

# Williamsport Area Transportation Study Metropolitan Planning Organization

ANNUAL REPORT, STATE FISCAL  
YEAR 2023-2024

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

Vietnamese:

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

Korean:

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

French:

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

Somali:

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

Russian:

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

Ukrainian:

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

Simplified Chinese:

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

Traditional Chinese:

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

Arabic:

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

Burmese:

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

**Japanese:**

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

**Hindi:**

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

**Italian:**

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

**Polish:**

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

**Nepali:**

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

**Urdu:**

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

**Spanish:**

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

**Greek:**

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

## WATS MPO Discrimination Policies Public Notice

---

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

Any person who believes they have been aggrieved by a discriminatory practice under Title VI of the Civil Rights Act of 1964 has a right to file a formal complaint with the MPO. Any such complaint must be in writing and filed with WATS MPO's Title VI Compliance Coordinator and/or the appropriate state or federal agency within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information on WATS' discrimination policies or to obtain a copy of the WATS Complaint Procedures please contact Scott R. Williams, Lycoming County Planning & Community Development, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2130; fax number (570) 320-2135; email address: [swilliams@lyco.org](mailto:swilliams@lyco.org) or visit the WATS MPO Public Involvement website at <https://www.lyco.org/WATS-MPO/Involvement>.

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

Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) hereby gives notice that it is the policy of the MPO to assure full compliance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA). WATS MPO will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. 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 will be held only in a virtual format (public health emergency, etc.) 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 Committee 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 MPO based on the Americans with Disabilities Act (ADA), and/or Section 504 of the Rehabilitation Act, has a right to file a formal complaint with the MPO. Any such complaint may be in writing and filed with WATS MPO and/or the appropriate state or federal agency. For more information on WATS' discrimination policies or to obtain a copy of the WATS Complaint Procedures, or Complaint Form please contact Scott R. Williams, Lycoming County Planning & Community Development, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2130; fax number (570) 320-2135; email address: [swilliams@lyco.org](mailto:swilliams@lyco.org) or visit the WATS MPO Public Involvement website at <https://www.lyco.org/WATS-MPO/Involvement>.

## Table of Contents

WATS MPO Discrimination Policies Public Notice .....	4
Introduction – About WATS.....	7
Committee Structure.....	7
Committee Meeting Dates and Times .....	8
WATS Committee Membership Meeting Participation.....	10
WATS Coordinating Committee Meeting Participation July 1, 2023 - June 30, 2024.....	10
WATS Technical Committee Meeting Participation, July 1, 2023 - June 30, 2024 .....	10
Staffing .....	11
Lycoming County Department of Planning and Community Development Contacts:.....	11
Public Participation and Outreach.....	12
Public Participation Plan .....	12
Goal.....	12
Who is “the Public”? .....	12
Public Meetings:.....	13
Social Media: .....	13
Work Program.....	14
Summary of Work Tasks .....	15
Local Technical Assistance Program .....	16
Performance Measures.....	26
Performance based planning and programming.....	26
Measures of safety performance.....	27
WATS Highway Safety 2014-2021 .....	28
Reportable Crash Locations, 2012-2022.....	28
Crash Fatality Trends 2014-2021 .....	29
Crash Serious Injury Trends 2014-2021 .....	30
Non-motorized Fatality and Serious Injuries 2014-2021 .....	31
Measures of asset condition .....	31
Definitions of good and poor condition.....	31
Baselines and targets.....	32
Measures of system performance.....	34
Baselines and targets.....	34

Major Accomplishments..... 34

- Lycoming County Bridge Bundling Program – Executive Summary..... 34
- Lycoming County Small Bridge Inspection Program ..... 36
- CSVT Implementation US 15 Corridor Improvements Study ..... 36
- 2024-2025 WATS MPO Unified Planning Work Program (UPWP) ..... 37
- PCD Staff Leadership Roles on State Transportation Committees ..... 37

Upcoming Work, FY 2024-2025 ..... 38

- US 220 Safety Project Impact and Land Use Study ..... 38
- 2026-2029 WATS MPO Transportation Improvement Program (TIP)..... 39
- 2025-2027 WATS MPO Unified Planning Work Program (UPWP) ..... 39

## 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 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
- Fullington Trailways

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

## Committee Meeting Dates and Times

---

WATS MPO committees met 10 times between July 1, 2023 and June 30, 2024. All Technical Committee and Coordinating Committee meetings were held both in person and virtually. The November 14 Technical Committee and December 5, 2022 Coordinating Committee meetings were cancelled due to no actionable items being on the agenda.



