District 3-0 and Central Office). A consultant was hired by the MPOs to assist in data collection, analysis, and report development. The Management Team met on a bi-weekly basis throughout the project's duration to review draft content and provide overall direction. The study also was supported by a 22-member Steering Committee that met four times over the course of the project to guide the study process and represent local perspectives. A listing of all stakeholder members and organizations represented is provided in the Acknowledgements.

Figure 2: Study Tasks



A summary of the key study tasks is shown in **Figure 2**. An assessment of existing conditions within the study area included an evaluation of travel demand, traffic congestion and highway safety along the US 15 and PA 147 / I-180 corridors.

Land use was identified as an important focus area. As a result, this study included extensive outreach to local communities and planning partners to develop a forecast land use vision of population and employment growth in the study area. The land use vision helped to support the evaluation of transportation and land use strategies.

To translate the land use vision and CSVT construction into traffic projections, the PennDOT statewide travel demand model was used to project traffic volume growth along key corridors in the study area. The modeling provided insights on potential impacts of regional traffic diversions caused by the fully built CSVT Project, rather than the opening of the individual northern and southern sections. In addition, a more detailed traffic safety assessment was conducted along the PA 147 and I-180 corridor examining existing and future safety concerns at key interchanges.

Using the above information and additional outreach to local communities and stakeholders, a comprehensive list of transportation and land use strategies were assembled to address CSVT Project impacts and opportunities. Strategies were defined through project descriptions, potential implementation partners and prioritized at a planning level. Each of the study recommendations were vetted with implementing agencies.

A public officials briefing and public open house were conducted to receive comments on the draft study recommendations. The final report was presented to the Williamsport MPO as the contracting agency during its November 2021 meeting. The study process resulted in an action plan that will guide municipal officials in orderly land development patterns, smart growth, and a safe,

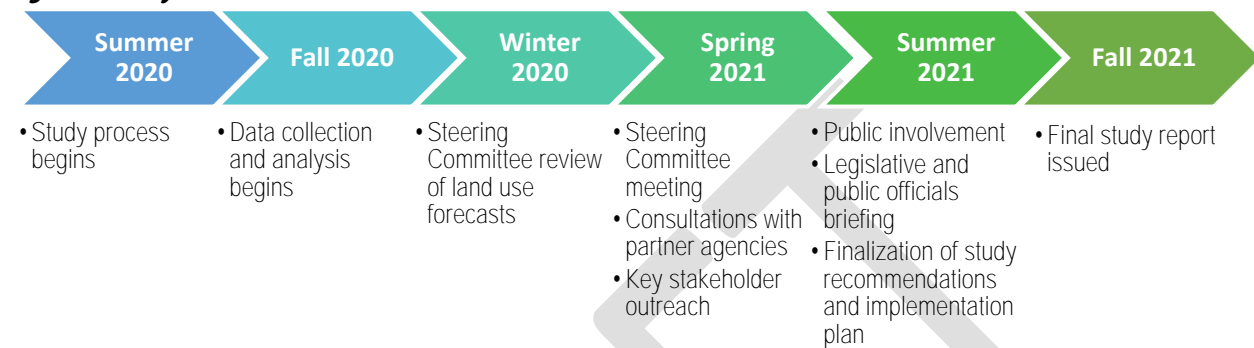


efficient multimodal transportation system which is responsive to any changes in traffic patterns resulting from completion of the CSVT project.

STUDY SCHEDULE

The study process followed a 12-month schedule, with major milestones as shown in **Figure 3**.

Figure 3: Study Schedule



The Need for CSVT

North-south mobility through Pennsylvania's Central Susquehanna Valley is primarily provided by a number of arterials and Interstates, including US 15, PA 147, and Interstate 180. Interstate 180 between Williamsport and Interstate 80 was constructed in a phased approach from 1969 through 1981, with the fully-constructed highway opening to traffic in 1982. The highway did not receive Interstate designation until 1983. US 15 through the study area runs parallel to the western side of the West Branch Susquehanna River and is included on the Federally-designated Strategic Highway Network (STRAHNET). This network includes long-distance highways important to the United States' strategic defense and provides access, continuity, and emergency capabilities for defense purposes.

Plans to complete a limited access corridor from Interstate 180's junction with Interstate 80 south to Shamokin Dam in Snyder County have been in planning stages for many years. At the turn of the century, the project was cut from the state's program as it was being right-sized. As time has gone by, the corridor has continued to develop, and in Pennsylvania's most recent long-range transportation plan, areas surrounding Northumberland Borough were identified as one of the top truck bottlenecks in the state. As construction on the CSVT Project is now underway, the need for a planning study regarding CSVT's aftermath has been well documented, as the need has been well recognized and supported in several planning processes:

- Muncy Area Corridor Access Management Plan (2015)
- Muncy-Montoursville Multi-Municipal Comprehensive Plan (2017);
- Muncy Creek Multi-Municipal Comprehensive Plan (2017);
- US 15 South Multi-Municipal Comprehensive Plan (2017);
- Lycoming County Comprehensive Plan Update (2018); and,
- Williamsport Area Transportation Study (WATS) Long Range Transportation Plan Update (2018).

The timing of the CSVT Project Special Impact Study and its outcomes is optimal in directing future growth and addressing potential impacts to the region's transportation system.



THE NEED FOR PLANNING

Since the regional traffic pattern shifts resulting from the CSVT Project are not expected to start occurring until 2022 when the northern section of the project is completed, timing of this study and its outcomes is optimal in directing future growth and addressing potential impacts on the region's transportation system. In addition to improving traffic safety, the CSVT project is expected to separate truck traffic and through traffic from local traffic, as well as reduce congestion and accommodate growth. Given the magnitude of the CSVT Project and its anticipated impacts on trip distribution, highway safety, and land use, the MPOs within the study area administered this study to proactively prepare for the future.

Understanding Existing Conditions

TRAFFIC DEMAND

The US 15 and PA 147/I-180 corridors carry the highest north-south traffic volumes in the study area. **Table 1** provides an overview how Annual Average Daily Traffic Volume (AADT) varies within each corridor. The data illustrates that traffic volumes are consistent between the two corridors with higher volumes near town and urban centers. In Shamokin Dam, US 15 carries over 40,000 AADT, the section of highest traffic demand in the study area as it provides access to US 11, PA 61, and shopping and service destinations.

Table 1: 2020 Daily Traffic Volumes on US 15 and PA 147 / I-180 Corridor

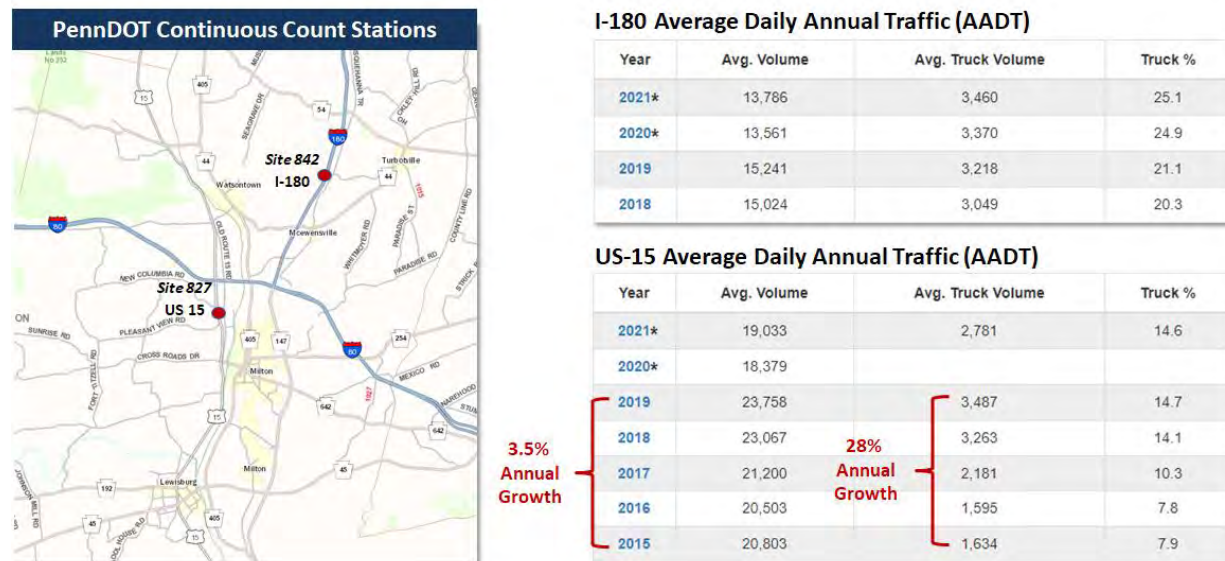
US-15			PA 147 / I-180		
Section	AADT	Truck %	Section	AADT	Truck %
South of Selinsgrove	15,201	21%	Northumberland	16,349	16%
Shamokin Dam (before 61)	40,543	14%	North of Northumberland	11,313	12%
Shamokin Dam (north of 11)	19,642	17%	North of PA 45	12,138	21%
In Lewisburg	29,861	9%	North of PA 642	15,154	22%
South of I-80	19,222	14%	South of I-80	9,723	27%
North of I-80	16,617	13%	North of I-80	17,435	21%
North of PA 54	16,510	11%	North of PA 54	17,804	22%
South Williamsport	22,397	7%	North of 405 in Muncy	19,064	18%
Market Street Bridge	24,790	6%	Williamsport - Montoursville	33,391	10%

* Source: PennDOT (<https://gis.penndot.gov/tire>)

Several PennDOT continuous traffic count stations are located along US 15 and I-180 as illustrated in **Figure 4**. These traffic counters provide insights into recent traffic volume trends and will be an important data source to monitor the future impacts of regional land use growth and the anticipated impacts of the CSVT Project. Although overall traffic volumes have been relatively stable since 2015, the US 15 corridor has seen nearly a 30 percent growth in truck volume from 2015-2019. In comparison, Pennsylvania's statewide truck vehicle miles of travel (VMT) has grown by just over 5 percent over the same time period according to PennDOT's Highway Statistics. The traffic volumes in 2020 and 2021 should be assessed carefully as they have been impacted by the effects of the COVID-19 pandemic.



Figure 4: Summary of PennDOT Continuous Count Station Data in Project Study Area



* Traffic volume years may have been influenced by COVID

The completion of the CSVT Project is expected to have some impact on traffic demand on each of these corridors. These impacts are assessed in other sections of this report using available travel modeling tools. To supplement those tools and to provide better insights into understanding the origins and destinations of travelers on US 15, cellular and GPS data from StreetLight, Inc. was purchased and reviewed for this study.

An assessment of trip ends for travelers using US 15 in Shamokin Dam was conducted and is summarized in **Figure 5**. This location was chosen for the analysis as it will be near the new CSVT interchange with US 15. The data shows that:

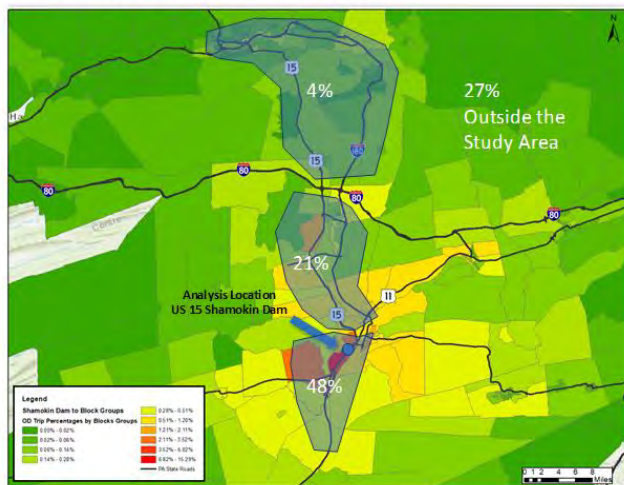
- 48 percent of the traffic on US 15 in Shamokin Dam has a local (to Shamokin Dam) origin or destination. Those travelers are expected to continue using US 15 rather than the CSVT Project once completed. For trucks, this percentage is much lower (e.g., nearly 12%).
- 27 percent of the passenger cars and 69 percent of the trucks on US 15 in Shamokin Dam have an origin/destination outside the study area. As expected, there is a higher percentage of longer distance travel for trucks.



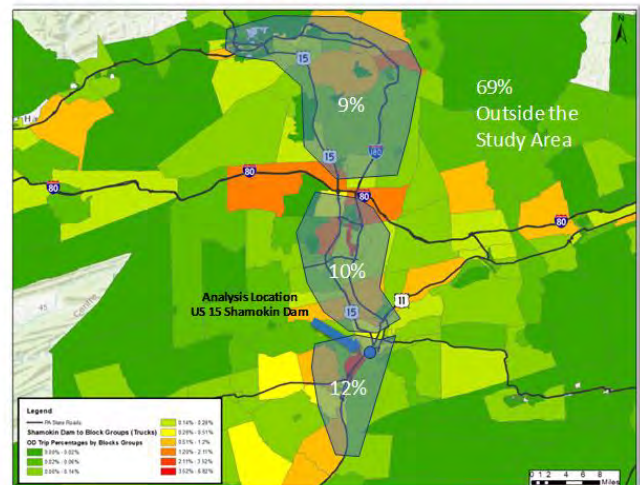
Figure 5: US 15 Origins and Destinations Assessment

Vehicle Type	Trip Origins or Destinations for Travelers on US 15 in Shamokin Dam		
	Local to Shamokin Dam	Other Areas Along US 15 / I-180 Corridor	Outside Study Area
Passenger Cars	48%	25%	27%
Trucks	12%	19%	69%

Percentage of Trip Ends - Passenger Cars



Percentage of Trip Ends - Commercial Trucks



TRAFFIC CONGESTION

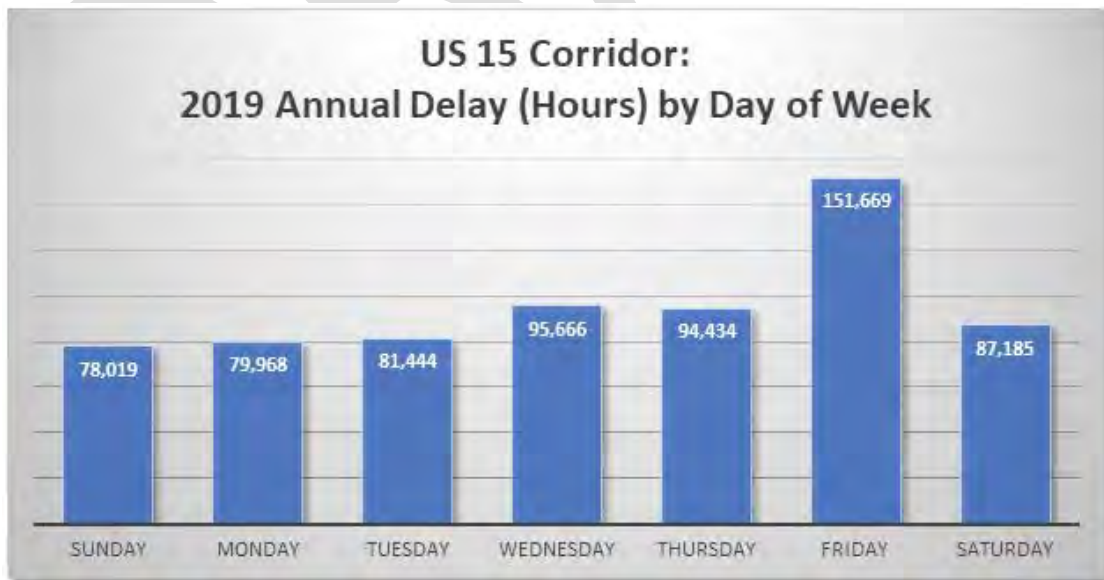
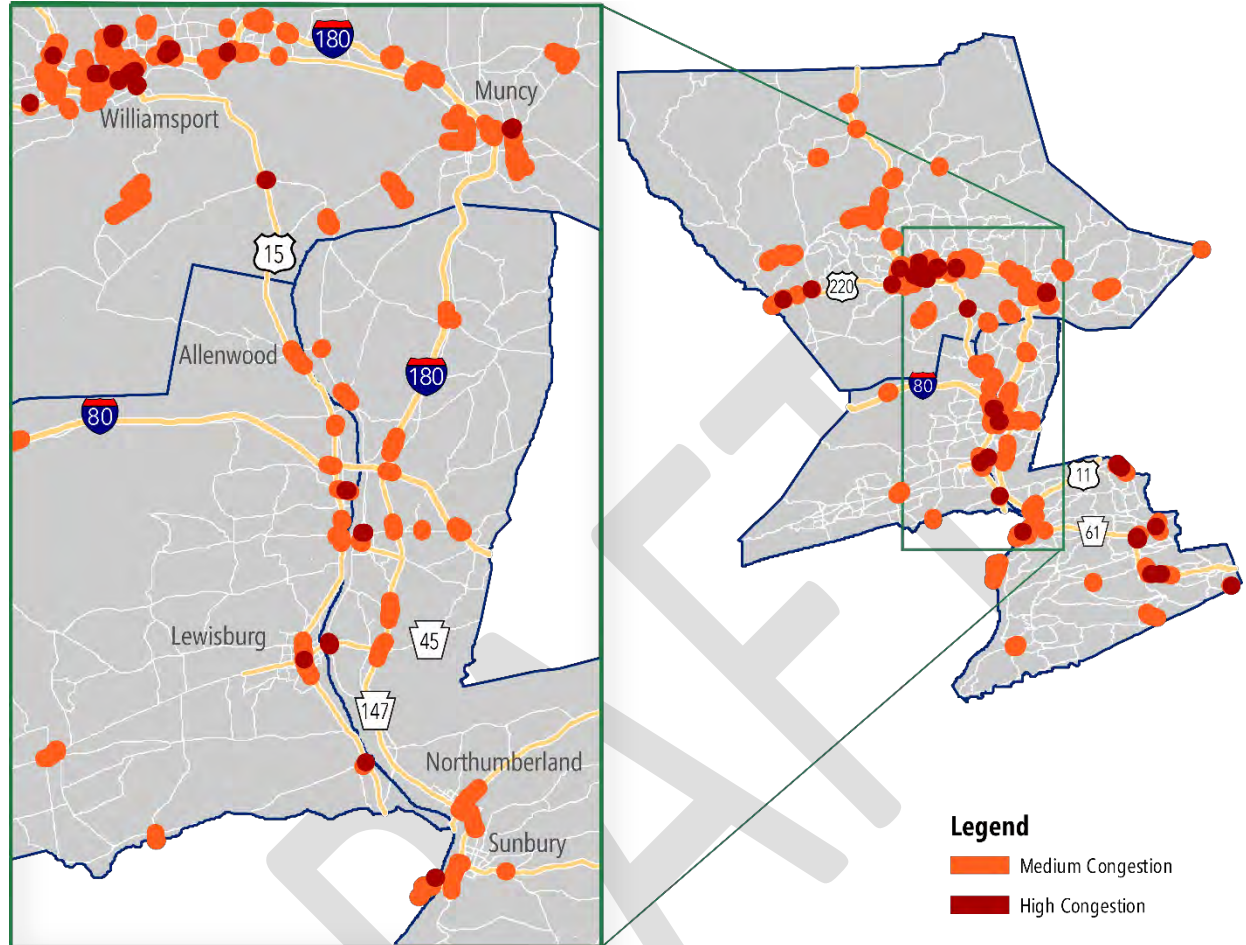
Traffic congestion is an important aspect to consider in assessing the impacts of the CSVT Project. Existing traffic congestion has been assessed in the study area using available INRIX 2020 GPS travel time data acquired through PennDOT. This data represents actual travel times collected from vehicles traveling within the region. Roadway segment traffic congestion measures were calculated by comparing average AM and PM peak period travel times to off-peak times (e.g., nighttime). The greater difference between those times, the higher the congestion level. The data was used to identify key congestion hotspots as shown in **Figure 6**. Key congestion hotspots along the US-15 and PA 147 / I-180 corridors include:

- US 15 in Shamokin Dam
- US 15 in Lewisburg
- US 15 in Allenwood (PA 44 Intersection)
- PA 147 in Sunbury and Northumberland

Overall, traffic congestion on US 15 was experienced on both weekdays and weekends. Friday typically experiences the most traffic delay, most likely influenced by retail shopping and restaurants in Shamokin Dam and Lewisburg.



Figure 6: Traffic Congestion Hotspots





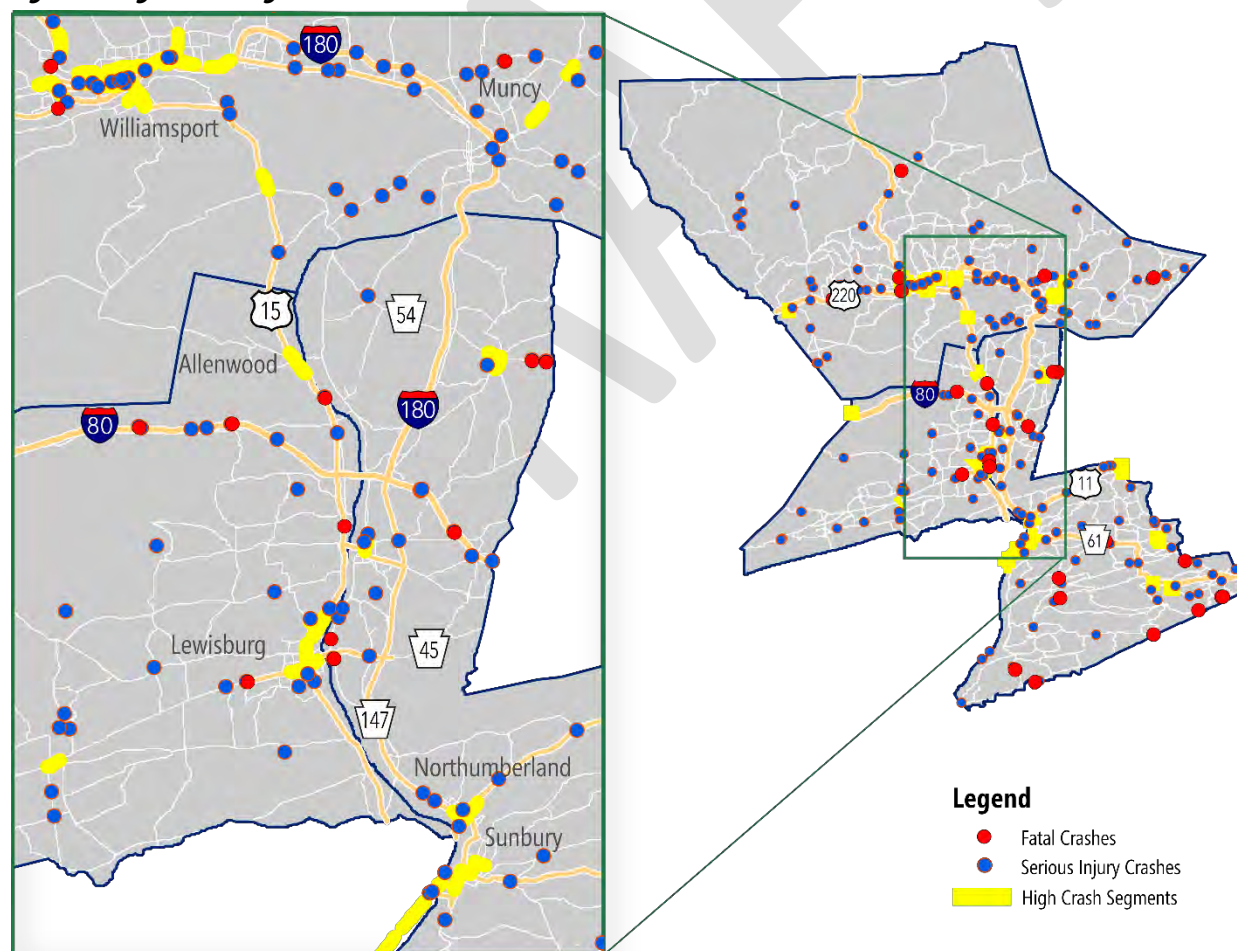
HIGHWAY SAFETY

Another important aspect to consider when assessing probable impacts of the CSVT Project are its potential impacts to highway safety, which is one of the primary purposes of this study. By removing volume and separating through traffic from local trips, PennDOT is correcting some of these issues. A combination of safety evaluations were conducted, one to baseline existing locations with safety concerns and a second to identify locations that are most prone to safety impacts with the opening of the CSVT Project. Existing locations of safety concern were identified through the review of available, reportable crash data over a 3-year period (2018-2020). The data was used to identify high crash segments along and nearby the study area corridors, as shown in **Figure 7**. These high crash segments include:

- US 15 in Shamokin Dam, Lewisburg, and East Lewisburg
- US 15 in Allenwood (PA 44 Intersection)
- US 15 in South Williamsport
- US 15 near PA 54 Intersection
- PA 147 in Northumberland
- PA 54 near Turbotville

Additionally, **Figure 7** depicts the locations of both fatal and serious injury crashes. Fatalities have occurred at many of the safety hotspot locations identified above on US 15 and on I-180 near Muncy and Montoursville.

Figure 7: High Crash Segments and Fatalities



The study process examined interchanges along the corridors to ensure that volume changes and future growth do not create new issues. In order to identify locations that are most prone to safety impacts and also have the greatest opportunity to impart change as a result of the CSVT Project, the number of crashes occurring within the unique roadway features of each interchange along the PA 147 and I-180 corridors was used as a screening tool for further safety evaluation. The number of reportable crashes occurring between 2015 and 2019 was aggregated for each interchange terminal, ramp, and acceleration/deceleration lane (i.e. speed change lane). **Figure 8** provides a visual definition of these terms. The mainlines of PA 147 and I-180 were excluded from this additional safety evaluation so that the outcomes represent opportunities for improvement as lands adjacent to these corridors are developed.

Using a crash threshold of five crashes as a screen to isolate interchange features that have substantive crash history, **Table 2** ranks the terminals, ramps, and speed change lanes from the greatest number of crashes to the least number of crashes, respectively.

Figure 8: Terminal, Ramp, and Speed Change Lane



Table 2: Study Area Crashes: Terminals, Ramps, and Speed Change Lanes, 2015-19

Terminals with Total 5-Year Crashes ≥ 5				
Rank	Interchange	Intersecting Road	Terminal	# of Crashes
1	US 15/Market Street/Lewisburg	Market Street	I-180 EB & WB Ramps	24
2	Faxon	Northway Road	I-180 WB Off-Ramp	14
T-3	Warrensville Road/Third Street	Third Street	I-180 EB Ramps	11
T-3	Warrensville Road/Third Street	Third Street	I-180 WB Ramps (Third St)	11
5	PA 87 N/Loyalsock Avenue	Loyalsock Avenue	I-180 EB Ramps	8
T-6	Watsonstown/McEwensville	Susquehanna Trail	I-180 EB Ramps	5
T-6	Lycoming Mall Road	Lycoming Mall Road	I-180 EB Ramps	5
T-6	Lycoming Mall Road	Lycoming Mall Road	I-180 WB Ramps	5
T-6	Faxon	Northway Road	I-180 EB Ramps	5
Ramps with Total 5-Year Crashes ≥ 3				
Rank	Interchange	Ramp		#of Crashes
1	Faxon	I-180 WB On-Ramp from Northway Road		6
T-2	I-180/Bellefonte/Bloomsburg	I-80 EB CD-1		3
T-2	I-180/Bellefonte/Bloomsburg	I-80 WB CD-5		3
Speed Change Lanes (SCL) with Total 5-Year Crashes ≥ 5				
Rank	Interchange	Speed Change Lane		# of Crashes
1	Basin Street	I-180 WB Off-Ramp		9
2	I-80/Bellefonte/Bloomsburg	I-80 EB CD to I-80 EB		8
3	Faxon	I-180 WB On-Ramp		6
T-4	I-80/Bellefonte/Bloomsburg	I-80 WB to I-80 WB CD		5
T-4	Lycoming Mall Road	I-180 EB On-Ramp		5



Planning for the Future

To better understand future transportation needs and to assist with strategy identification, the team conducted a multi-step process to evaluate a future land use and transportation vision for the corridor. These steps included coordination with state, local and regional planning partners to gain a better understanding of potential growth areas within the corridor and to identify how the CSVT project might impact that growth. Outreach with county planners, municipal staff/officials, and Focus Central PA identified a total of 78 major land developments that are either planned or being contemplated within the study area. A complete listing is provided in Appendix A and **Table 3** shows the percentage of these developments that are located within one mile of the study area's major corridors, the CSVT project, and both new and existing interchanges. Just over 37 percent of the identified developments fall within one mile of a new or existing interchange within the study area. Approximately 28 percent of these developments are located within one mile of US 15. Other corridors, including the CSVT, have less than a 20 percent share of all proposed development within one mile of their limits.

Table 3: Percentage Development Share within 1 Mile of Study Area Corridors and Interchanges

	#	% Share of Total Proposed Developments
<i>Within 1 Mile of Interchange (Both Existing and New)</i>	29	37.2%
<i>Within 1 Mile of US 15</i>	22	28.2%
<i>Within 1 Mile of I-180</i>	14	17.9%
<i>Within 1 Mile of PA 147</i>	15	19.2%
<i>Within 1 mile of CSVT Project</i>	10	12.8%

Based on the land use vision developed, technical tool sets were applied to better understand the impacts that land use has in combination with the completion of the CSVT project on regional traffic volumes. These traffic volume projections provided important insights on areas for future monitoring and possible transportation strategies.

LAND USE FORECAST AND GROWTH ALLOCATION

The CSVT Special Impact Study included the development of a regional land use vision. The land use vision includes forecast population and employment growth for the study area. These forecasts were based on identified developments, information in county comprehensive plans, historic trends, and other collected GIS information including vacant parcel data. The anticipated completion of the CSVT project influenced land use projections near the interchanges along I-180.

The regional land use vision was developed to inform the identification of potential future traffic and safety impacts within the study area. The assessments were conducted at a planning level with the intent to drive future discussion on transportation needs and to identify ways to better monitor conditions in relation to ongoing and future land use development. The land use vision was developed using the factors and information provided in **Figure 9**.



Figure 9: Data Used to Identify Potential Areas of Development

		Criteria/Scoring	Description
Developability	<i>A Census Block Area is given a score of zero if it does not meet any of the following criteria.</i>	Vacant	Vacant parcels provided by county
		Appropriate zoning	Industrial, Agricultural, Commercial
		Slope <25%	-
		Not Located in a Flood Zone	-
Weighting Variables	<i>Area (sum of vacant parcels)</i>	4: > 180 acres 3: 50 - 180 2: 10 - 50 1: <10	Sum of vacant parcels within each Census Block
	<i>Water and Sewer Infrastructure</i>	4: Sewer/Water Infrastructure present	Sewer and water infrastructure information was provided in each of the parcel layers
	<i>Growth Boundaries</i>	4: Growth boundary present	Growth boundaries were provided for each of the counties. Union County's consisted of a Primary and Secondary growth boundary
	<i>Known Developments</i>	Census Block scores with known developments were manually adjusted to ensure the final weighting score was in the "High Growth Potential" category	Known developments consist of residential and employment development layers
	<i>Historic Growth</i>	4: >100% 3: 0% - 100% 2: -50% - 0% 1: <-50%	Changes in Employment Growth 2002-2017, Housing Unit Change 2012-2020, and Population Change 2012-2020
	<i>Distance to State Roads and Interstates</i>	3: Within 3 miles of an NHS route 3: Within 0.5 miles of a Collector route	A buffer was placed around NHS routes and Collector routes
	<i>Distance to Interchange</i>	4: Within 1 mile of an Interchange	A buffer was placed around interchange locations

Land development within the study area will occur where zoning and utilities will support it. As such, land use, development, and infrastructure data used to build the regional vision for the study area was gathered through outreach with county planners, officials from all 30 study area municipalities, and economic development agencies. Information on public sewer and water infrastructure and projects was also collected through discussions with local authorities. Using the criteria described in **Figure 9** above, growth was allocated to specific areas within each county. Areas were deemed 'developable' if the parcels met the criteria of vacancy, designated zoning, slope, and position outside a floodplain. The developable properties were provided scores based upon each of the Weighting Variables above. These scores, or growth allocations, resulted in the regional vision.

All stakeholders were provided with a study overview and draft growth allocations. Upcoming infrastructure projects, proposed developments, and community development efforts within their respective jurisdictions were discussed.



Feedback was incorporated into revised growth allocations and the regional “build-out” scenario. These local level insights also contributed to shaping the study recommendations. The MPOs provided all narratives and recommendations resulting from the outreach to the county planners and municipal officials for their review, comment, and confirmation prior to being incorporated into the final report.

REGIONAL “BUILD-OUT” SCENARIO

The regional “build-out” scenario represents a mid- to long-term vision (e.g., 10-25 years) for the study area. It was developed using a top-down approach based on “reasonable” county growth rates.

The regional growth rates assumed for this effort were developed based on recent forecasts prepared by Woods & Poole Economics. The information is based on a national life cycle and economic approach. Both Lycoming and Northumberland County were projected to have population decreases. For the scenario application, this study assumes some small growth in these counties. The projected population and employment changes were factored into the scores of the growth allocations discussed above, providing the final regional “build-out” scenario. The change in population and employment will also be used to assess future vehicle trip growth. The impacts of CSVT are hard to predict. Current assumptions have identified areas around key interchanges that may be expected to grow due to increased traffic volumes and access.

Figure 10: Study Area Growth Rate Assumptions

WOODS & POOLE
ECONOMICS
WASHINGTON, D.C.
*Newest
2020
Profile*

County	Population (2020-2040)	Employment (2020-2040)
Lycoming	-1.8%	15.1%
Northumberland	-2.3%	9.3%
Union	7.0%	22.8%
Snyder	5.3%	14.9%

Study Build-Out Scenario County Growth Assumptions

County	Population	Employment
Lycoming	1.0%	15.1%
Northumberland	1.0%	9.3%
Union	7.0%	22.8%
Snyder	5.3%	14.9%

POPULATION AND EMPLOYMENT VISION MAPS

The following screen shot of the project WebMap (**Figure 11**) provides information on all of the variables used in calculating growth throughout the study area.