Committee	Date	Time	Action Items
Technical Committee	Mon., Aug. 28, 2023	10:00 AM	<ul style="list-style-type: none"> <li>• FFY 2022-2023 WATS MPO Annual Report</li> <li>• 2022-23 LTAP Annual Report</li> <li>• 2045 WATS Long Range Transportation Plan Public Comment Period</li> </ul>
Coordinating Committee	Mon., Sept. 11, 2023	1:00 PM	<ul style="list-style-type: none"> <li>• FFY 2022-2023 WATS MPO Annual Report</li> <li>• 2022-23 LTAP Annual Report</li> <li>• 2023-26 WATS TIP Amendment MPMS 119661 Tombs Run Slide</li> <li>• 2045 WATS Long Range Transportation Plan Public Comment Period</li> </ul>
Transit Advisory Committee	Thurs., Oct. 19, 2023	2:00 PM	<ul style="list-style-type: none"> <li>• Brief overview of the WATS Transit Advisory Committee’s purpose and the partnership with River Valley Transit (RVT) and STEP, Inc.</li> <li>• 2045 WATS Long Range Transportation Plan Public Comment Period</li> <li>• 2024 WATS Transit Advisory Committee meeting dates</li> </ul>
Technical Committee	Mon., Nov. 13, 2023	10:00 AM	<ul style="list-style-type: none"> <li>• 2045 WATS Long Range Transportation Plan, recommend for adoption</li> <li>• 2024 WATS Technical Committee meeting dates</li> <li>• WATS Lycoming County Boroughs Representative Appointment</li> <li>• 2024-2025 WATS UPWP Public Comment Period</li> </ul>
Coordinating Committee	Mon., Dec. 4, 2023	1:00 PM	<ul style="list-style-type: none"> <li>• 2045 WATS Long Range Transportation Plan, recommend for adoption</li> <li>• 2024 WATS Technical Committee meeting dates</li> <li>• WATS Lycoming County Boroughs Representative Appointment</li> <li>• 2024-2025 WATS UPWP Public Comment Period</li> </ul>
Technical Committee	Mon., January 22, 2024	10:00 AM	<ul style="list-style-type: none"> <li>• 2024 PM-1 Targets, authorize WATS Secretary to sign</li> <li>• 2024-2025 WATS UPWP, recommend for adoption</li> <li>• Draft 2025-2028 WATS TIP Public Comment Period</li> <li>• WATS MYO Bylaw Update</li> </ul>
Coordinating Committee	Mon., Feb. 5, 2024	1:00 PM	<ul style="list-style-type: none"> <li>• 2024 PM-1 Targets, authorize WATS Secretary to sign</li> <li>• 2024-2025 WATS UPWP, recommend for adoption</li> <li>• Draft 2025-2028 WATS TIP Public Comment Period</li> <li>• WATS MYO Bylaw Update</li> </ul>
Transit Advisory Committee	Thurs., May 16, 2024	2:00 PM	<ul style="list-style-type: none"> <li>• Brief overview of the WATS Transit Advisory Committee’s purpose and the partnership with River Valley Transit (RVT) and STEP, Inc.</li> <li>• 2024-25 WATS UPWP Adoption</li> <li>• 2024-25 WATS TIP Adoption</li> <li>• SEDA-COG/WATS Coordinated Transit Plan</li> </ul>
Technical Committee	Mon., April 29, 2024	10:00 AM	<ul style="list-style-type: none"> <li>• 2025-2028 WATS MPO TIP, recommend for adoption</li> </ul>
Coordinating Committee	Mon., May 13, 2024	1:00 PM	<ul style="list-style-type: none"> <li>• 2025-2028 WATS MPO TIP adoption</li> </ul>

## WATS Committee Membership Meeting Participation

### WATS Coordinating Committee Meeting Participation July 1, 2023 - June 30, 2024

Meeting Date		9/11/2023	12/4/2023	2/5/2024	5/13/2024
Attendance					
Voting Membership	PennDOT District 3 Executive [Chair]	Present	Present	Present	Present
	PennDOT Deputy Secretary for Planning	Present	Present	Present	Present
	Lycoming County Commissioner	Present	Present	Present	Present
	Lycoming County Commissioner	Present	Present	Present	Present
	City of Williamsport, Mayor	Present	Present	Present	Present
	City of Williamsport, Council	Present	Absent	Absent	Absent
	River Valley Transit Authority	Present	Present	Present	Present
	SEDA-COG Joint Rail Authority	Present	Present	Present	Present
	Williamsport Regional Airport	Absent	Absent	Absent	Present
	Lycoming County Boroughs Representative	Present	Absent	Present	Present
	Lycoming County Association of Township Officials	Absent	Present	Absent	Present
Non-voting Membership	Federal Highways Administration (USDOT FHWA)	Present	Present	Present	Present
	Federal Transit Administration (USDOT FTA)	Absent	Absent	Absent	Absent
	U.S. Dept. of Housing & Urban Development	Absent	Absent	Absent	Absent
	PA Department of Community & Economic Development	Present	Present	Absent	Present
Number of Other Attendees		11	10	9	12

### WATS Technical Committee Meeting Participation, July 1, 2023 - June 30, 2024

Meeting Date		8/28/2023	11/13/2023	1/22/2024	4/29/2024
Attendance					
Voting Membership	PennDOT Program Center [Chair]	Present	Present	Present	Present
	PennDOT Engineering District 3-0	Present	Present	Present	Present
	Lycoming County Planning and Community Development, Director	Present	Present	Present	Present
	Lycoming County Planning Commission	Absent	Present	Present	Present
	River Valley Transit Authority	Present	Present	Present	Present
	City of Williamsport, Engineer/Community Development Director	Present	Present	Present	Present
	Williamsport Regional Airport	Absent	Present	Present	Absent
	STEP, Inc. Transportation Manager	Added January 2024	Added January 2024	Added January 2024	Present
	SEDA-COG JRA Director	Added January 2024	Added January 2024	Added January 2024	Present
Non-voting Membership	Federal Highways Administration (USDOT FHWA)	Present	Present	Present	Absent
	Federal Transit Administration (USDOT FTA)	Absent	Absent	Absent	Absent
	PA Department of Community and Economic Development (DCED)	Present	Present	Present	Present
	Fullington Trailways	Absent	Absent	Absent	Absent
Number of Other Attendees		7	9	9	9

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

- Salvatore Vitko, Transportation Planner
  - Telephone: (570) 320-2140
  - Email: [svitko@lyco.org](mailto:svitko@lyco.org)
- Christine Alvey, Administration Support
  - Telephone: (570) 320-2131
  - Email: [calvey@lyco.org](mailto:calvey@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 February 13, 2023, 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 2022-2023 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 to participate, 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 ten (10) public meetings in FY 2023-2024. All meetings were held both in person and via 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.

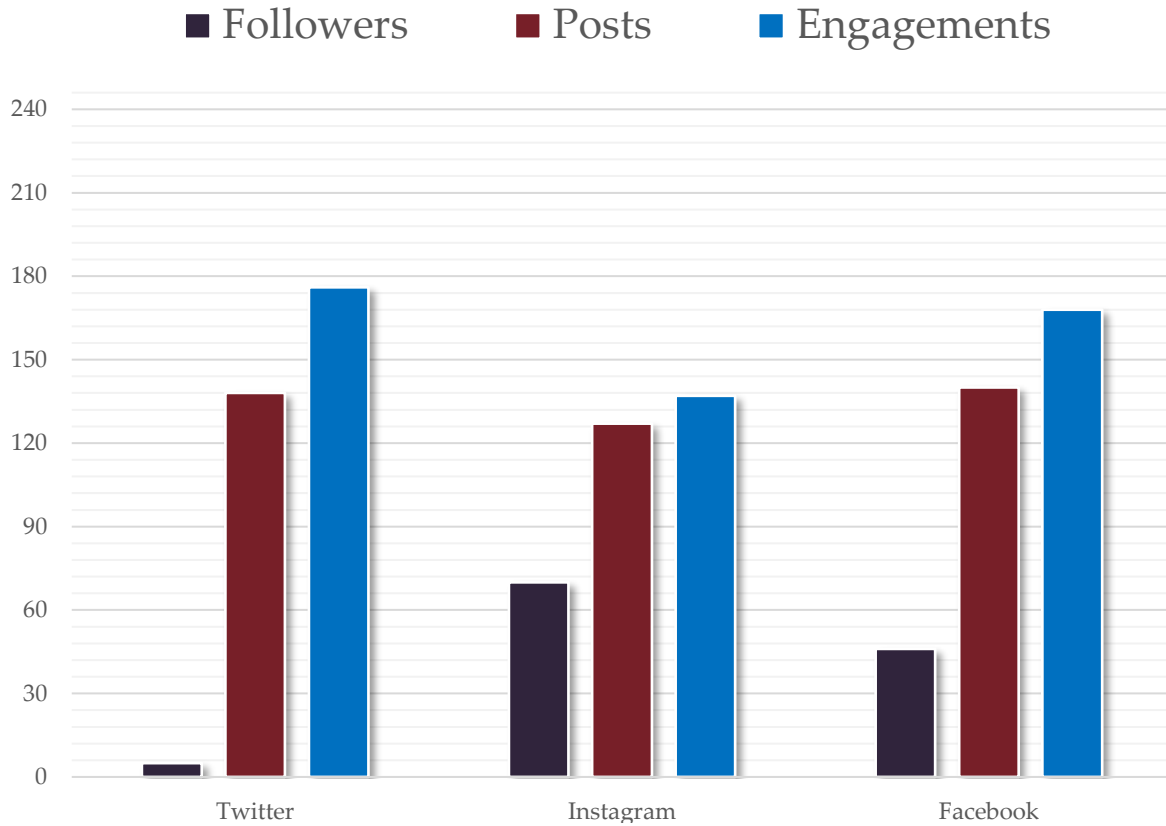
## Social Media:

---

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.