The WebMap can be reviewed at the following link: [Williamsport Area Transportation Study \(WATS\) \(arcgis.com\)](https://www.arcgis.com/apps/webappviewer/index.html?id=7a1b1b1b1b1b1b1b1b1b1b1b1b1b1b1b)

- Reference layers such as County Boundaries, highway routes, and interchanges come on by default when the map loads.
- The map also includes Zoom in/out buttons as well as a search bar that can be used for an address.
- Users wishing to export the map for printing may do so as opposed to a screengrab.
- Users may also select among a variety of options for base maps.
- The WebMap also includes selections of data layers that can be toggled on and off. Each category is labeled as such:

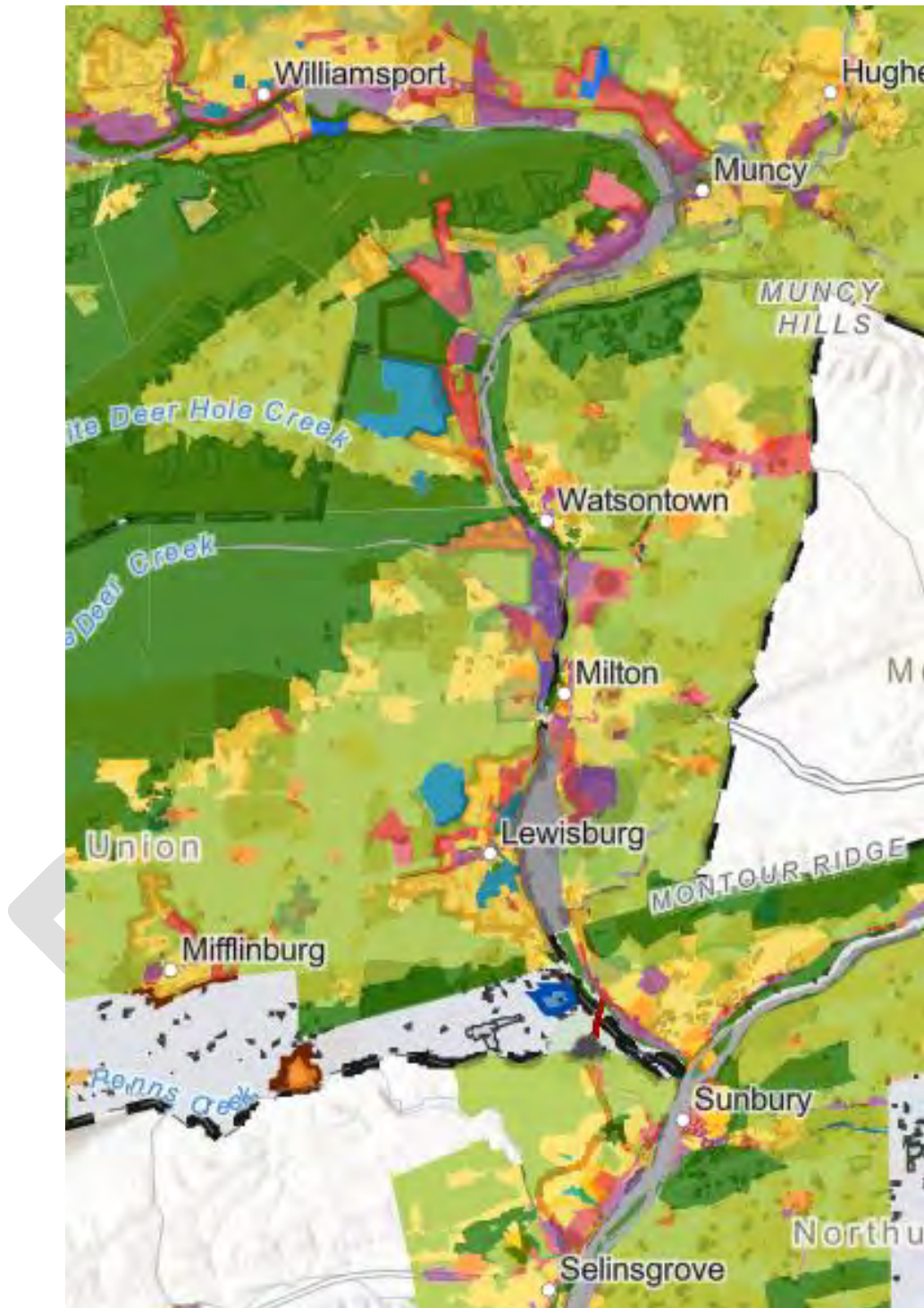


- VP – Vacant Parcels
- GA – Growth Areas / Estimated Potential Growth by Interchange
- JG – Job Growth
- PG – Population Growth, Residential Growth by Census Block
- PD – Proposed Developments
- Z – Zoning
- REF – Reference layers
- ALL – All layers, as some users might prefer to have all of the layers accessible in one list to toggle on/off.
- When navigating in the WebMap sidebar, users will need to select the “Other Panels” button to view PD, Z, REF, and ALL.

DRAFT



Figure 11: Screen Shot of Project WebMap



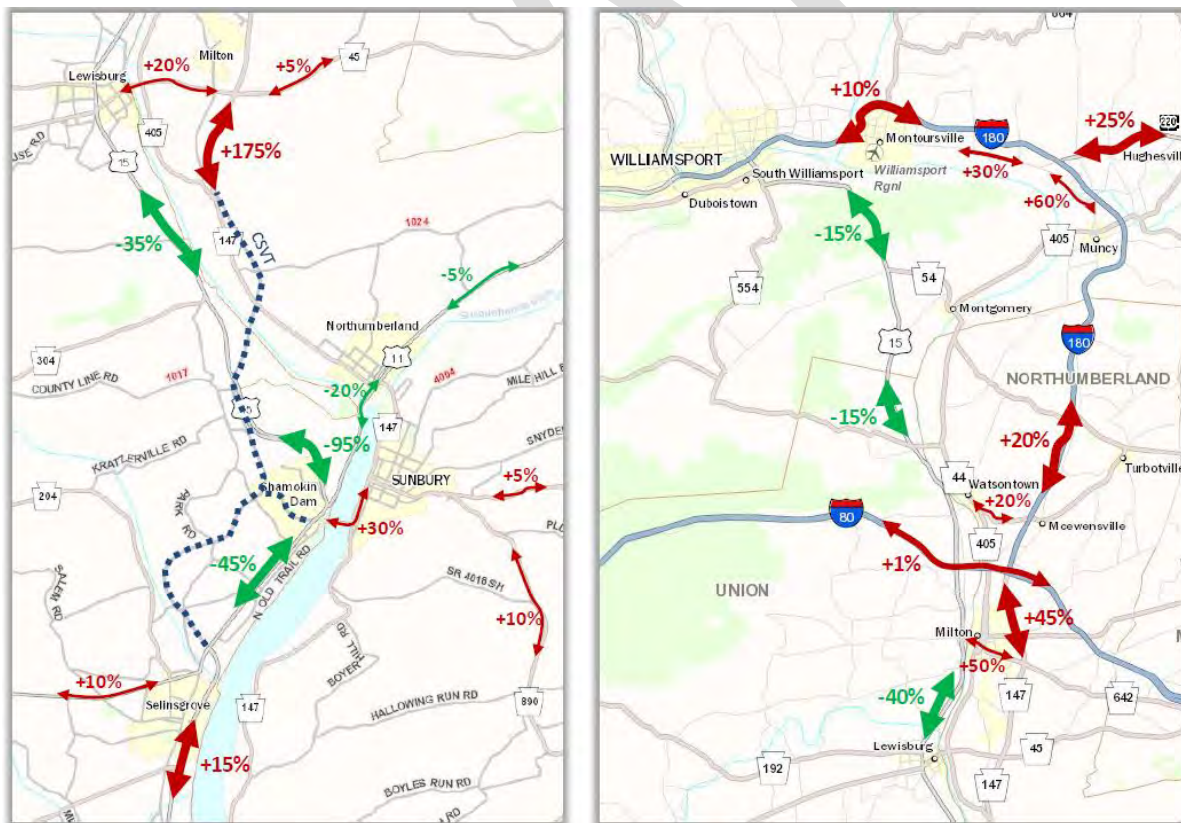


TRAFFIC MODELING: VOLUMES AND LEVELS OF DIVERSIONS

Through a series of statewide travel demand model runs, an assessment was made to determine how traffic volume could change with the forecast land use vision and a completed CSVT project. **Figure 12** highlights the key traffic volume changes projected in the region. These include:

- US 15 traffic volumes are expected to decrease significantly, especially south of Lewisburg. In Shamokin Dam, modeling projects nearly a 45 percent reduction in traffic volume. North of I-80, US 15 traffic is projected to decrease by about 15 percent.
- The completion of the CSVT project may increase US 15 traffic south of Selinsgrove by 10-15 percent.
- Several east-west road connections from CSVT and I-180 are expected to increase in traffic volume. This includes PA 45 into Lewisburg, where a 20 percent increase in traffic resulted in the modeling. In Milton, nearly a 50 percent increase in volume was projected on PA 642. In Watsontown, PA 44 was projected to have 20 percent increase in traffic volume. Each of these increases would have significant impacts on local traffic congestion and safety in those areas.¹
- US 220 toward Hughesville was projected to have traffic increases of 25 percent. The completion of the CSVT project drew more traffic to the I-180 and US 220 corridor to areas north and east of the study area.
- Significant development near Muncy and the Lycoming Mall will increase traffic volumes at those interchanges and also significantly increase traffic volume along Lycoming Mall Drive and North Main Street.

Figure 12: Forecast Traffic Volume Changes Due to Projected Developments and CSVT Completion



¹ Note: Travel demand modeling is too coarse to separate passenger cars and commercial trucks for the purposes of forecasting growth by vehicle classification.



HIGHWAY SAFETY OPPORTUNITIES

Using 2015-2019 reportable crash data previously summarized in the Understanding Existing Conditions section of the study, the methodologies outlined in the American Association of State Highway and Transportation Officials' (AASHTO) Highway Safety Manual (HSM), First Edition, and PennDOT's Publication 638A, Pennsylvania Safety Predictive Analysis Methods Manual were applied to each of the locations noted in **Table 2** to understand what specific interchange features are experiencing more crashes than they should be 'today' and are thus locations that should be paid attention to as CSVT Project land use and traffic redistribution impacts occur.

Table 4 lists the interchange features that are experiencing excess crash costs. These findings are ranked in order from greatest excess cost to least excess cost. Excess cost is the monetization, based on the cost to society of different crash types and injury severities, of the delta in crashes between observed (existing) crash history and the predicted number of crashes. In lay terms, **Table 4** shows what interchange features have the greatest opportunity for a return on infrastructure investment.

Table 4: PA 147 and I-180 Interchange Features in Excess Cost Order

Feature Type	Interchange	Feature Description
Terminal	US 15/Market Street/Lewisburg	I-180 EB & WB Ramps
Speed Change Lane	Basin Street	I-180 WB Off-Ramp
Terminal	Warrensville Road/Third Street	I-180 WB Ramps (Third St)
Ramp	Faxon	I-180 WB On-Ramp from Northway Road
Speed Change Lane	I-80/Bellefonte/Bloomsburg	I-80 WB to I-80 WB CD
Speed Change Lane	Lycoming Mall Road	I-180 EB On-Ramp
Speed Change Lane	I-80/Bellefonte/Bloomsburg	I-80 EB CD to I-80 EB
Speed Change Lane	Faxon	I-180 WB On-Ramp



Implementation Strategies & Next Steps

STUDY RECOMMENDATIONS

The team organized the study recommendations into several categories, including land use; economic development; traffic operations; safety; multimodal transportation; and planning and administration. The implementation plan includes supporting information, including implementing agency lead, planning-level cost estimates, and recommended timing. Other action steps were also provided to assist in making the transition from planning to implementation.

The reader should note that PennDOT consistently works with municipalities throughout the District to identify projects to improve traffic flow. Several of the study recommendations include monitoring interchange off-ramps or signal re-timings based on potential traffic projections. The reader should also note that any future developments within the study area will be subjected to the HOP process and signaling interchanges or re-timings will be based on the results of a TIS. Any signing or roadway geometry upgrades suggested within this report should ideally be addressed through future roadway reconstruction projects or related upgrades and not as stand-alone projects in order to maximize the use of available dollars unless there is an immediate severe crash pattern that needs addressed.

The study recommendations offer a framework for the MPOs, PennDOT, and their stakeholders in what needs to be accomplished to prepare for CSV's impacts. A critical component of the study's implementation strategy includes monitoring and addressing the impacts of the CSV Project as it opens to traffic. Local government stakeholders and the public are encouraged to assist in this essential implementation step to fulfill the vision and needs identified in this study. The Williamsport and SEDA-COG MPOs hold regular meetings that are open to the public and provide an opportunity to voice transportation concerns. The MPOs' 3C planning process (continuous, cooperative, and comprehensive) provides the essential framework in which implementation of this study's recommendations can be successful.

Successful mitigation of CSV's impacts will rely heavily on regular and routine stakeholder participation and involvement. The creation of a CSV Study Implementation Task Force will serve as the primary body responsible for administering the study's implementation plan under the aegis of the MPOs and PennDOT. The Task Force should meet on a quarterly basis. Meeting frequency over the long-term can be reevaluated and adjusted as new CSV traffic patterns reach equilibrium and as local land use management practices improve.

Study recommendations are organized by the following categories:²

The **Implementation Plan** is a menu of offerings for the Study Implementation Task Force to consider as it administers and monitors the execution of needed action items.

While it is unlikely that every recommendation will be implemented or acted upon, they were designed to encourage improvement in the conduct of government programs and operations and are addressed to parties with the authority to act. The Implementation Task Force will have a wide-ranging menu of options to consider as it monitors and measures progress.

² Legend for estimated costs:

\$: < \$250K

\$\$: between \$250K and \$500K

\$\$\$: between \$500K and \$1M

\$\$\$\$: between \$1M and \$5M

\$\$\$\$\$: > \$5M



- Traffic Safety (TS) to address hotspots with excess crashes based on Highway Safety Manual (HSM) analyses.
- Traffic Operations (TO) including vehicle navigation aids, signing, signal timings, etc.
- Transportation Enhancements (TE) including multimodal improvements, traffic calming, Complete Streets, etc.
- Land Use (LU) to address updates to existing and creation of new county and local plans, policies, and ordinances.
- Economic Development (ED) including projects to improve infrastructure to facilitate job growth and community development.
- Planning and Administration (PA) to continue coordinating planning efforts across the CSVT study area.

DRAFT



Traffic Safety (TS)

Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TS-1	Pavement Markings – Entire I-180/PA 147 Corridor	Update pavement markings at exit and entrance ramps and gores to meet current PennDOT and MUTCD Standards. Add painted chevrons in selected gore areas.	PennDOT	\$	2 years
<ul style="list-style-type: none"> Issues/Concerns: Excess crashes per HSM analyses have been identified at a number of entrance and exit ramps and along speed change lanes in the existing condition: specifically, at Interchanges 26, 17 and at the I-80 Interchange. Additional traffic on this corridor and motorists unfamiliar with the area as a result of the CSVT project will benefit from positive guidance provided by updated pavement markings at all interchanges. Recommendation Details: Increase width of solid white edge and lane lines at gores of entrance and exit ramps to 8” in keeping with PennDOT standards depicted in PennDOT Publication 111. Similarly, upgrade all auxiliary lane pavement markings along merge lanes and along auxiliary lanes to meet Pub. 111 details (8” skips). Add or revise gore stripes at interchanges that have experienced excess crashes (26, 17, and I-80 interchange) to meet MUTCD requirements for chevron shape and orientation. This will encourage motorists to align with and stay in acceleration lanes prior to merging. Implementation: <ul style="list-style-type: none"> Considerations: Upgrades to interchanges that have experienced excess crashes should occur in the near term. Updating of entire corridor should occur concurrent with or prior to the implementation of the CSVT project. Support Partners: PennDOT Potential Funding Sources: Maintenance budget, concurrent with annual (bi-annual?) striping maintenance or concurrent with resurfacing projects. PennDOT Notes: <ul style="list-style-type: none"> Existing gores appear to be 8” lines as per Pub 111. Gore areas could benefit from adding ‘Chevron’ small paint pavement marking configuration. However, a review of MUTCD requirements indicate that some of the wider paint lines and painted chevrons in the neutral gore area are optional. PennDOT will review crash report details at the ramp locations and speed change lanes to identify causation factors, and unless there is a prominent crash pattern at a particular location, markings will be reviewed for upgrades during future resurfacing and reconstruction projects and the cost funded by those projects. If a prominent crash pattern, addressable by pavement markings is found, the department will update pavement markings with the annual Freeway Line Paint Contract, department forces, or other means. 					
TS-2	Signing at I-80/ I-180/PA 147 Interchange	Reevaluate advance guide sign and lane designation configuration to provide updated advance guide signing for Freeway-to-Freeway Interchange (Per MUTCD figure 2E-34)	PennDOT	\$\$\$\$???
<ul style="list-style-type: none"> Issues/Concerns: Excess crashes per HSM analyses have been identified along a number of the collector-distributor roads and speed change lanes at the I-80 Interchange. Any confusion regarding lane assignment or movement can lead to excess crashes. Clear and properly-spaced guide signs can help mitigate this. Additionally, completion of the CSVT project should be expected to involve a redistribution of traffic and concurrent changes in wayfinding and destination signing, creating a concurrent need to address guide sign changes at this interchange. Completion of CSVT may also result in a desire to update/revise the guide signing at the I-80/US 15 interchange to the west of this interchange to revise the destinations/wayfinding. 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
		<ul style="list-style-type: none"> Recommendation Details: Reevaluate the advance and interchange guide signs and lane designation configuration at this freeway to freeway interchange. Potentially relocate overhead (OH) guide sign structures and add additional OH/cantilever structures to provide updated advance guide signing that follows the MUTCD recommendations for Freeway to Freeway Interchanges (MUTCD figure 2E-34). PennDOT Notes: Modification of existing signing for the I-80 WB Off-ramp to I-180 WB would likely be valuable – adding advisory speed to sign and having 'Exit Only' below the sign. Moving sign structures does not appear to be necessary. Sign structures are typically evaluated for upgrades and replacement with larger reconstruction projects and the cost absorbed by the project. Implementation: <ul style="list-style-type: none"> Considerations: Updating of guide signs for the interchange should occur concurrent with completion of the CSVT project, since the interchange traffic flow interactions will very likely exhibit more freeway to freeway operational attributes, and the guide signing should be upgraded to match. Support Partners: PennDOT Potential Funding Sources: to be absorbed as part of any larger reconstruction project 			
TS-3	Susquehanna Trail Interchange (Exit 1/ I-180)	Basic countermeasures for stop-controlled intersection	PennDOT	\$	1 Year
		<ul style="list-style-type: none"> Issues/Concerns: Excess crashes per HSM analyses have been identified at the eastbound I-180 ramp terminal intersection with Susquehanna Trail. The crash history indicates vehicles running the stop sign or turning vehicles stopped in traffic were the primary factors. The projected employment buildout in the vicinity of this interchange suggests an increase in traffic volume will likely access these ramps in the future, exacerbating any underlying existing safety issues. Recommendation Details: Implement basic safety countermeasures for stop-controlled intersections at the eastbound ramp terminals. A review of Google Maps indicates a number of these basic countermeasures have been implemented in the recent past and any benefits from this implementation are not yet reflected in the crash history. The district traffic unit should review crash details and potentially implement sign upgrades and other counter measures for running stop signs crashes at this location, if justified. Implementation: <ul style="list-style-type: none"> Considerations: Additional traffic generated in the future from the projected employment buildout may exacerbate underlying safety issues at this intersection/interchange. Initial analysis of crash history suggests the addition of left turn lane bays to remove stopped/turning traffic from the Susquehanna Trail through movement flow may be warranted in the future. As adjacent and nearby properties are developed, thus increasing nearby traffic volume, HOP reviews may include a reevaluation of this potential need. Support Partners: PennDOT Potential Funding Sources: Maintenance Budget (for low-cost sign upgrades/countermeasures) 			



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TS-4	Warrensville Rd/ 3 rd St Interchange (Exit 23/I-180)	Revise EB off- ramp terminal configuration and related signal	PennDOT	\$ - \$\$	1 - 3 years
<ul style="list-style-type: none"> Issues/Concerns: Excess crashes per HSM analyses have been identified at the EB ramp terminal intersection with E 3rd St. The ramp terminal intersection is signalized; however, the off-ramp leg is a right-turn only, is not clearly channelized, and the off-ramp approach is not signalized. The ramp is clearly angled to encourage right turns only and discourage all other movements. Any motorist attempting a left turn or going straight through the intersection is likely deliberately trying to make a left turn despite it being restricted to right turn only. Additional channelization still might not stop this from occurring, and could be an impediment during emergency situations, resurfacing operations, and accommodating large loads. Adding signal timing phases or running additional movements through this signal would likely add to the congestion already experienced on SR 2014 between Montoursville and Loyalsock during peak hours. PennDOT has not received any public complaints regarding the design of this intersection. Recommendation Details: Study the intersection and revise the signal and the channelization of the right turn lane /EB off-ramp to provide clear guidance to motorists. The intersection movements should be observed to determine whether there is cross intersection demand and mitigations should be adjusted accordingly. Options could include: <ul style="list-style-type: none"> Revise geometry to provide more clear channelization of off-ramp right turn. Construct a channeling island for positive guidance. Increase signing from off-ramp reinforcing no left turn or through movements through signalized intersection Double-up (both sides of ramp) and oversize 'All Traffic Must Turn Right' signs. (Note: Installing on the left may likely result in the sign getting knocked off the concrete barrier, unless it's installed prior to the barrier.) Move stop sign to increase conspicuity, and move 'All Traffic Must Turn Right' sign to below the stop sign. Install R3-5R (Right Turn Only) sign where existing 'All Traffic...' sign is. Install 'No Left Turn' sign on back of 'Keep Right' sign in median. <p>Other intersection and signal improvements to address the excess crash history at this ramp terminal intersection would include:</p> <ul style="list-style-type: none"> adding reflectorized strips on the backplates of the signal heads; adding a near-side signal head for Old Montoursville Road; and adding a signal ahead sign to Old Montoursville approach. Implementation: <ul style="list-style-type: none"> Considerations: Some of the lower cost mitigations such as painting in a channelizing island and increased signing could occur in the near term, while more expensive, complex solutions/mitigations are being designed/developed. The employment projections indicate that the area across from the off-ramp on Old Montoursville Road is expected to experience growth in the future. If this destination draws traffic off I-180 EB, then any redesign considerations should take this future trip generation movement into account. Support Partners: PennDOT Potential Funding Sources: Maintenance Budget, Operations Budget, HSIP Funds, GLG Funds 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TS-5	WB On-Ramp at Faxon Interchange (Exit 25/I-180)	Reconstruct WB on-ramp and merge areas	PennDOT	\$\$\$	3 Years
<ul style="list-style-type: none"> Issues/Concerns: Excess crashes per HSM analyses have been identified along the WB on-ramp, the internal merge area within the ramp, and the speed change lane/ merge area with I-180. A number of rear-end crashes cited vehicles approaching stopped traffic, indicating unexpected congestion and potential sight distance issues. This could be an indication of motorists unfamiliar with the area and local traffic patterns utilizing this ramp and/or inconsistent upstream congestion on I-180 (both potentially due to the area being a Little League destination). Mainline I-180 traffic volume growth expected with the completion of the CSVT may exacerbate the merge conflicts and accentuate any underlying safety issues at this ramp. Recommendation Details: Study traffic operation of ramp and upstream traffic flow. Consider reconstruction of portions of ramp and speed change lane to extend/lengthen/ clarify merge areas of both the incoming side ramp and the main ramp into the I-180 travel lanes. Adjust vertical curve/grade of ramp to improve sight distance for accelerating vehicles coming over the rise toward I-180 (a number of crashes cite rear-end crashes of cars coming over the ramp crashing into vehicles stopped in traffic) During the design phase of future reconstruction projects the Department can evaluate crash patterns and assess the need to lengthen ramps make geometry adjustments. Implementation: <ul style="list-style-type: none"> Considerations: Operations and crash analysis should occur during times of normal traffic and during times of Little League activity. Support Partners: PennDOT Potential Funding Sources: NHPP; STP; APD 					
TS-6	WB Off-Ramp Speed Change Lane(s) at Basin St. Interchange (Exit 26/I-180)	Revise guide signing and clarify pavement markings for Exits 26 and 27A. Consider wayfinding and service signing.	PennDOT	\$ - \$\$\$	1 Year
<ul style="list-style-type: none"> Issues/Concerns: Excess crashes per HSM analyses have been identified along the WB off-ramp speed change lane at the Basin St. exit. The speed change lane is adjacent to the exit-only lane for Exit 27A, which is a relatively unusual lane configuration. While it is possible that the advance guide signs for the combined exit numbers (located just east of the pedestrian overpass and at the start of the exit only lane) are confusing to motorists (implying that Basin St and Market St are both US 15 South routes), widespread confusion over the signage has not been observed. Additional and revised guide signing, and standard auxiliary lane pavement markings may help clarify lane assignments and destinations for the potentially high proportion of out-of-town traffic (Little League). Additionally, there is a "Visitor Info" sign attached to the OH sign support at the beginning of the auxiliary and exit lane guide sign location. It is not clear where the "Visitor Info" destination is, and this may also lead to destination/ lane assignment confusion for "Visitors." Additionally, some of the crash history associated with this speed change lane could be associated with queueing from the Market St. off-ramp/adjacent auxiliary lane. Mainline and Market St. Interchange WB off-ramp traffic volume growth expected with the completion of the CSVT may exacerbate the conflicts through this area and accentuate any underlying safety issues. While confusion over the Visitor Info sign has not been observed, it could be changed to a ground mount sign with an arrow. Recommendation Details: Study traffic operation of Basin St. off-ramp and interaction with adjacent Market St. exit-only auxiliary lane. Consider adding an additional Basin St. exit guide sign near physical gore of ramp (similar to that shown in MUTCD Figure 2E-34 B - Example of Signing for Successive Exit Ramps with a Dropped Lane at the Second Exit), and updating auxiliary lane pavement markings to meet Pub 111 for full length of exit only lane. Revise wording on advance guide signs to indicate clearly that US 15 S is only 27A/Market St exit. (i.e., Basin St. listed first, then US15 S shield and Market St. under. An example of a similar configuration is located at Exit 32-31A on I-95 S in Md. near 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
		<p>mm 34). May also consider more detailed general service and tourist information signing with distance and exit numbers to assist tourists in accessing the correct interchange for their destination and not inducing hesitancy on the interstate as they navigate to their destination.</p> <ul style="list-style-type: none"> PennDOT Notes: Exit 32-31A are one exit lane. PennDOT has not received calls on these signs being confusing and believes signage at Basin exit is clear. An 'Exit only' sign below Basin St sign could be added as a potential improvement. Implementation: <ul style="list-style-type: none"> Considerations: Potential mitigations and suggestions associated with this location vary greatly in scope and cost. Some of the mitigations/solutions can be implemented quickly, and some could be expensive and design intensive. Effects of queueing for the Market St. WB exit only lane and the Basin St. exit lane require additional study. Traffic modeling suggests that completion of the CSVt project is expected to relocate a good deal of Williamsport destination traffic off of US 15, meaning a number of tourists will not pass the Little League Hall of Fame on their way into town. Thus, it can be expected that additional wayfinding may be necessary on I-180 to address tourist needs, and the distribution of trips on and off these exits may vary significantly during high tourist seasons as compared to "averages". There is currently recurring congestion caused by capacity during peak hours on multiple approaches to the SPUI. Two major ones include the US 15 left onto I-180 WB and the I-180 WB off ramp to US 15. Additional wayfinding signs would only be allowed as per Pub 46 and paid for by entity, which is the current standard. Support Partners: PennDOT Potential Funding Sources: Maintenance Budget, Operations Budget, Specific Service Sign (Pub 212.121) and Tourist Oriented Directional Signs (Pub 212.123) 			
TS-7	US 15 South/Market St Interchange (Exit 27A/I-180)	Evaluate and install intersection and traffic signal enhancement/conspicuity measures for unusual intersection configuration	PennDOT	\$ - \$\$\$	1 - 4 years
		<ul style="list-style-type: none"> Issues/Concerns: Excess crashes per HSM analyses have been identified at the EB and WB ramp terminal intersection with Market Street. The ramp terminals and their associated geometry constitute an unusual intersection design and operation known as a SPUI (Single Point Urban Intersection). This type of design creates a large single intersection with a very large uncontrolled area in the middle, which can lead to driver confusion for drivers unfamiliar with this intersection type, particularly drivers turning left or right. Based on traffic modeling, completion of the CSVt project will likely lead to very different traffic patterns through this intersection, since it is forecast that a not-insignificant portion of US 15 NB through traffic, currently turning left through this SPUI, will likely be already diverted onto I-180 and continuing on the mainline I-180 to US 15 N, never using this intersection. Similarly, SB US 15 through traffic currently turning right is expected to continue on I-180 EB, post-CSVt. Conversely, more traffic is anticipated to be accessing tourism destinations in South Williamsport (e.g., Little League) via I-180 over US 15 in the future. Recommendation Details: Consider intersection enhancement and conspicuity measures found to be effective at other unusual intersection configurations that share some similar attributes with the SPUI; particularly pavement color treatments for shoulders and island areas to more clearly delineate the travel way, similar to use of color on truck aprons and color on increased shoulder/turning areas at roundabouts. Consider use of lane designation signs on the mast arms and signal head per lane, found to be effective for helping motorists understand their lane designations at diverging diamond interchanges. Study the intersection and revise the signal timing and phasing once traffic patterns settle out; as signal timing and delay can contribute to safety. Current crash history indicates the right turn EB off ramp traffic green arrow overlap with WB off ramp green may be contributing to out of lane crashes; this should be investigated to see if revised lane markings or phasing should be implemented, or a merge lane introduced to keep these separate movements in their lanes until they can safely establish right-of-way. Other intersection and signal improvements to address the excess crash history at this ramp terminal intersection would include: 			



Recommendation	Description	Lead Entity	Estimated Cost	Timeframe
	<ul style="list-style-type: none"> ○ Install object markers or delineators on islands ○ Evaluate advance route and directional signing on ramps to help unfamiliar motorists select correct lane for desired destinations ○ Update signal backplates to include retro-reflective strips to help with signal conspicuity ○ A number of crashes occurred in wet or icy conditions. Consider HFST-type bridge treatments or consider additional attention in winter conditions. Similarly, consider all-weather pavement markings for improved retro-reflectivity 			
• Implementation:	<ul style="list-style-type: none"> ○ Considerations: Some of the lower cost mitigations such as painting and signing could occur in the near term, while more expensive, complex solutions/mitigations are being designed/developed. Recommend providing alternate timing plans for Little League and other high tourist seasons, as they are likely to experience significantly different trip distributions, with the potential for unexpected queueing onto I-180 (and related rear-end crashes). Ramp preemption timing and location should be reevaluated, concurrent with signal timing revisions. Redesign considerations should take future trip redistribution movements into account. The intersection movements should be observed (both during typical days and during high tourist season when motorists are more likely to be unfamiliar with the SPUI operation) to determine the level of positive guidance needed and mitigations should be adjusted accordingly. ○ Extreme care should be exercised in exploring traffic signal phase changes. It should be noted that modifying SPUI timing phases to prevent the EB and WB overlap movements as referenced above could take away the signal timing and capacity-adding benefits of a Single Point Urban Interchange (SPUI) and could exacerbate current capacity/congestion issues. ○ Adding additional signal heads or signs to existing arms may be limited to what they were originally designed for. Installing additional poles or increasing the size of signal poles may be limited without additional structure modifications. The current poles are not mounted to the bridge deck, but rather go through a hole and are mounted to the piers. ○ Support Partners: PennDOT ○ Potential Funding Sources: Maintenance Budget, Operations Budget, GLG Funds 			



Traffic Operations (TO)

Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TO-1	Regional Wayfinding Signage for Trucks	Evaluate signage needs for trucks traveling through the corridor and those destined for points west of the Susquehanna River	PennDOT District 3	\$\$	Short-term
<ul style="list-style-type: none"> Issues/Concerns: Ensure that long distance truck travel remains on CSVT and I-180, limiting trucks through Shamokin Dam and Lewisburg on US 15. Efforts to limit trucks will support local initiatives to provide multi-modal improvements including bike and pedestrian infrastructure in those areas anticipated to experience traffic reductions as a result of the CSVT. Trucks destined to points west of the Susquehanna should be directed to US 15 to limit travel on PA 45 into Lewisburg from the CSVT. Coordinate with other regional planning partners and PennDOT District Offices on whether US 522 is serving long-distance truck travel from CSVT to the Pennsylvania Turnpike and what role signage could play at addressing regional truck corridor concerns. Wayfinding will only be addressed through PA Tourism Signing Trust to add to the Logo program or the TOD program. Recommendation Details: Coordinated study between PennDOT, MPO, municipalities to better identify signing details and engineering requirements. Implementation: <ul style="list-style-type: none"> Considerations: Can be implemented in short term. May require coordination with state, regional, and/or local freight stakeholders. Support Partners: PennDOT District 3 as lead with support SEDA-COG and municipalities Potential Funding Sources: 					
TO-2	Regional Wayfinding Signage for Regional Travelers	Develop a regional wayfinding initiative to enhance visibility and promote visits to historic, shopping, dining, and recreation destinations in area	WATS/SEDA-COG	\$\$	Short-term
<ul style="list-style-type: none"> Issues/Concerns: Completion of the CSVT will have impacts on businesses along the US 15 and CSVT corridors. To support economic development, traffic enhancements and regional safety, additional signage will be needed to better inform motorists of key destinations and appropriate access points. Recommendation Details: The wayfinding initiative will require significant coordination with local businesses to determine important destinations that may require wayfinding and signage. Additional coordination with PennDOT District 3 is needed to identify appropriate signage design and locations. Wayfinding will only be addressed through PA Tourism Signing Trust to add to the Logo program. Implementation: <ul style="list-style-type: none"> Considerations: Can be implemented in short term. Will require coordination with local business stakeholders. Support Partners: PennDOT District 3 can support engineering assessments; municipalities can help inform economic needs and priorities Potential Funding Sources: 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TO-3	US 15 Traffic Signal Re-Timing	Conduct studies to revise traffic signal timings along the corridor based on changes to traffic volumes due to completion of CSVT	PennDOT District 3	\$\$	Short-term
<ul style="list-style-type: none"> Issues/Concerns: Completion of the CSVT is expected to reduce traffic volumes on US 15, especially from Selinsgrove through Lewisburg. A comprehensive signal timing initiative may be required where traffic volumes are impacted the most. Signal timings updates will improve access to key businesses and limit congestion for cross-streets. Improvements may also support other multi-modal initiatives in Shamokin Dam and Lewisburg. Recommendation Details: Traffic signal retiming efforts will be led by PennDOT District 3. SEDA-COG and local municipalities should provide insights to PennDOT on any traffic signal operation issues after completion of the CSVT. Implementation: <ul style="list-style-type: none"> Considerations: Signal timing changes will require continued monitoring of traffic volume changes on US 15 after the CSVT completion. Spot intersection turning movement counts should be conducted 1-2 years after roadway completion to assess changes to travel patterns. Support Partners: PennDOT District 3 as lead with support from SEDA-COG and municipalities Potential Funding Sources: GLG PennDOT Notes: The US 15 corridor in Kelly Township will have controller upgrades and tied into PennDOT's Maxview system to use signal performance metrics for retiming the corridor. This will be completed with a GLG project within the next 2 years. US 11/15 in Shamokin Dam and Monroe Township will have the same system to evaluate timings. 					
TO-4	Intersection Improvements near PA 45/CSVT Interchange	Evaluate need for intersection control modifications at PA45/CSVT interchange off-ramps and PA 45/Housel Run Road.	PennDOT District 3	\$\$	Medium-term
<ul style="list-style-type: none"> Issues/Concerns: Traffic modeling projections indicate potential increases of traffic on PA 45 west of the PA 45 / CSVT interchange towards Lewisburg with the completion of the CSVT. Future development to the north at the Milton Area Industrial Park may also exacerbate traffic demand on PA 45. Several intersections are currently controlled by a stop sign or flashing beacon. These include the off-ramps from CSVT and the intersection of PA 45 and Housel Run Road. Other intersection control devices should be evaluated if intersection volumes increase. Any mitigation needed to address future development should be addressed through the HOP process. Recommendation Details: PennDOT District 3 can conduct a traffic signal warrant analysis if significant changes to traffic volume occur or if other safety issues are identified. Other intersection control options can also be assessed to address issues. In addition, signage and/or truck restrictions can complement intersection improvements to limit truck access to the interchange just north of PA 45. Implementation: <ul style="list-style-type: none"> Considerations: Support from SEDA-COG and local municipality in monitoring any issues that may be occur at this intersection. This will include review of ongoing HPMS traffic counts and information from PennDOT's crash data system. Spot intersection turning movement counts could be conducted 1-2 years after roadway completion to assess changes to travel patterns. Support Partners: PennDOT District 3 as lead with support SEDA-COG and municipalities Potential Funding Sources: HSIP 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TO-5	Intersection and Capacity Enhancements on Industrial Park Road	Evaluate need for intersection control modifications and spot capacity improvements at or near Industrial Park Road/CSV T interchange.	PennDOT District 3	\$\$	Medium-term
<ul style="list-style-type: none"> Issues/Concerns: The continued expansion of the Milton Area Industrial Park will attract additional vehicular and truck traffic to this interchange. The current off-ramp intersections are stop-controlled and may create ramp queues if truck volumes increase significantly. Other spot capacity improvements may be needed just west of the interchange based on the growth of the industrial park and potential other commercial establishments. Such improvements may be addressed through development traffic impact studies. Issues and needs may be exacerbated if this interchange adds a truck stop or other amenities for regional truck travel. Recommendation Details: PennDOT District 3 can conduct a traffic signal warrant analysis if significant changes to traffic volume occur or if other safety issues are identified. Other intersection control options can also be assessed to address issues. Other land use changes included the addition of truck stops or other commercial amenities may impact the strategies and timing. Implementation: <ul style="list-style-type: none"> Considerations: Support from SEDA-COG and local municipality in monitoring any issues that may be occur at or near this interchange. This will include review of ongoing HPMS traffic counts and information from PennDOT's crash data system and assessing local land use changes. Support Partners: PennDOT District 3 as lead with support SEDA-COG and municipalities Potential Funding Sources: 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TO-6	Intersection Improvements and timing updates near PA 642/CSV T Interchange	Evaluate need for intersection control modifications at PA 642/CSV T interchange off-ramps and signal retiming at PA 642/Turbot Avenue.	PennDOT District 3	\$\$	Medium-term
<ul style="list-style-type: none"> Issues/Concerns: Traffic modeling projections indicate potential increases of traffic on PA 642 at or near the PA 642 / CSV T interchange. PA 642 provides east-west access to the town of Milton. Land use growth is forecast east of the interchange and may generate more traffic. Several intersections are currently controlled by a stop sign. These include the off-ramps from CSV T. The PA 642 and Turbot Avenue intersection is the key east-west signal into Milton. The signal may require traffic timing changes if significant traffic volumes changes occur. Other intersection control devices should be evaluated if intersection volumes increase. This interchange may also serve as a viable location for a rest area or amenities, which may create additional traffic demand. Recommendation Details: PennDOT District 3 can conduct a traffic signal warrant analysis if significant changes to traffic volume occur or if other safety issues are identified. Other intersection control options can also be assessed to address issues. Other land use changes included the addition of truck stops or other commercial amenities may impact the strategies and timing. Implementation: <ul style="list-style-type: none"> Considerations: Support from SEDA-COG and local municipality in monitoring any issues that may be occur at this intersection. This will include review of ongoing HPMS traffic counts and information from PennDOT's crash data system and assessing land use changes. Spot intersection turning movement counts could be conducted 1-2 years after roadway completion to assess changes to travel patterns. Support Partners: PennDOT District 3 as lead with support SEDA-COG and municipalities Potential Funding Sources: GLG 					
TO-7	Intersection Improvements at PA 54/ Susquehanna Trail Intersection	Evaluate need for intersection control modifications at PA 54/Susquehanna Trail Intersection.	PennDOT District 3	\$\$	Short-term
<ul style="list-style-type: none"> Issues/Concerns: The PA 54/Susquehanna Trail Intersection is currently controlled by a flashing yellow beacon. The local municipality has noted some current safety concerns at this intersection. Future development at this interchange and the completion of the CSV T may further increase traffic volumes in the vicinity of the intersection. Recommendation Details: PennDOT District 3 can conduct a traffic signal warrant analysis if significant changes to traffic volume occur and to evaluate current safety issues. It is recommended the intersection be analyzed in the short term as it has been noted as an existing safety concern. Other intersection control options can also be assessed to address issues. Other land use changes may impact the strategies and timing. Implementation: <ul style="list-style-type: none"> Considerations: Support from SEDA-COG and local municipality in monitoring any issues that may be occur at this intersection. This will include review of ongoing HPMS traffic counts and information from PennDOT's crash data system and assessing land use changes. Support Partners: PennDOT District 3 as lead with support SEDA-COG and municipalities Potential Funding Sources: HSIP 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TO-8	Intersection Improvements on PA 405	Implement recommendations from the Muncy Area Corridor Management Plan on PA 405 including signal modifications and additional through/turn lanes	PennDOT District 3	\$	Medium-Long Term
<ul style="list-style-type: none"> Issues/Concerns: The I-180/PA 405 interchange is currently designed to support additional traffic volume growth. With the completion of CSVT, there is the potential for more regional through travel on I-180. This exit provides a significant number of amenities including restaurants. As a result, some increase in traffic volume may occur on PA 405 just east of the current interchange. The additional traffic may create need to adjust signal timings along the corridor and the possible addition of spot capacity improvements. Recommendation Details: Improvements should be coordinated with the recommendations from the <i>Muncy Area Corridor Management Plan</i>. PennDOT District 3 can conduct assessments to evaluate signal timing changes that are needed. It is not expected that additional traffic signals or turning lanes will be needed. Implementation: <ul style="list-style-type: none"> Considerations: Support from Williamsport MPO and local municipality in monitoring any issues that may be occur along this corridor. This will include review of ongoing HPMS traffic counts and information from PennDOT's crash data system and assessing land use changes. Support Partners: PennDOT District 3 as lead with support SEDA-COG and municipalities Potential Funding Sources: HSIP; GLG 					
TO-9	Improvements on Lycoming Mall Drive and Lycoming Mall Road	Implement recommendations from Muncy Area Corridor Management Plan on Lycoming Mall Drive and Lycoming Mall Road including capacity and signal improvements	PennDOT District 3	\$\$\$	Medium-Long Term
<ul style="list-style-type: none"> Issues/Concerns: Significant development is expected near Exit 15 and Exit 17 of I-180. Based on the new development, traffic modeling projects significant increases to traffic on key roads in the vicinity of these two interchanges. The new development includes the expanded Geisinger facilities, expansion and repurposing of the Lycoming Mall, and the Lycoming Crossing. CSVT may increase corridor through travel in the corridor and result in more trips to these locations. Recommendation Details: The details of recommendations should be coordinated with the Muncy Area Corridor Management Plan. These enhancements may include signal modifications and capacity improvements on Lycoming Mall Road (SR 2049) and Lycoming Mall Drive. Implementation: <ul style="list-style-type: none"> Considerations: Support from the local municipality in monitoring any issues that may be occur along this corridor. This will include review of ongoing HPMS traffic counts and information from PennDOT's crash data system and assessing land use changes. Support Partners: Williamsport MPO and municipalities Potential Funding Sources: STP; GLG 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TO-10	US 220 Improvements	Spot safety improvements and shoulder widening along US 220 east of I-180 to Hughesville	PennDOT District 3	\$\$	Medium-Term
<ul style="list-style-type: none"> Issues/Concerns: Traffic modeling indicates 10-20% growth in vehicle and truck travel on US 220 with the completion of the CSVT. Due to the increases in traffic and trucks, spot safety improvements may be required that may include shoulder widening or other capacity improvements. Recommendation Details: The details of recommendations will require more study and evaluation from local, regional and state planning partners. Recommendations may be coordinated with the long-term vision of the corridor and other improvements planned for other locations on US 220 outside the corridor. Implementation: <ul style="list-style-type: none"> Considerations: Support from SEDA-COG and local municipality in monitoring any issues that may be occur along this corridor. This will include review of ongoing HPMS traffic counts and information from PennDOT's crash data system and assessing land use changes. Additional traffic counts may be needed 1-2 years after the CSVT completion to evaluate impacts on regional travel and truck travel patterns. Available origin-destination data may also support the evaluation. Support Partners: Williamsport MPO and municipalities Potential Funding Sources: STP 					
TO-11	CSV T Emergency Access	Evaluate improvements or other protocols to ensure emergency vehicles have access to incidents within the corridor	PennDOT District 3	\$\$	Short-Term
<ul style="list-style-type: none"> Issues/Concerns: Stakeholders for the CSVT study have noted the importance of providing methods for emergency access vehicles to respond to incidents along the CSVT and I-180 corridor. Recommendation Details: Further evaluation is needed to determine strategies for emergency access vehicles to access key locations along the corridor. Strategies may include the design of emergency turn-around access points between exits or the application of other emergency management practices of responders. Implementation: <ul style="list-style-type: none"> Considerations: Support from PennDOT District 3 and emergency providers to identify issues and potential strategies. Support Partners: PennDOT District 3 as lead with support SEDA-COG and municipalities Potential Funding Sources: TIP 					
TO-12	Regional Wayfinding	Develop a regional wayfinding initiative to enhance the visibility and promote visits to historic, shopping, dining, and recreation destinations in the study area.	SEDA-COG WATS MPO	\$	5 years
<ul style="list-style-type: none"> Additional Details: Construction of the CSVT will result in diversion of traffic that has historically traversed many of the study area's communities. Developing a regional wayfinding initiative will ensure travelers on the CSVT and within the study area's communities are aware of the historic, recreation, and commercial opportunities through a branding campaign to market the region. Support Partners: Susquehanna River Valley Visitors Bureau, Lycoming County Visitors Bureau Potential Funding Agencies/Sources: DCED/CFA Multimodal Transportation Program, PennDOT Multimodal Transportation Fund 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TO-13	Traffic Signal Upgrade and Replacement	Support funding needed for traffic signal improvement projects in the study area through PennDOT Green Light Go.	SEDA-COG WATS MPO	\$	
<ul style="list-style-type: none"> Additional Details: Many municipalities in the study area will be required to make traffic signal improvements as the result of CSVT construction. Supporting municipal funding requests will ensure municipalities can effectively improve and maintain signals. Municipalities identifying potential traffic signal upgrade projects that could be potentially funded through Green Light-Go: <ul style="list-style-type: none"> Kelly Township Loyalsock Township Monroe Township Shamokin Dam Borough South Williamsport Borough PennDOT has reached out to all the preceding municipalities regarding potential projects using GLG funding. Support Partners: SEDA-COG, WATS MPO Potential Funding/Technical Assistance Sources: GLG 					
TO-14	Address Increasing Truck Travel in Communities Throughout the Study Area	Study the impacts of trucks travelling through several of the study area's communities and identify ways to mitigate impacts. Address trucking impacts with communities via improvements so the roadway network can safely accommodate all modes of transportation.	SEDA-COG	\$	Near-term
<ul style="list-style-type: none"> Additional Details: Several municipalities in the study area reported safety and congestion concerns with trucks travelling through their communities. Comprehensively assessing the issues throughout the study area will document concerns and lead to project prioritization: <ul style="list-style-type: none"> Lewisburg Borough: Truck concerns are well documented in the 2019 Market Street Corridor Study prepared by Lewisburg Borough. Selinsgrove and Penn Township have concerns with existing and future truck traffic exiting at Selinsgrove and travelling west on PA 522 Selinsgrove Borough is working on an ordinance to limit truck lengths; Milton Borough is working on an ordinance limiting parking along Mahoning Street (SR 642) McEwensville Borough would like to assess ways to reduce truck speeds in the Borough. Support Partners: SEDA-COG Potential Funding/Technical Assistance Sources: PL funds; PennDOT Connects 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TO-15	Support Transportation Improvements to Improve Pedestrian and Vehicular Circulation	Support funding requests for the construction of roundabout and supporting pedestrian connections in Kelly Township to facilitate efficient movement of traffic near the US 15 corridor.	Kelly Township	\$\$\$\$	
<ul style="list-style-type: none">• Additional Details: In 2017, Kelly Township assessed potential transportation improvements along the US 15 corridor. One of the projects identified included the installation of a roundabout and improved pedestrian connections at the intersection of JPM Road and Hospital Drive. The project will facilitate the efficient movement of traffic to/from Evangelical Community Hospital and development along the US 15 corridor. While the project has received funding, including DCED/CFA Multimodal Transportation Program funding in 2021, additional funding would ensure the project's successful completion. A roundabout is a good fit for the context of the area and will increase the intersection's capacity and minimize future crash severities.• Support Partners: SEDA-COG• Potential Funding Agencies/Sources: PennDOT Multimodal Transportation Fund					



Transportation Enhancements (TE)

Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TE-1	Shamokin Dam Bike and Pedestrian Improvements	Implement bike and pedestrian strategies and recommendations from the Shamokin Dam Comprehensive Plan	Shamokin Dam Borough	\$\$	Medium-term
<ul style="list-style-type: none"> Issues/Concerns: With the completion of the CSVT, it is anticipated that the US 15 will see significant reductions in traffic volume through Shamokin Dam. The reduction of traffic volumes provides opportunities to implement multi-modal transportation investments. Recommendation Details: The Shamokin Dam Comprehensive Plan provides recommended strategies to improve bike and pedestrian travel in Shamokin Dam. Implementation: <ul style="list-style-type: none"> Considerations: Continue monitoring of traffic on US 15 with completion of CSVT. Evaluate strategies and develop design alternatives in coordination with PennDOT District 3 and MPO. Support Partners: The municipality will serve as lead with support of SEDA-COG and PennDOT District 3 Potential Funding Sources: TA Set-aside 					
TE-2	Market Street Corridor Improvements	Work with sponsors of the Market Street Corridor Study in addressing improvement needs	Lewisburg Borough	\$\$	Medium-term
<ul style="list-style-type: none"> Issues/Concerns: The CSVT is expected to affect regional travel patterns and access. These impacts will include changes to traffic volumes on PA 45 (Market Street) and US 15 in Lewisburg. The implementation of the recommendations from the Market Street Corridor Study will be important to ensure Market Street operates and supports the community vision. This will ensure the safety of vehicles, bikes and pedestrians in Lewisburg. The study has noted key issues along the Market Street corridor including truck traffic, safety for pedestrians and bicyclists, high travel speeds and noise levels. Recommendation Details: The Market Street Corridor Study provides a list of improvements to support the corridor vision and safety for all travelers in Lewisburg. Recommendations include the evaluation of truck prohibitions, signal timing, pedestrian crossings, reductions to speed limit, and other streetscape enhancements on Market Street. Implementation: <ul style="list-style-type: none"> Considerations: Continue monitoring of traffic on PA 45 and US 15 with completion of CSVT. Evaluate strategies and develop design alternatives in coordination with PennDOT District 3 and MPO. Support Partners: The municipality will serve as lead with support of SEDA-COG and PennDOT District 3 Potential Funding Sources: TA Set-aside Note: Additional truck traffic on Market Street during the time of the study was impacted by detoured traffic from the Northumberland Duke St. Project. A speed study completed at the borough's request did not support lowering the speed limit. Moreover, truck crash statistics for Market Street (PA 45) do not support restricting trucks. 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
TE-3	Support Existing Transit Demonstration Projects and Reevaluate Fixed Route Service	Continue to support existing effort to expand shared ride, on demand, and microtransit services. Based on outcomes, reevaluate regional fixed route service in the future.	PennDOT SEDA-COG	\$	5 years
<ul style="list-style-type: none">• Additional Details: PennDOT and SEDA-COG have been working with rabbittransit on providing shared ride, on demand, and micro-transit services in Union, Snyder, Montour, Columbia, and Northumberland counties. Expanding transit services to a regional fixed route delivery model will be evaluated based on demand and ridership levels associated with current demonstration projects provided by rabbittransit.• Support Partners: SEDA-COG, WATS MPO, additional partners to be identified.• Potential Funding Sources: PennDOT Multimodal Transportation Fund; DCED/CFA Multimodal Transportation Program					