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

## WATS Social Media Reach

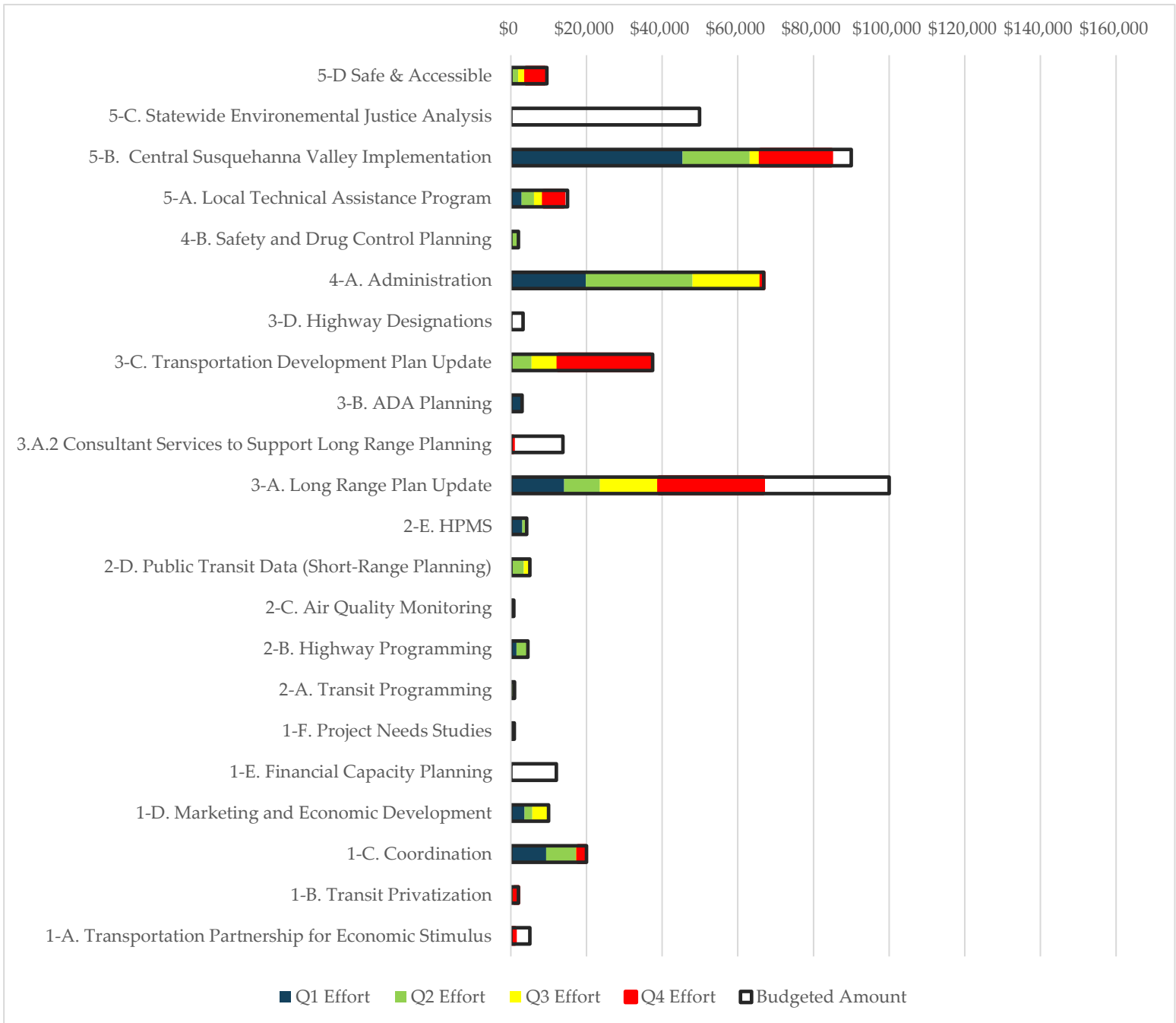


## Work Program

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 2022-2024 Unified Planning Work program.



## Local Technical Assistance Program

---

### Program Overview

A Metropolitan Planning Organization (MPO) is a group of elected and appointed officials representing local, state, and federal governments along with other agencies, that have an interest or responsibility in local transportation systems. The MPO is responsible for creating a Long-Range Transportation Plan (LRTP) [lyco.org/WATS-MPO/LRTP](https://www.lyco.org/WATS-MPO/LRTP), a Transportation Improvement Program (TIP) [lyco.org/WATS-MPO/TIP](https://www.lyco.org/WATS-MPO/TIP), and a Unified Planning Work Program (UPWP) [lyco.org/WATS-MPO/UPWP](https://www.lyco.org/WATS-MPO/UPWP). The Williamsport Area Transportation Study (WATS) is the 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. It also will promote economic development, protect the environment, and preserve Lycoming County's quality of life.

The Lycoming County Department of Planning & Community Development agreed to become involved in the LTAP Program, since we have established strong relationships with our municipal officials. MPO's are tasked with development of a LRTP and the TIP. We work closely with municipalities for identification and prioritization of transportation improvement projects needed, within Lycoming County.

This is the 19<sup>th</sup> year the Williamsport MPO has teamed up with PennDOT to assist in the LTAP program. The contracting mechanism for MPO involvement was inclusion of Task 5-A in the FY 2022-2024 WATS UPWP. We have found numerous ways to integrate LTAP with our other local transportation planning initiatives and have verified that municipal officials are aware of LTAP services and benefits. We 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 controlled as per federal requirements, it is important that preventative maintenance measures be employed to extend the life of roads and bridges. This allows us to avoid the high capital expenditures on larger scale projects, that could become unaffordable for our MPO to program. The LTAP Program provides municipal officials with a wealth of educational materials targeted at preventative maintenance. This allows the ability to stretch limited transportation dollars to perform cost-effective transportation asset management.

On December 4, 2023 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. The MPO worked with municipalities and other stakeholder organizations to develop the FFY 2025-2028 Transportation Improvement Program (TIP), which was adopted by the MPO on May 5, 2023. 70 highway and bridge transportation projects valued at an estimated \$107.7 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. This has provided guidance, education and technical assistance regarding sound system preservation practices, which also is a high priority for PennDOT. Now that PA Act 89 is in place, it will provide 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.



## 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 educated on the services offered through LTAP. This 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. The Lycoming County Small Bridge Inspection Program (restarted in 2021), based in large part on the success of the Small Bridge Inventory pilot program, is being used to gather data on all locally owned, under 20 feet bridges in the County. Lycoming County contracted with Larson Design Group to use the data from the new Small Bridge Inspection Program to create a Small Bridge Asset Management Plan (AMP). The AMP will provide a comprehensive list of all locally owned, under 20 feet bridges in Lycoming County, and provide the MPO with a list of bridge conditions, immediate/short-term/long-term repairs, and will enable the County to efficiently plan any future bridge maintenance/repair programs the County may pursue.
3. Lycoming County completed construction on the final 3 bridges of the multi-municipal County bridge bundling program. Construction of bundle 4 began in May 2023 and includes three (3) bridges located in Fairfield, Lewis, and Washington Townships. Construction of the Fairfield and Lewis Twp. bridges was completed in 2023, with final paving on the Washington Twp. bridge completed in spring 2024. These three bridges were the last in the 17 bridge bundling program the County managed. The Bridge Bundling program has had a significant impact on addressing the poor condition, locally owned bridges in Lycoming County. The bridge bundling project would not have been possible without the assistance of LTAP supplemental funds in 2016 for the Small Bridge Inventory Pilot program.
4. 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.
5. The Williamsport MPO LTAP program has been analyzed in terms of number of courses offered, registrants and attendees.

Program Year	Number of Courses Held	Number of Registrants	Number of Attendees	Average Number of Attendees Per Course
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	All courses	Held	Virtual	Only
2021-2022	7	47	37	5
2022-2023	7	156	130	19
2023-2024	8	166	133	17
<b>19 Year Total</b>	<b>124</b>	<b>2,543</b>	<b>2,009</b>	<b>16</b>

The PCD staff worked with PennDOT to offer online courses, webinars, and other remote training opportunities.

#### FY 2022-2023 Program Highlights

This section provides a summary of 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.

#### LTAP Municipal Training Needs Survey

For the 2023-2022 LTAP program year, PCD Staff continued issuance of a two-page simplified course survey in October 2023. The MPO staff works with PSATS to schedule courses based on the municipal requests from the survey as well as requests directly from municipalities during LTAP courses, Technical Assistance visits and other outreach.

#### LTAP Course Offerings

This section of the report provides summary information regarding the 2023-2024 LTAP courses that were offered and held within Lycoming County. PCD staff promoted the scheduled in-person courses as well as all virtual courses, Drop-In sessions, and webinar 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](#).

The MPO uses the Old Lycoming Twp. Volunteer Fire Dept. Social Hall as the host facility. This location is centrally located and easily accessible to most municipalities and houses ideal training facilities at a reasonable cost.

Course Name	Date Held	Attendees
Public Works Safety	August 22, 2023	14
Curves on Local Roads	September 19, 2023	8
Stormwater Control Measures	October 10, 2023	9
Winter Maintenance	October 25, 2022	17
Roadside Vegetation Control	March 19, 2024	23
Traffic Signal Basics	April 16, 2024	26
Erosion & Sedimentation Control	April 30, 2024	18
Micro Surfacing and UTFC	May 14, 2024	18

### 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](#)). 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 registration website. The PCD staff made follow-up reminder telephone calls and emails to municipalities as needed, and assisted with registering participants.

The Lycoming County Planning Commission staff partnered with SEDA-COG MPO by jointly staffing a display booth and provided marketing materials at the West Branch Council of Governments Equipment Show held on May 15, 2024. Both MPOs were able to connect with approximately 400-450 municipal attendees throughout the region at this single day event. This forum provided an excellent opportunity to promote LTAP and network with municipal officials and area-wide design firms and highway equipment vendors.

The Lycoming County Department of Planning & Community Development continued working partnerships with many organizations to market the LTAP Program in 2023-2024 including:

- The Pennsylvania Department of Transportation Central Office & Engineering District 3-0 Bureau of Municipal Services
- SEDA-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 the summer of 2023, the PCD was informed that the PennDOT Liquid Fuels program had been re-evaluated. During this process, municipalities are no longer permitted to encumber the County liquid fuels funding for future use. Lycoming County utilized a portion of the County Liquid Fuels disbursement to fund the LTAP incentive program.

Due to these changes PCD and MPO staff began the process of creating a County Liquid Fuels grant application program that Lycoming County municipalities can apply to for requests funding for liquid fuels eligible projects. The application and grading matrix is expected to be finalized in August 2024, then PCD will conduct municipal outreach on the grant program, application process, and liquid fuels eligible activities. Currently, the PCD plans to open the County liquid fuels grant program in spring 2025.