Land Use (LU)

Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
LU-1	Locations for Future Travel and Truck Rest Areas	Conduct further planning evaluations and coordination to identify potential locations for future rest areas along CSVT and I-180	Municipality	\$	Medium-term
<ul style="list-style-type: none"> Issues/Concerns: With the completion of the CSVT, it is anticipated that the corridor will experience more long-distance travel both for vehicles and trucks. Additional rest areas with amenities will be required to support regional travel. Recommendation Details: Additional planning efforts can be conducted to coordinate on the best locations for travel amenities or truck stops. Several exit locations have been identified for initial consideration. These include: <ul style="list-style-type: none"> CSVT/Industrial Park Road (current industrial park and significant numbers of trucks highlight opportunity at this location) CSVT/PA642 (potential development east of interchange may support future truck stop or rest area) I-180 Exit 1 (vicinity to I-80 may support locations as viable for truck stop or rest area) Implementation: <ul style="list-style-type: none"> Considerations: Regional and local municipalities will need to further evaluate needs and land availability within vicinity of primary exits. Support Partners: SEDA-COG Potential Funding Sources: PL 					
LU-2	US 15 and US 522 Traffic Calming and Corridor Re-envisioning	Plan for and implement traffic calming and “Complete Streets” approaches for US 15 in South Williamsport, Lewisburg, Shamokin Dam and Hummels Wharf and US 522 in Middleburg	Municipality	\$\$\$	Long-term
<ul style="list-style-type: none"> Issues/Concerns: With the completion of the CSVT, it is anticipated that the US 15 will see significant reductions in traffic volume through multiple communities from Hummels Wharf north to Williamsport. The reduction of traffic volume provides opportunities to implement strategies to support other modes of travel using a “complete streets” vision. Along PA 522, traffic calming in Middleburg may be required to limit the negative impacts on safety due to increasing truck travel. Recommendation Details: The SEDA-COG MPO and Lycoming County Planning Commission can work to engage municipalities in identifying a vision for these corridors. Improvements may focus on reduction of travel speeds, traffic calming measures, bike and pedestrian facilities and streetscape to improve the corridor value to the community. Implementation: <ul style="list-style-type: none"> Considerations: Continue monitoring of traffic on US 15 with completion of CSVT. Evaluate strategies and vision with community stakeholders. Support Partners: Support SEDA-COG and PennDOT District 3 Potential Funding Sources: PL 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
LU-3	SEDA-COG CEDS Update	Incorporate data from the CSVT Impact Study into the SEDA-COG CEDS 2025 update.	SEDA-COG	\$	4 years
<ul style="list-style-type: none"> Additional Details: SEDA-COG's most recent Comprehensive Economic Development Strategy (CEDS) was completed in 2020 with the next 5-year update to be complete in 2025. Incorporating data from the CSVT Impact Study and economic focused recommendations from recommended corridor management plans into the CEDS will be useful in developing future actions for the 2025 CEDS update. Support Partners: SEDA-COG Counties and Municipalities Potential Funding Sources: Operating budget 					
LU-4	County Comprehensive Plan Updates	Incorporate data from the CSVT Impact Study into Lycoming, Northumberland, Union, and Snyder County comprehensive plans	County Planning Departments	\$	County 10-year update schedule
<ul style="list-style-type: none"> Additional Details: Lycoming County Comprehensive Plan Update (2017), Northumberland County Comprehensive Plan (2005), and Snyder County Strategic Comprehensive Plan (2001) each include reference to the CSVT. When comprehensive plan updates are due, incorporating current data from the CSVT project into each county's plan will be useful in adjusting existing county growth areas; modifying actions relative to protecting agricultural lands and environmentally sensitive areas; and determining future housing, commercial, industrial needs in proximity to the CSVT. Support Partners: Municipalities and economic development organizations in each county. Potential Funding/Technical Assistance Sources: PennDOT Connects Technical Assistance, DCED Municipal Assistance Program 					
LU-5	Multi-Municipal Comprehensive Planning	Implement recommendations and/or update existing multi-municipal comprehensive plans within the study area. Develop new multi-municipal comprehensive planning partnerships to leverage municipal resources and addresses mutual goals and concerns.	County Planning Departments	\$	Ongoing
<ul style="list-style-type: none"> Additional Details: Several multi-municipal comprehensive plans have been developed in the study area and opportunities for additional multi-municipal comprehensive planning exists. Municipalities should review recommendations from previous plans and focus on implementation actions particularly those pertinent to the CSVT. 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
LU-5A	Implement Lycoming County Multi-Municipal Comprehensive Plan Recommendations	Continue to implement projects identified in each multi-municipal comprehensive plan for the following planning areas: Greater Williamsport Alliance Planning Area, Montoursville-Muncy Planning Area, Muncy Creek Planning Area, and US-15 South Planning Area.	Planning Area Municipalities	\$	0-3 years
<ul style="list-style-type: none"> Additional Details: Lycoming County worked with municipalities in each planning area to update and adopt multi-municipal comprehensive plans in 2017. Each multi-municipal comprehensive plan identified several Implementation Strategies along with Priority Issues and Projects. Several projects have been implemented and municipalities should continue to work on project implementation, particularly the following projects which would help mitigate land use impacts and improve pedestrian and bicycle access when the CSVT is fully constructed. <i>(Note: A few of these projects are also referenced in subsequent recommendations.)</i> <ul style="list-style-type: none"> Loyalsock Township: Establish a greenway and trail along Millers Run to connect the Susquehanna River Walk with Loyalsock Township's schools and recreation center. Muncy Township: Develop John Brady Drive access controls per recommendations of the Muncy Area Corridor Access Management Plan. Muncy Borough/Fairfield Township/Muncy Township: Complete the pedestrian/bike trail connecting the Montoursville Bikepath to the Lycoming Mall and Muncy Borough. Muncy Borough/Muncy Creek Township: Consider a joint municipal zoning ordinance for Muncy Borough and Muncy Creek Township to regulate future growth in a cooperative manner. Gregg Township (Union County): Complete the Allenwood/Montgomery Trail. Gregg Township (Union County): Improve Access to the Susquehanna River. Support Partners: Lycoming County Planning & Community Development Potential Funding/Technical Assistance Sources: PennDOT Connects Technical Assistance, DCNR Community Conservation Partnerships Program, DCED/CFA Act 13 Greenway, Trails and Recreation Program 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
LU-5B	Northumberland County Multi-Municipal Comprehensive Planning	Develop a multi-municipal comprehensive plan for municipalities in northern Northumberland County and assess the 2009 Point Township/Northumberland Borough Comprehensive Plan for recommendation implementation.	Northumberland County Municipalities	\$	0-3 years
<ul style="list-style-type: none"> Additional Details: With the completion of the CSVT in Northumberland County, opportunities exist to develop new multi-municipal planning efforts and update an existing joint comprehensive plan. Multi-municipal comprehensive planning is beneficial to address mutual goals and concerns, leverage financial and staff resources, and position municipalities for future implementation funding opportunities. Comprehensive plans for several municipalities in the northern portion of Northumberland County were adopted between the 1970s and 1990s. Lewis Township and Turbotville Borough adopted a multi-municipal comprehensive plan in 2001 and West Chillisquaque updated its plan in 2020. Point Township and Northumberland Borough updated their joint comprehensive plan in 2009. <ul style="list-style-type: none"> Develop a multi-municipal comprehensive plan through an intermunicipal cooperative agreement for municipalities in northern Northumberland County to include the Boroughs of Milton, Turbotville, and McEwensville; and the Townships of Delaware, East Chillisquaque, Lewis, and Turbot. Incorporate input from West Chillisquaque which recently completed a comprehensive plan update. Assess recommendations from the 2009 Northumberland Borough and Point Township joint comprehensive plan and consider implementing recommendations that address future growth associated with completion of the CSVT such as but not limited to: updating Point Township zoning to plan for the CSVT interchange area around Ridge Road, developing access management standards for the Ridge Road, US 11, and PA 147 corridors and identifying locations for future road networks through adoption of an official map. Support Partners: Northumberland County Planning Potential Funding/Technical Assistance Sources: PennDOT Connects Technical Assistance, DCED Municipal Assistance Program 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
LU-5C	Snyder County Joint Comprehensive Planning	Develop a joint comprehensive plan for Monroe Township and Shamokin Dam Borough to address mutual goals and concerns, and leverage financial and staff resources.	Snyder County Municipalities	\$	5 years
		<ul style="list-style-type: none"> Additional Details: The southern section of the CSVT will impact future land use patterns in both Shamokin Dam Borough and Monroe Township. While both municipalities updated their comprehensive plans in 2016, completing a multi-municipal comprehensive plan for the next 10-year update period (2026) will ensure the municipalities plan jointly for future land uses. Collaborative efforts will leverage financial and staff resources and position municipalities for future funding opportunities for implementation. <ul style="list-style-type: none"> Develop a joint municipal comprehensive plan for Monroe Township and Shamokin Dam Borough. Support Partners: Snyder County Planning Potential Funding/Technical Assistance Sources: PennDOT Connects Technical Assistance, DCED Municipal Assistance Program 			
LU-5D	Union County Multi-Municipal Comprehensive Planning	Review recommendations from the 2010 multi-municipal comprehensive plans prepared in conjunction with Union County Planning and Economic Development, prioritize, and continue to implement actions.	Union County Municipalities	\$	5 years
		<ul style="list-style-type: none"> Additional Details: Multi-Municipal Comprehensive Plans were prepared for study area municipalities in the Central Planning Area and Eastern Planning Area. While a few actions have been implemented, there are opportunities to implement additional actions. A few actions are listed below, and thorough evaluation is suggested for current relevancy, municipal capacity, funding feasibility, and regional prioritization. <ul style="list-style-type: none"> Implement comprehensive plan recommendations in the Eastern Planning Area (Lewisburg Borough and White Deer, Kelly, East Buffalo Township) such as, but not limited to: adopting access management ordinances to improve traffic flow and safety, adopting official maps to identify future locations for streets and sidewalks, implement multi-use trails, and revising parking regulations to reduce spaces and allow for shared parking. Implement comprehensive plan recommendations in the Central Planning Area (Buffalo Township, Union Township) such as, but not limited to: adopting access management ordinances to improve traffic flow and safety, adopting official maps to identify future locations for streets and sidewalks, adopting municipal zoning, and determining the feasibility of central water and sewer in the Winfield Secondary Growth Area. Support Partners: Union County Planning and Economic Development Potential Funding/Technical Assistance Sources: PennDOT Connects Technical Assistance, DCED Municipal Assistance Program 			



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
LU-6	Preparation of Access Management Plans and Implementation of Existing Plans and Studies	Prepare access management plans along select corridors in the study area to address future access management and evaluate and continue to implement recommendations from existing access management plans and studies.	SEDA-COG WATS MPO	\$125,000 per plan	5 years
<ul style="list-style-type: none"> Additional Details: Use build out scenario data provided through the CSVT Impact study as a starting point to address access management along and near the corridors in the study area using PennDOT Publication 574 on Access Management. Continue to prioritize and implement recommendations from existing access management plans and studies. <ul style="list-style-type: none"> US 522 Corridor Selinsgrove Borough, Penn Township: Prepare an access management plan from Selinsgrove Borough west through Penn Township to address access to US 522 via the Selinsgrove interchange, increasing truck traffic pressure on Selinsgrove Borough, and increasing development along the US 522 corridor in Penn Township. Review, prioritize, and coordinate implementation of access management projects in Union County as identified in the following documents: <ul style="list-style-type: none"> US 15 Smart Transportation Corridor Improvement Plan Implementation (2012, Lewisburg Borough, East Buffalo Township). Market Street Corridor Study (2019, Lewisburg Borough). HRG Identified Kelly Township Potential Improvements (2017, Kelly Township). Support Partners: Lycoming, Snyder, and Union County planning and economic development partners; municipalities along each corridor. Potential Funding/Technical Assistance Sources: PennDOT Connects Technical Assistance, DCED Municipal Assistance Program, others TBD 					
LU-7	Preparation of Corridor Master Plans	Prepare corridor master plans along select corridors in the study area to address future land use, development, and redevelopment opportunities when traffic is diverted to the CSVT.	SEDA-COG WATS MPO	\$125,000 per study	5 years
<ul style="list-style-type: none"> Additional Details: Develop corridor master plans to assess future land use and redevelopment opportunities along select corridors in the study area. <ul style="list-style-type: none"> US 11/15 Corridor from Selinsgrove Borough north to Union and Northumberland Counties: Prepare a corridor master plan for the US 11/15 corridor to include Selinsgrove Borough, Shamokin Dam Borough, and Monroe Township to focus on redevelopment and revitalization opportunities in the corridor when a portion of traffic is diverted to the CSVT. US 15 Corridor from South Williamsport, Lycoming County to Gregg Township, Union County: Prepare a corridor master plan to focus on development, preservation, and revitalization opportunities along the US 15 corridor when a portion of thru traffic is diverted to the CSVT (<i>Note: Top Viable Project under Priority Issue # 6 of the US-15 South Multi-Municipal Comprehensive Plan</i>). Support Partners: SEDA-COG; Lycoming, Snyder, and Union County planning and economic development partners; municipalities along each corridor. Potential Funding/Technical Assistance Sources: PennDOT Connects Technical Assistance, DCED Municipal Assistance Program 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
LU-8	Transfer of Development Rights Programs	Consider implementing county-led Transfer of Development Rights programs to preserve agricultural land by shifting development toward locations around CSVT interchanges where more intensive development is planned	County Planning Departments	\$	
<ul style="list-style-type: none"> Additional Details: Several municipalities within the CSVT study area have updated their zoning ordinances to include or expand highway commercial and industrial zones, allowing for more intensive development to support anticipated CSVT growth. To further protect and preserve agricultural resources, counties and municipalities could implement a Transfer of Development Rights (TDR) program. By entering into Intergovernmental Cooperation Planning and Implementation Agreements enabled by the Municipalities Planning Code, development rights on agriculturally zoned land could be transferred to county growth areas near appropriately zoned CSVT interchanges. Counties and municipalities would adopt an ordinance to establish TDR Sending Overlay Districts (sending areas) and receiving areas located in specified zoning districts in proximity to CSVT interchanges. <i>(Note: Establishing municipal TDR programs was identified as a recommendation in the Northumberland County Comprehensive Plan, Snyder County Comprehensive Plan, and Union County Comprehensive Plan.)</i> <ul style="list-style-type: none"> Convene a meeting with county planning officials to discuss the benefit of TDR programs as a tool to preserve farmland. Discuss the mechanics of a program, including identifying sending and receiving areas. Work with county commissioners and municipalities to determine the level of interest in implementing a TDR and a funding mechanism for program implementation and management. Support Partners: Municipalities; SEDA-COG; county planning departments Potential Funding/Technical Assistance Sources: PennDOT Connects Technical Assistance, DCED Municipal Assistance Program 					
LU-9	Municipal Land Use Ordinance Updates and New Ordinance Development	Assist study area municipalities in updating land use documents and using new land use tools, maximizing multi-municipal approaches where amenable.	County Planning Departments, Study Area Municipalities	\$	2 years