### 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 2022-2024 Unified Planning Work Program.

#### Quarterly Budget Expenditures for LTAP Task (5-A)

*Task 5-A First Quarter Expenditures (July 1, 2023-September 30, 2023)* \$2,871.18

- LCPC Staff conducted numerous LTAP administrative duties including promoting all LTAP virtual courses, Virtual Drop-In Sessions, and summer/fall 2023 in-person courses, and webinars.
- LCPC Staff prepared and submitted the 4<sup>th</sup> Quarter FY 2022-2023 LTAP quarterly report to PennDOT.
- Held the Temporary Traffic Control course, on Tuesday, August 22, 2023, with 14 attendees. The course was held at the Old Lycoming Volunteer Fire Department Fire Hall.
- Held the Curves on Local Roads course on Tuesday, September 19, 2023, with 7 attendees. The course was held at the Old Lycoming Volunteer Fire Department Fire Hall.
- LCPC Staff attended the LTAP Drone Course working group kick-off meeting on Wednesday, August 23, 2023.
- LCPC Staff attended the LTAP Planning Partners fall meeting on Thursday, September 21, 2023 and presented the WATS MPO FY 22-23 LTAP Annual Report and other updates.
- LCPC Staff coordinated three Technical Assistance visits in the 1<sup>st</sup> Quarter. One on Thursday, July 13, 2023 at Mosquito Valley Rd. Armstrong Twp. to review a bridge project the Township is attempting to begin. A second on Thursday, July 20, 2023 at the same location to review road safety concerns and possible guiderail improvements as a part of the proposed bridge project. The third Technical Assistance visit was held on Thursday, July 27, 2023 in Wolf Twp. to address drainage/stormwater concerns potentially impacting a municipal road.

*Task 5-A Second Quarter Expenditures (October 1, 2023 - December 31, 2023)* \$3,223.91

- LCPC Staff performed numerous LTAP administrative actions throughout the billing period, including promotion of all LTAP virtual courses, Virtual Drop-In Sessions, fall 2023 LTAP in-person courses, and webinars.
- LCPC Staff held the LTAP Stormwater Operations & Management course on October 10, 2023, with 7 attendees. The course was held at the Old Lycoming Twp. Volunteer Fire Hall.

- LCPC Staff held the LTAP Winter Maintenance course on October 31, 2023, with 17 attendees. The course was held at the Old Lycoming Twp. Volunteer Fire Hall.
- LCPC Staff coordinated and attended a Technical Assistance visit in Picture Rocks Borough on October 13, 2023. MPO staff meet with Borough officials to review a future streambank stabilization repair project the Borough is scoping.
- LCPC Staff coordinated and attended a Technical Assistance visit in Lewis Township on November 17, 2023. MPO staff met with Township officials and coordinated with PennDOT District 3-0 staff to review the purchase of an unused economic remnant from PennDOT. The Township is scoping a project to purchase that piece of land and move their Township maintenance and salt shed out of the floodway.
- LCPC Staff prepared and submitted the 1<sup>st</sup> Quarter FY 2023-2024 LTAP quarterly report to PennDOT.

*Task 5-A Third Quarter Expenditures (January 1, 2024- March 31, 2024)* \$2,587.84

- LCPC Staff performed numerous LTAP administrative actions throughout the billing period, including promotion of all LTAP virtual courses, Virtual Drop-In Sessions, spring 2024 LTAP in-person courses, and webinars.
- LCPC Staff held the LTAP Roadside Vegetation Control course on March 19, 2024, with 22 attendees. The course was held at the Old Lycoming Twp. Volunteer Fire Hall.
- LCPC staff assisted with the first run of the LTAP virtual training, Drones: Municipal Transportation Uses on February 20, 2024
- LCPC Staff coordinated and attended one Technical Assistance visit in the 3<sup>rd</sup> Quarter in Hepburn Twp. On January 10, 2024 LCPC staff met with the LTAP engineer and Hepburn Township officials to review a future road repair project on Norwood Drive.
- LCPC Staff prepared and submitted the 2<sup>nd</sup> Quarter FY 2023-2024 LTAP quarterly report to PennDOT.

*Task 5-A Fourth Quarter Expenditures (April 1, 2024 – June 30, 2024)* \$5,299.32

- LCPC Staff performed numerous LTAP administrative actions throughout the billing period, including promotion of all LTAP virtual courses, Virtual Drop-In Sessions, spring 2023 LTAP in-person courses, and webinars.
- LCPC Staff prepared and submitted the 3<sup>rd</sup> Quarter FY 2022-2023 LTAP Quarterly report to PennDOT
- LCPC Staff held the LTAP Temporary Traffic Control course on April 18, 2023 at the Old Lycoming Twp. Volunteer Fire Hall.
- LCPC Staff held the LTAP Unpaved Gravel Roads course on May 2, 2023 at the Old Lycoming Twp. Volunteer Fire Hall.
- LCPC Staff held the LTAP Drainage: The Key to Roads that Last course on May 23, 2023 at the Old Lycoming Twp. Volunteer Fire Hall.
- LCPC staff coordinated one Technical Assistance visit on May 20, 2024 with Lewis. MPO staff met with Township officials to review a future road repair/drainage project on Church Street in the Township.
- LCPC Staff partnered with SEDA-COG MPO to attend the 2024 West Branch COG Equipment show on May 15, 2024 at the Lycoming County Fairgrounds. Approximately 400-450 municipal officials from multiple area counties attended the COG show. The COG show is a great opportunity for the MPOs to connect with municipal leaders and promote the LTAP program.

- LCPC Staff attended the 2023 West Branch COG Equipment show on May 18, 2023 at the Lycoming County Fairgrounds. LCPC Staff assisted in scheduling on-site LTAP courses with PSATS and West Branch COG.

FY 2023-2024 WATS MPO LTAP Task Budget Summary

<b>Total FY 2023-2024 Task 5-A Expenditures</b>	<b>\$15,000.00</b>
<b>Total FY 2023-2024 UPWP Task 5-A Budget</b>	<b>\$13,982.25</b>
<b>Budget Savings FY 2023-2024</b>	<b>\$1,017.75</b>
<b>Program Cost Per LTAP Course Attendee, FY 2023-2024</b>	<b>\$84.23</b>

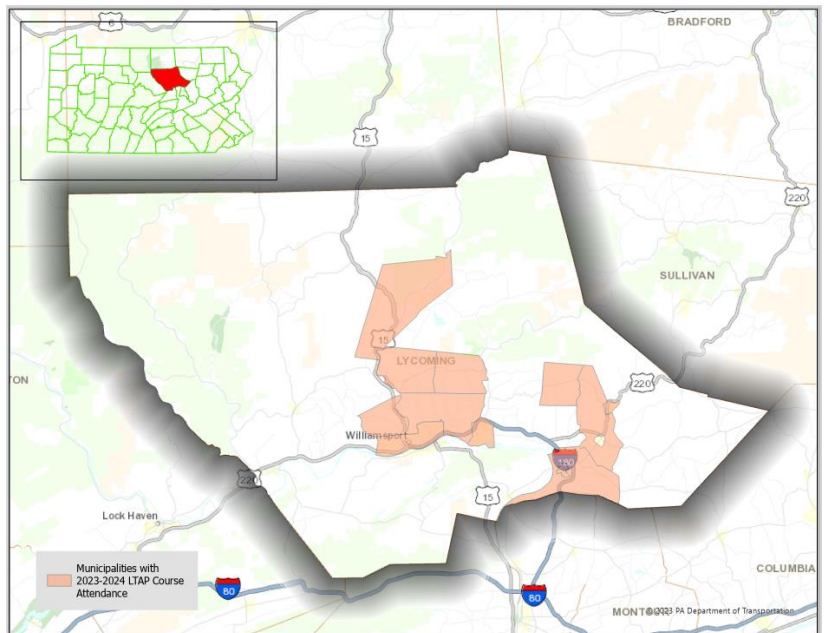
Program Success Stories

*Diversity of Course Offerings*

Since the PCD began its partnership with PennDOT in 2005 to market LTAP courses in Lycoming County, we have offered 124 courses with 2,009 municipal officials in attendance. These courses yielded an average of 17 attendees per course. (Numbers do not reflect the virtual course offered 2020-2021) 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 these numbers are strong.

High Participation across Municipalities

51 of the 52 Lycoming County municipalities (98%) have attended LTAP courses or have used LTAP services since 2005. About 23% or 12 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 17%, or 9 Lycoming County municipalities attend LTAP courses in 2021-2022.



Major Marketing Opportunities 2022 & Beyond

At their February 5, 2024 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 2024-2025 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 will retain the host facility location for the 2024-2025 LTAP program, at the Old Lycoming Township Volunteer Fire Department Social Hall, since in-person LTAP courses have resumed. This location is easily accessible to most municipalities (quick access to Route 15), houses ideal training facilities, and is reasonably priced. 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 continues to successfully partner 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.

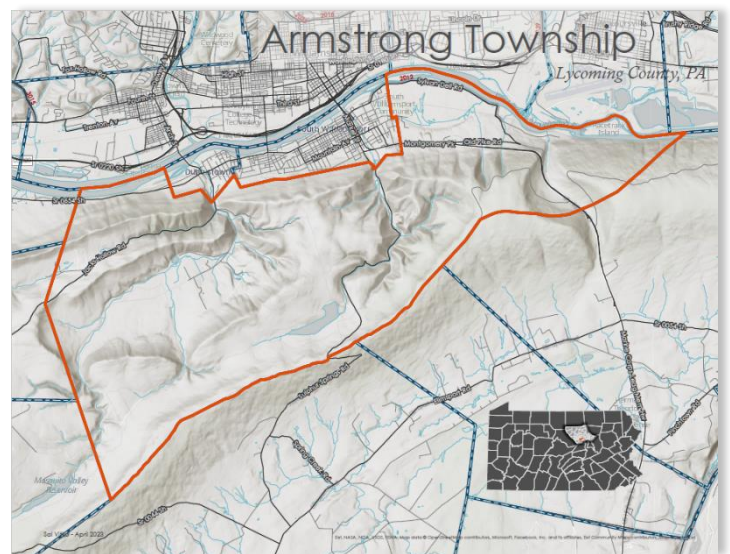
#### Technical Assistance

Another focus of future opportunities is the LTAP Technical Assistance visits. Municipal requests for technical assistance in Lycoming County are generally low. This is primarily due to the fine efforts of PennDOT District 3-0's ongoing routine municipal outreach activities and numerous county sponsored programs. These programs 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 six (6) requests for Technical Assistance visits during the 2023-2024 LTAP year.