Recommendation	Description	Lead Entity	Estimated Cost	Timeframe
•	Additional Details: Municipal outreach conducted as part of the CSVT Impact Study resulted in identifying several ordinance updates required to ready municipalities for CSVT completion. Multi-municipal recommendations are suggested to the maximum extent possible. <ul style="list-style-type: none"> ○ Study Area <ul style="list-style-type: none"> ▪ Conduct ordinance reviews and suggest ordinance revisions to reduce parking requirements for the purpose of identifying shared parking strategies and facilitating redevelopment of excess parking areas for other uses. <i>(Note: Reducing parking requirements was identified as a strategy for Muncy Township as part of the 2017 Montoursville-Muncy Planning Area Comprehensive Plan.)</i> ○ Lycoming County <ul style="list-style-type: none"> ▪ Muncy Borough, Muncy Creek Township: Continue intermunicipal cooperation to address infrastructure needs such as, but not limited to, stormwater, water, sewer, and electricity. <i>(Note: Joint zoning was recommended in the 2017 Muncy Creek Planning Area Comprehensive Plan.)</i> ○ Northumberland County <ul style="list-style-type: none"> ▪ Lewis Township, Turbotville Borough: Consider re-establishing joint zoning to meet common land use needs and concerns in both municipalities. ▪ Lewis Township: Consider incorporating a village center district in Lewis Township's zoning ordinance to address citizen concerns and provide a mix of residential and small-scale commercial uses along portions of PA 54. ▪ Milton Borough: Adopt an ordinance limiting parking along Broadway Street (PA 642) in Milton Borough to improve safety along the corridor. ▪ Point Township: Complete and adopt zoning ordinance revisions to address growth associated with CSVT completion and the Ridge Road interchange. <i>(Note: Underway and recommended in the 2009 Northumberland Borough-Point Township Joint Comprehensive Plan.)</i> ▪ Point Township: Prepare and adopt an official map to plan for future transportation and recreational needs. <i>(Note: Recommended in the 2009 Northumberland Borough-Point Township Joint Comprehensive Plan.)</i> ○ Snyder County <ul style="list-style-type: none"> ▪ Monroe Township: Update the Township's zoning ordinance to address growth associated with the Winfield interchange and future completion of the CSVT southern section. <i>(Note: An interchange overlay with Shamokin Dam Borough was considered but was not pursued.)</i> ▪ Selinsgrove Borough: Support the development of an ordinance to limit the length of trucks travelling through the Borough to address safety and congestion. <i>(Note: Discussing with PennDOT District 3-0.)</i> ○ Union County <ul style="list-style-type: none"> ▪ Kelly Township: Adopt an access management ordinance as recommended in the Eastern Planning Area Action Plan of the 2010 Union County Comprehensive Plan. ▪ Kelly Township: Consider adopting an official map to identify future street and sidewalks for the West Milton Secondary Growth Area as recommended in the Eastern Planning Area Action Plan of the 2010 Union County Comprehensive Plan. ▪ Union Township: Consider adopting municipal zoning consistent with the Union County Future Land Use Map and adopting an official map to plan for future growth in the Winfield Secondary Growth Area as recommended in the Central Planning Area Action Plan of the 2010 Union County Comprehensive Plan. 			
•	Support Partners: County planning agencies, study area municipalities, SEDA-COG, WATS MPO			
•	Potential Funding Sources: PennDOT Connects Technical Assistance, DCED Municipal Assistance Program			



Economic Development (ED)

Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
ED-1	Infrastructure Expansion and Maintenance	Support the extension and installation of infrastructure such as water, gas, sewer, and stormwater in County Growth Areas and in appropriately zoned land near the CSVT corridor to facilitate economic growth.	Municipalities		
<ul style="list-style-type: none"> Additional Details: Several infrastructure projects required to facilitate development in designated growth areas were identified during municipal outreach conducted as part of the CSVT Impact Study. 					
ED-1A	Sewer line upgrade and maintenance in South Williamsport and Duboistown Boroughs	Support public funding requests for South Williamsport Borough and City of Williamsport to jointly complete upgrades to sewer lines throughout the municipalities.	South Williamsport Borough and City of Williamsport		
<ul style="list-style-type: none"> Additional Details: South Williamsport Borough and Duboistown Borough work collaboratively to share municipal services and equipment. With future opportunities for local reinvestment due to diversion of truck traffic to the CSVT, the municipalities are in the process of upgrading sewer infrastructure. Support Partners: South Williamsport Borough Public Works & Sewer Department, Duboistown Public Works Potential Funding Agencies/Sources: DCED Municipal Assistance Program, PENNVEST, DCED/CFA PA Small Water and Sewer, 					
ED-1B	Implementation of Eighth Street/Vincent Avenue sewer regionalization project	Support public funding requests and agency approvals for Delaware Township and Lewis Township to extend and install sewer infrastructure as part of the Eighth Street/Vincent Avenue Sewer Project.	Delaware Township, Lewis Township		0-3 years
<ul style="list-style-type: none"> Additional Details: Delaware Township and Lewis Township are working jointly to extend sewer lines and upgrade capacity to facilitate planned growth near Interchange 12 (Watsonstown North). Supporting public funding requests and agency approvals will ensure the infrastructure is in place to serve anticipated growth permitted through municipal zoning. Support Partners: Northumberland County Planning Potential Funding Agencies/Sources: DCED/CFA PA Small Water and Sewer, PennVEST, DEP 					
ED-1C	Sewer Extension in Turbot Township	Conduct further planning evaluations and coordination to identify potential locations for future rest areas along CSVT and I-180	Turbot Township		3-5 years



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
		<ul style="list-style-type: none"> Additional Details: Turbot Township has funded and is conducting a feasibility study to examine the extension of sewer to extend initially to existing homes west of SR 147 near Interchange 15 (Milton, PA 642). Supporting feasibility study recommendations will provide sewer service to existing homes and ensure infrastructure is in place to serve anticipated growth permitted through updated municipal zoning which will be adopted in 2021. Support Partners: Northumberland County Planning Potential Funding Agencies/Sources: DCED/CFA PA Small Water and Sewer, PennVEST, DEP 			
ED-1D	Sewer Extension in Kelly Township to support existing and future growth	Support public funding requests for a sewer line extension to serve existing homes and 47 acres of commercially zoned land for potential development near US 15.	Kelly Township		0-3 years
		<ul style="list-style-type: none"> Additional Details: Kelly Township is working to extend sewer capacity from the Kelly Township Municipal Authority pump station on Winter Farm Lane through a gravity fed sewer line connecting behind the Walmart property on US 15. The sewer line extension will serve existing homes along Ziegler Road and provide service to 47 acres of commercially zoned land adjacent to JPM Road, near US 15. Support Partners: Kelly Township Municipal Authority, Union County Planning and Economic Development Potential Funding Agencies/Sources: DCED/CFA PA Small Water and Sewer, PennVEST, DEP 			
ED-1E	Consider conducting a central water and sewer feasibility study in Union Township	Consider conducting a study to determine the feasibility of installation of central water and sewer in the Winfield Secondary Planning Area to accommodate future CSVT growth.	Union Township	\$	1-5 years
		<ul style="list-style-type: none"> Additional Details: A recommendation in the 2010 Central Planning Area Comprehensive Plan recommends Union Township determine the feasibility of central water and sewer in the Winfield Secondary Growth Area. Support Partners: Union County Planning and Economic Development Potential Funding Agencies/Sources: PennVEST, DEP 			
ED-1F	Conduct a feasibility study to assess upgrades to	Conduct a feasibility study to assess upgrades to the sewer pump station in West Milton, a Secondary Growth Area in Kelly Township.	Kelly Township		5-10 years



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
	a sewer pump station in West Milton				
<ul style="list-style-type: none"> Additional Details: West Milton in northern Kelly Township was identified as a Secondary Growth Area in Union County's 2010 comprehensive plan. The existing sewer pump station is not sufficiently sized to accommodate future sewage flows. Upgrading the pump station, which connects to the Kelly Township Municipal Authority treatment plant on Winter Farm Lane will support future planned development. Support Partners: Kelly Township Municipal Authority, Union County Planning and Economic Development Potential Funding Agencies/Sources: DCED/CFA PA Small Water and Sewer, PENNVEST, DEP, 					
ED-1G	Support Implementation of MS4 Projects	Support the implementation of municipal stormwater management implementation projects in the CSVT study area to address Municipal Separate Storm Water System (MS4) requirements.	Municipalities		0-3 years
<ul style="list-style-type: none"> Additional Details: Several municipalities within the study area are required to invest in stormwater management infrastructure to addresses federal Clean Water Act requirements administered by PA Department of Environmental Protection. Effectively implementing stormwater best management practices will ensure property in proximity to the CSVT is appropriately positioned for additional growth. Supporting municipal efforts to fund and implement projects will ensure municipalities within the study area can meet MS4 requirements. Support Partners: Potential Funding Agencies/Sources: DEP Growing Greener Plus 					
ED-2	Redevelopment of Underutilized Properties	Support the redevelopment of underutilized properties throughout the study area by conducting feasibility studies, focusing on those properties that are potential developments of regional significance.			
<ul style="list-style-type: none"> Additional Details: Several properties in the study area have been identified as potential opportunities for reinvestment and redevelopment and are in proximity to the CSVT. Positioning properties for redevelopment will facilitate reinvestment and generate tax revenues long term. <i>(Note: It is anticipated that additional properties will be identified as part of corridor master planning conducted under LU-7.)</i> 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
ED-2A	Lycoming Mall Highest and Best Use Analysis	Conduct a Highest and Best Use Analysis for adaptive reuse of the Lycoming Mall	Muncy Township	\$	0-3 years
<ul style="list-style-type: none"> Additional Details: Evaluating the redevelopment potential of Lycoming Mall is necessary to determine the potential highest and best use the property and will be key to informing future land use ordinance updates to facilitate adaptive reuse. A highest and best use analysis would evaluate the property for uses that are legally permissible, physically possible, financially feasible, and most profitable. Future uses such as industrial, retail, housing, or mixed use would be considered and infrastructure including transportation, water, and sewer would be factored into the analysis. Support Partners: Lycoming County Planning & Community Development, Williamsport/Lycoming Chamber, Lycoming County Water and Sewer Authority Potential Funding Agencies/Sources: DCED/CFA 					
ED-2B	City of Williamsport Economic Development Study	Support the completion of an economic development study in the City of Williamsport to identify properties for future economic growth once the CSVT is complete.	City of Williamsport	\$	0-3 years
<ul style="list-style-type: none"> Additional Details: The City of Williamsport is commencing an economic development study concentrating on locations near I-180 to evaluate for redevelopment potential and highest and best use to support growth anticipated once the CSVT is completed. The study will assess redevelopment properties including Brownfield properties along the corridor. Support Partners: Lycoming County Planning & Community Development, Williamsport/Lycoming Chamber of Commerce Potential Funding Agencies/Sources: DCED/CFA 					



Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
ED-3	Developing Connections – Sidewalks and Trails	Support the planning and implementation of sidewalk and trail connections throughout the study area including increased connections to the Susquehanna River, to promote economic and community growth.	SEDA-COG WATS MPO	\$	5 years
<ul style="list-style-type: none"> Additional Details: Many sidewalk and trail connections in various stages of planning and implementation were identified in the study area raised by stakeholders through the outreach process. These connections are documented in existing comprehensive plans and studies, and a few were identified during municipal outreach conducted as part of the CSVT Impact Study. Supporting the development and implementation of continued connections, including access to the Susquehanna River, will provide not only additional pedestrian and bicycle connections but also increased recreation and healthy lifestyle benefits for citizens in and visitors to the study area. Sidewalk and trail connections identified include: <ul style="list-style-type: none"> Study Area: <ul style="list-style-type: none"> Coordinate a review of needed water trail improvements in the study area (West Branch Susquehanna River Water Trail, Middle Susquehanna River Water, North Branch Susquehanna River Water Trail) with Susquehanna Greenway Partnership and Trail Sponsors to ensure Susquehanna River water trail opportunities are maximized. Lycoming County <ul style="list-style-type: none"> Loyalsock Township: Support construction of a bridge pedestrian bridge over Millers Run adjacent to E. 3rd Street in Loyalsock Township to complete the Millers Run Greenway project as identified in the 2017 Greater Williamsport Alliance Planning Area comprehensive plan. Costs to complete the Millers Run Greenway project are estimated at \$2.7 Million. Williamsport: Extend planned pedestrian connections from Susquehanna River Walk to locations in the City including Lycoming College and planned softball fields. Northumberland County <ul style="list-style-type: none"> Point Township, Northumberland Borough: Improve pedestrian and bicycle access throughout both communities, particularly opportunities to develop a trail along a former trolley bed and improve access to the Susquehanna River in proximity to the Ridge Road CSVT interchange. Specific studies conducted to assess recreational needs include: The Lake Augusta Study, The Ped - Bike Plan for the Point Township / Northumberland Borough, and the Liberty / Ice Dam Hollow Park Master Plan. Snyder County <ul style="list-style-type: none"> Penn Township: Improve trail connections between Susquehanna University west to East Snyder Park. Selinsgrove Borough: Improve trail connections throughout the Borough and improve pedestrian and bicycle access across US 15 to the Isle of Que and the Susquehanna River. Union County <ul style="list-style-type: none"> East Buffalo Township, Lewisburg Borough: Improve pedestrian, bicycle, and trail connections throughout and between both municipalities, particularly along the US 15 corridor. Lewisburg Borough: Complete trail connections near the Susquehanna River in proximity to Market Street (PA 45). Kelly Township: Complete sidewalk improvements along JPM Road near US 15 to improve pedestrian access for employment and recreation as identified in a list of transportation improvements identified by Kelly Township in 2017. Support Partners: DCNR, SEDA-COG, WATS MPO, county planners, municipalities 					



Recommendation	Description	Lead Entity	Estimated Cost	Timeframe
	<ul style="list-style-type: none">Potential Funding Sources: PennDOT Multimodal Transportation Fund; DCED/CFA Multimodal Transportation Program; DCED/CFA Act 13 Greenways, Trails and Recreation Program; DCNR Community Conservation Partnerships Program			



Planning and Administration

Recommendation		Description	Lead Entity	Estimated Cost	Timeframe
PA-1	Maintain the CSVT Special Impact Study Management Team as an Implementation Task Force	After plan completion, reconvene the study's Management Team members in a new role as an Implementation Task Force. The Task Force would track the impacts of the CSVT project as it opens to traffic, update data as needed, and track progress of the study's implementation plan.	WATS MPO SEDA-COG	\$50,000/yr.	Ongoing
<ul style="list-style-type: none"> Additional Details: The new Implementation Task Force can begin meeting shortly after plan completion. Drafting a charter can establish the foundation of the Committee's new role and ensure all members are dedicated to working toward the same vision. The Task Force should provide liaisons to both MPO boards. It should be noted that this study report provides the best summary of what was known as of the date of its acceptance (November 2021). The Task Force will need to be flexible in its approach to implementation as changes unfold, post-CSVT. Task Force members will need to be responsive to emerging events that were unknown at the time of this report's adoption. Potential Funding Sources: PennDOT Connects Technical Assistance; PL funding 					
PA-2	Coordinate and Track Progress on the Implementation of Existing Studies	Coordinate and track progress implementing existing plans conducted in the study area, focusing on recommendations pertinent to the CSVT.	WATS MPO SEDA-COG	\$	Ongoing
<ul style="list-style-type: none"> Additional Details: Many comprehensive plans, corridor access management plans, and other studies have been conducted in the study area. Each document contains its own set of recommendations with implementation assigned to municipalities, counties, and other partners. Several of the recommendations are pertinent to impacts associated with the CSVT and have been implemented and some have not. SEDA-COG and WATS MPO should coordinate and track implementation progress and work with counties and municipalities to implement those pertinent to the CSVT. (Note: Several recommendations listed below as part of the CSVT Impact Study are identified in existing planning documents and studies.) Support Partners: Study area counties, municipalities Potential Funding Sources/Technical Assistance: Operating budgets, PennDOT Connects Technical Assistance; PL funding 					



PA-3	Maintain the CSVT Special Impact Study Web Map	Maintain the CSVT Impact Study Web Map to ensure current data is available to support transportation, land use, and economic development planning and programming in the study area.	WATS MPO SEDA-COG	\$	Ongoing
<ul style="list-style-type: none">• Additional Details: Maintaining and adding to the existing information included in the CSVT Special Impact Study Web Map as a tool for regional partners will be beneficial to plan for and program future transportation, land use, and economic development projects. WATS MPO could host the tool online and provide access to regional partners to upload information.• Support Partners: CSVT Management Team• Potential Funding/Technical Assistance Sources: Operating budgets					



Appendix A – Anticipated Study Area Land Developments

County	Municipality	Corridor	Name	Type	Square Footage	Description	Status
Lycoming	Muncy Twp	US 220/ I-180	Geisinger Medical Center	Institutional/ Hospital	120,000 sq. ft	Geisinger is developing a medical complex in Pennsdale, including a 3-story, 120,000 square foot hospital.	Under Construction
Lycoming	Muncy Twp	US 220/ I-181	Parcel Across from Geisinger	Commercial	N/A	The parcel directly across US 220 from the Geisinger development has some conceptual interest for future commercial development but nothing is firm.	Conceptual, no plans submitted
Lycoming	Brady Twp	US 15	Timber Run Property	Unknown	N/A	This property is a county-owned parcel that is frequently discussed as a potential development; however, no development plans have been submitted.	Conceptual, no plans submitted
Lycoming	Williamsport	I-180/US 15	Lycoming College Mixed Use Development	Mixed Use (Commercial and Residential)	N/A	Lycoming College is seeking proposals for mixed use, commercial/residential development on a couple parcels adjacent to campus.	No plans have been submitted - RFP currently out for development
Lycoming	Muncy Twp	I-180	Lycoming Mall and Outparcels -	Commercial	N/A	The Lycoming Mall property and its outparcels are regularly discussed as a	No redevelopment



County	Municipality	Corridor	Name	Type	Square Footage	Description	Status
			Redevelopment/Reuse Opportunity			redevelopment/reuse opportunity.	plans are in place at this time
Lycoming	Muncy Creek Twp	I-180	Industrial Parkway - Lot 11	Industrial	12,500 sq. ft.	According to the CoStar database, this site is best suited for industrial development with a cap of 12,500 square feet.	No plans have been submitted,
Lycoming	Muncy Twp	I-180	Bank Pad - Lycoming Mall Road	Commercial	4,100 sq. ft.	According to the CoStar database, this site is best suited for commercial development, notably a 4,100 sq. ft. bank.	No plans have been submitted,
Lycoming	Muncy Twp	I-180	Phase 2 - Lycoming Crossings Shopping Center	Commercial	65,000 sq. ft.	According to the CoStar database, this site is available for 65,000 square feet of retail development/expansion within the Lycoming Crossings shopping center.	No plans have been submitted,
Lycoming	Williamsport	I-180/US 15	2 Rose Street	Recreational	N/A	According to the CoStar database, this site is set for the construction of a baseball field in 2021.	Unknown
Northumberland	Delaware	SR 147	Moran Logistics	Industrial	43.16 acres	New distribution center along 8th Street Drive, between McEwansville and Turbotville interchanges	Under construction
Northumberland	Milton	SR 147	Milton Area Industrial Park	Industrial	173,000 sq ft	ARC Local Access Road project to improve Marsh Road and serve 145 acre parcel in Milton Area Industrial Park, zoned industrial and designated as KOZ, accessing 147 at Industrial	In Design (Roadway Project)



County	Municipality	Corridor	Name	Type	Square Footage	Description	Status
						Park Road interchange. Patton Logistics Group is planning to construct two industrial facilities at 143,000 and 130,000 square feet.	
Northumberland	Delaware and Lewis	SR 147	Turbotville Interchange	N/A	N/A	Local project to improve sewer and water utilities at Turbotville Interchange to support future development	In Design
Northumberland	Point	PA 147	River Run Foods Expansion	Industrial	14,569 sq. ft.	This development proposes an expansion of the existing River Run Foods facility.	Development plans have been reviewed and approved by Northumberland County.
Northumberland	Point	US 11	Northshore Railroad	Industrial	6.4 acres	This development proposes an addition to the existing Northshore Railroad facility and includes construction of a tank farm concrete pad for a future transload propane station.	Development plans have been reviewed and approved by Northumberland County.
Northumberland	West Chillisquaque	PA 147	NGI Enterprises	Residential (13 housing units)	N/A	NGI Enterprises is proposing an expansion to an existing mobile home park known as Astro Village North. The expansion would consist of an additional 13 mobile homes, along with related roadway, utility, and stormwater infrastructure.	Development plans have been reviewed and approved by Northumberland County.



County	Municipality	Corridor	Name	Type	Square Footage	Description	Status
Northumberland	Milton	PA 147	Pinpoint Federal Credit Union	Commercial	4 Acres	Pinpoint Federal Credit Union is proposing a new commercial building along with other site amenities.	Development plans have been reviewed and approved by Northumberland County.
Northumberland	Delaware	I-80/I-180	Keystone Valley Properties	Commercial/Agricultural	50.78 Acres	Keystone Valley Properties is proposing a 5 lot subdivision and a side yard addition.	Development plans have been reviewed and approved by Northumberland County; however, no development is anticipated to take place.
Northumberland	Lewis	PA 44/PA 54	Watson Excavating, Inc.	Commercial	42,689 sq. ft.	Watson Excavating is proposing the construction of a new office building.	Development plans have been reviewed and approved by Northumberland County.
Northumberland	Lewis	PA 44	Renewal Processing, inc.	Industrial	546,242 sq.ft.	Renewal Processing is proposing the construction of a canopy, a building addition, truck port, and stormwater infrastructure.	Development plans have been reviewed and approved by Northumberland County.



County	Municipality	Corridor	Name	Type	Square Footage	Description	Status
Snyder	Monroe Twp	US 15	9th and Old Trail Road	Commercial	19,600 sq. ft.	According to the CoStar database, this site is available for 19,600 square feet of commercial retail development.	No plans have been submitted, CoStar recommends this as the best use for the property.
Union	White Deer	US 15	Silver Moon Hills	Residential (63 housing units)	N/A	63 single family homes off of Milroy Road (T-486); Build out likely wouldn't start until 2022	Under review by White Deer Township
Union	White Deer	US 15	GAF Plant 2	Industrial	400,000 sq.ft.	400,000 sq. ft. plant off of SR 1011 (Old Route 15)	Under construction
Union	Gregg	US 15	Allenwood Commercial Development	Commercial	8,000 sq. ft.	8,000 sq. ft commercial development at the US 15/PA 44 intersection in Allenwood	Under construction
Union	Gregg	US 15	Snappy's	Commercial	5,100 sq. ft.	5,100 sq. ft. convenience store on 7 acres south of Clyde Peeling's Reptiland with proposed right in access from US 15 and full access on Russell Road (T-429); Construction scheduled for 2021	In design
Union	Gregg	US 15	17890 Russell Road, LLC (Great Stream Commons)	Industrial	400,000 sq. ft.	400,000 sq. ft industrial development with access off of Russell Road (T-429); Preliminary site planning is underway and construction is expected to begin in 2021-2022.	Land purchased in 2020, in design



County	Municipality	Corridor	Name	Type	Square Footage	Description	Status
Union	Gregg	US 15	Moran Logistics Park	Industrial	300,000 - 400,000 sq.ft.	300,000 - 400,000 sq. ft. of industrial development with construction planned for Spring 2021. The facility proposes access off of Russell Road (T-429). The future site plan proposes two additional buildings, totalling 800,000 sq. ft., to be reviewed/constructed at a later date.	Land development planning and site work in Fall 2020
Union	Kelly	US 15	Evangelical Prime	Institutional/Hospital	112,000 sq.ft.	This expansion of Evangelical Community Hospital, known as the PRIME (Patient Room Improvement, Modernization, and Enhancement) project, will add a four-story addition to the front of the hospital. Access will include US 15, Hospital Drive (SR 1005) and Loan Drive (T-401).	Under construction with an expected completion date of May 2021

For Williamsport

Overall Change Amount: \$0

Action ID	Commit Date	Action Type	Change Amount
122059	07/30/2021	Administrative Action	\$0

Narrative:

MPMS 114056- Construction phase-Cashflow into FFY2021 and decrease to meet the low bid.
Various projects other projects cash flowed.

Funding used is A-185 (state) and A-581 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
6031	Lycoming	4010	011	SR 4010 over Larrys Creek	PE	\$0
6261	Lycoming	405	069	SR 405 over Glade Run	FD	\$0
87918	Lycoming	44	064	SR 44 over Lawshe Run	FD	\$0
88160	Lycoming	1017	009	SR 1017 ov Lycoming Creek	FD	\$0
88160	Lycoming	1017	009	SR 1017 ov Lycoming Creek	ROW	\$0
97625	Lycoming	287	138	PA 287 over Larry's Creek	FD	\$0
97625	Lycoming	287	138	PA 287 over Larry's Creek	ROW	\$0
99032	Lycoming	2004	007	SR 2004 over Trib to Spring Cr	PE	\$0
99038	Lycoming	2014	095	SR 2014 ov Bennett's Run	FD	\$0
99061	Lycoming	4010	006	SR 4010 ov Larry's Creek	PE	\$0
99400	Lycoming	287	141	PA 287 over Lick Run	FD	\$0
99400	Lycoming	287	141	PA 287 over Lick Run	ROW	\$0
106124	Lycoming	220	193	US 220 over Ramp A (to West Fourth St.)	FD	\$0
106207	Lycoming	3015	011	SR 3015 over Stoney Gap Run	UTL	\$0
110180	Lycoming	973	041	PA 973 over North Fork Tombs Run	PE	\$0
110249	Lycoming			FFY 21 WATS RPM Contract	CON	\$0
110595	Lycoming	2014	84L	Mulberry St to Basin St	CON	\$0
112978	Lycoming	44	86S	Tombs Run Slides	FD	\$0
112978	Lycoming	44	86S	Tombs Run Slides	ROW	\$0
114056	Lycoming	2014	107	Seventh Ave to Basin St INTERIM	CON	\$-550,000
114057	Lycoming	2023	025	Third St to SPUI	CON	\$0
114088	Lycoming	405	100	Aquatic Road to Main Street	PE	\$0
114091	Lycoming	2089	001	Via Bella to 3rd INTERIM	CON	\$0
114092	Lycoming	3012	015	Fourth St to Fox Hollow	CON	\$0
114255	Lycoming			Lycoming Co 2021 Crack Seal	FD	\$0
114313	Lycoming	1003	049	SR 1003 over Roaring Run	PE	\$0
115035	Lycoming	405	102	Lycoming St to Water St	PE	\$0
115763	Lycoming			Northern RAR 2021	FD	\$0
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$550,000

Action ID	Commit Date	Action Type	Change Amount
122120	08/02/2021	Administrative Action	\$0

Narrative:

MPMS# 6261 - Construction Phase - Cashflow between fiscal years
MPMS# 114088 - Construction Phase - Cashflow between fiscal years
MPMS# 6096 - Construction Phase - Cashflow between fiscal years
MPMS# 99038 - Construction Phase - Cashflow between fiscal years
MPMS# 106124 - Construction Phase - Cashflow between fiscal years

Funding used is NHPP and STP (federal)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
6096	Lycoming	405	56S	SRs 405 & 2014 Intersection	CON	\$0
6261	Lycoming	405	069	SR 405 over Glade Run	CON	\$0
99038	Lycoming	2014	095	SR 2014 ov Bennett's Run	CON	\$0
114088	Lycoming	405	100	Aquatic Road to Main Street	CON	\$0
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
106124	Lycoming	220	193	US 220 over Ramp A (to West Fourth St.)	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
122130	08/03/2021	Administrative Action	\$0

Narrative:

MPMS# 106182 - Final Design Phase - Cashflow between fiscal years and decrease to meet the updated estimate
MPMS# 106182 - Utility Phase - Cashflow between fiscal years and decrease to meet the updated estimate

Funding used is HSIP (federal)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
106182	Lycoming	864	018	Countywide Cable Guiderail Upgrades	FD	\$-41,752
106182	Lycoming	864	018	Countywide Cable Guiderail Upgrades	UTL	\$-70,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$111,752

Action ID	Commit Date	Action Type	Change Amount
122134	08/03/2021	Administrative Action	\$0

Narrative:

MPMS# 114088 - Final Design Phase - Add to the TIP
MPMS# 114088 - Preliminary Engineering Phase - Remove from the TIP, phase not needed.

Funding used is A-581 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114088	Lycoming	405	100	Aquatic Road to Main Street	PE	\$-40,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$25,000
114088	Lycoming	405	100	Aquatic Road to Main Street	FD	\$15,000

Action ID	Commit Date	Action Type	Change Amount
122231	08/10/2021	Administrative Action	\$0

Narrative:

MPMS# 93024 - Final Design Phase-Cashflow and decrease to meet the updated estimate.
MPMS# 99038 - Construction Phase-Cashflow
MPMS# 6261 - Construction Phase- Cashflow and increase to meet updated estimate.

Funding used is STP and NHPP (federal)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-44,232
93024	Lycoming	15	143	4 Mile Road	FD	\$-25,000
99038	Lycoming	2014	095	SR 2014 ov Bennett's Run	CON	\$0
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
6261	Lycoming	405	069	SR 405 over Glade Run	CON	\$69,232

Action ID	Commit Date	Action Type	Change Amount
122255	08/10/2021	Administrative Action	\$0

Narrative:

MPMS# 106124 - Construction Phase- Cashflow
MPMS# 99038 - Construction Phase-Cashflow
MPMS# 6261 - Construction Phase- Cashflow and increase to meet updated estimate.

Funding used is STP & NHPP (federal)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-68,740
99038	Lycoming	2014	095	SR 2014 ov Bennett's Run	CON	\$0
106124	Lycoming	220	193	US 220 over Ramp A (to West Fourth St.)	CON	\$0
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
6261	Lycoming	405	069	SR 405 over Glade Run	CON	\$68,740

Action ID	Commit Date	Action Type	Change Amount
122290	08/11/2021	Administrative Action	\$0

Narrative:

MPMS# 116346- Study Phase- add phase to the TIP for the I-99 trailblazing project. This allows the District to better define the design scope of work for a consultant.

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	\$-5,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
116346	Lycoming			I-99 Trailblazing	STUDY	\$5,000

Action ID	Commit Date	Action Type	Change Amount
122463	08/23/2021	Administrative Action	\$0

Narrative:

MPMS# 112978 - Construction Phase- Cashflow between Fiscal years
MPMS# 112979 - Construction Phase- Cashflow between Fiscal years

Funding used is A-581 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
112978	Lycoming	44	86S	Tombs Run Slides	CON	\$0
112979	Lycoming	2039	09S	Lick Run Slide	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
122676	09/01/2021	Administrative Action	\$0

Narrative:

MPMS# 106207- Construction Phase- increase phase amount to match the new estimate from Contract Management.

Funding used is A-185 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-80,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
106207	Lycoming	3015	011	SR 3015 over Stoney Gap Run	CON	\$80,000

Action ID	Commit Date	Action Type	Change Amount
122682	09/01/2021	Administrative Action	\$0

Narrative:

MPMS# 106124 - Construction Phase- Cashflow between FFY to remove the funds in FFY2021 that will not be used due to the let date being in 2022.

MPMS# 99038 - Construction Phase-Cashflow between Federal fiscal years

MPMS# 6261 - Construction Phase- Increase to meet the most recent estimate from the project manager

Funding used is NHPP (federal and A-185 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-82,028
99038	Lycoming	2014	095	SR 2014 ov Bennett's Run	CON	\$0
106124	Lycoming	220	193	US 220 over Ramp A (to West Fourth St.)	CON	\$0
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
6261	Lycoming	405	069	SR 405 over Glade Run	CON	\$82,028

Action ID	Commit Date	Action Type	Change Amount
122689	09/01/2021	Administrative Action	\$0

Narrative:

This is a technical correction due to an error submitted for MA 122499, a corrective MA will follow.

Funding used is A-185 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
106207	Lycoming	3015	011	SR 3015 over Stoney Gap Run	CON	\$-80,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$80,000

Action ID	Commit Date	Action Type	Change Amount
122691	09/01/2021	Administrative Action	\$0

Narrative:

MPMS# 106207 - Construction Phase- Increase to meet the most recent estimate from contract management

Funding used is A-185 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-80,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
106207	Lycoming	3015	011	SR 3015 over Stoney Gap Run	CON	\$80,000

Action ID	Commit Date	Action Type	Change Amount
122814	09/09/2021	Administrative Action	\$0

Narrative:

MPMS# 114182 - Final Design phase- Add to the TIP. This is to add a design phase to the TIP. This project will be designed by PennDOT.

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	\$-15,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
114182	Lycoming	44	088	Allegheny St to SR 220	FD	\$15,000

Action ID	Commit Date	Action Type	Change Amount
122962	09/23/2021	Administrative Action	\$0

Narrative:

MPMS# 99032- Final Design Phase- Increase to meet the updated estimate.

Funding used is A-185 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-45,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99032	Lycoming	2004	007	SR 2004 over Trib to Spring Cr	FD	\$45,000

Action ID	Commit Date	Action Type	Change Amount
122964	09/23/2021	Administrative Action	\$0

Narrative:

MPMS# 110249- Construction Phase- Remove FFY 2021 as no locations needed in 2021.

Funding used is A-581 (state)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
110249	Lycoming			FFY 21 WATS RPM Contract	CON	\$-30,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$30,000

Action ID	Commit Date	Action Type	Change Amount
123004	09/28/2021	Administrative Action	\$0

Narrative:

MPMS# 99038- Final Design Phase- Increase to meet the updated consultant amount needed

Funding used is 100% State Funds (185, 581)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-125,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99038	Lycoming	2014	095	SR 2014 ov Bennett's Run	FD	\$125,000

Action ID	Commit Date	Action Type	Change Amount
123066	09/29/2021	Administrative Action	\$0

Narrative:

Administrative Action to the Statewide TIP and Williamsport TIP to cashflow funding of the Miller's Run Greenway: BHP to Riverwalk project.

TAP Reserve line item will be used as balancing source.

Cashflow funds to match estimated let date (1/1/2023).

60560 CON TAP Increased by 682,000 in FFY 2021
60560 CON TAP Decreased by -682,000 in FFY 2023
111625 CON TAP Decreased by -682,000 in FFY 2021
111625 CON TAP Increased by 682,000 in FFY 2023

From: STWD Items/District 99-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
60560	Central Office			TAP Reserve	CON	\$0
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
111625	Lycoming		66E	Miller's Run Greenway: BHP to Riverwalk	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
123182	10/07/2021	Administrative Action	\$0

Narrative:

MPMS# 106207- Construction Phase- Decrease to meet the low bid

Funding used is 100% State Funds (185)

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
106207	Lycoming	3015	011	SR 3015 over Stoney Gap Run	CON	\$-22,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$22,000

Action ID	Commit Date	Action Type	Change Amount
123224	10/13/2021	Administrative Action	\$0

Narrative:

MPMS# 116684- Construction Phase- Add to the TIP Storm damage not covered by proclamation or DIR

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	\$-75,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
116684	Lycoming	54	116	SR 54 over W Branch Susquehanna River 20	CON	\$75,000