#### Armstrong Township:

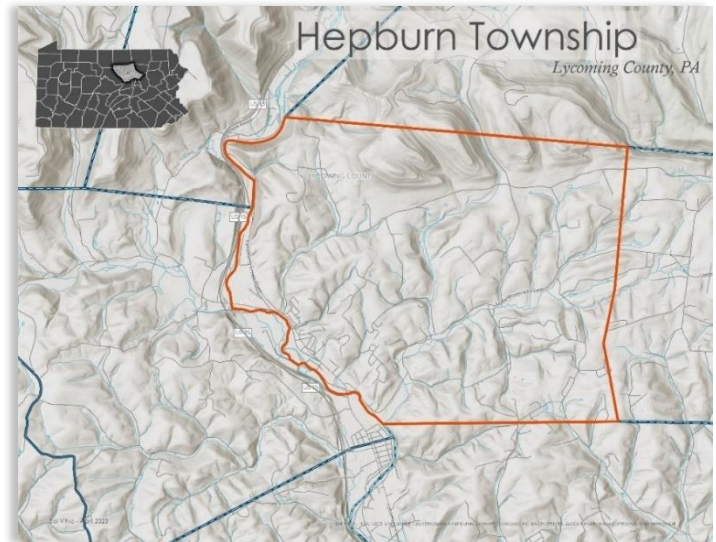
*Mosquito Valley Road Technical Assistance*, PCD staff coordinated two LTAP Technical Assistance visit in Armstrong Twp. in July 2023 to address a bridge project the Twp. is trying to move forward. The first visit on July 13, 2023 addressed the bridge structure, detour route, coordination with local utilities that are co-located on the bridge. The second visit on July 20, 2023 addressed potential safety concerns and guiderail improvements as part of the project. PCD staff and LTAP engineers met with Armstrong Twp. Supervisors, the Armstrong Twp. engineer, municipal water authority staff, and County Conservation staff. The group conducted a review of the existing bridge, examined two potential detour routes, discussed coordination with the water authority, safety concerns during bridge



construction, and guiderail needs/improvements. Currently, the Township is finalizing design of the bridge with their design firm, and is working with the local utility companies on access/relocating infrastructure.

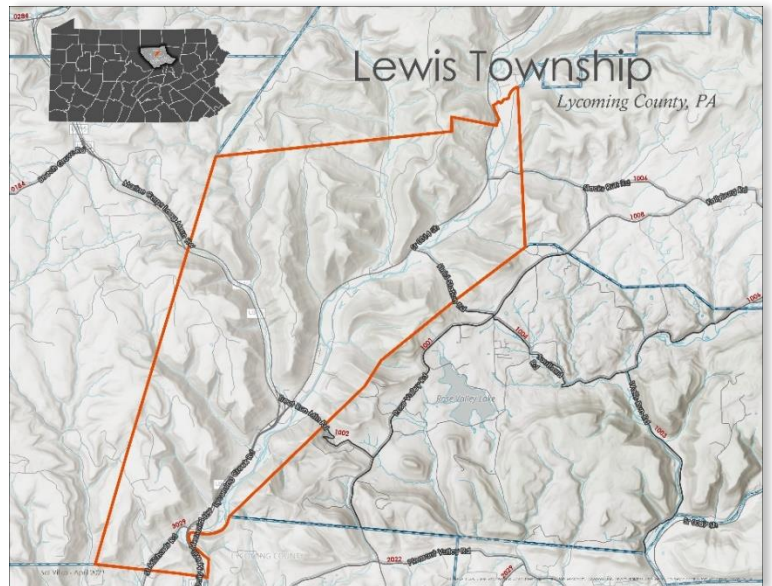
**Hepburn Twp.:**

*Norwood Drive*, PCD staff coordinated a LTAP Technical Assistance visit in January 2024 to address a road repair project on Norwood Drive. PCD staff and the LTAP engineer met with Hepburn Twp. Supervisors and Township streets dept. staff. The group drove Norwood Drive and reviewed specific repair treatments for the road.



**Lewis Township:**

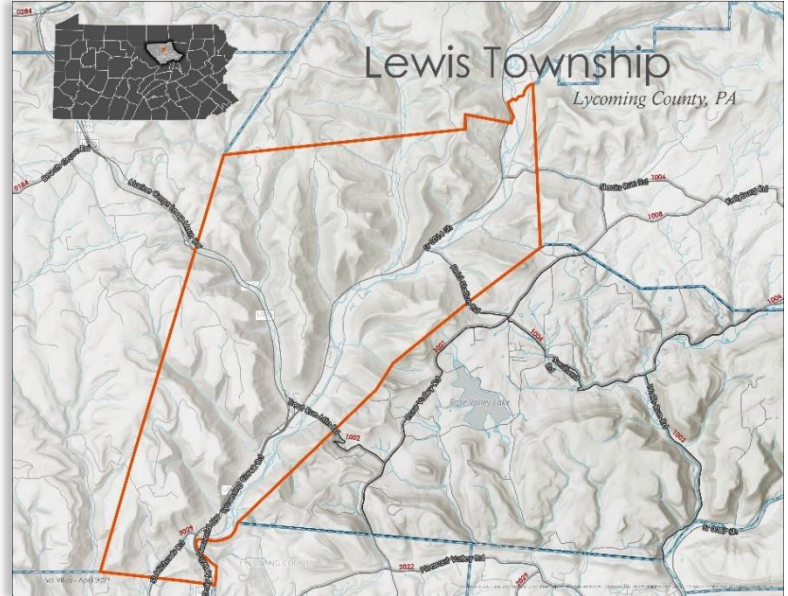
*Economic Remnant Purchase Technical Assistance*, PCD staff coordinated a LTAP Technical Assistance visit in November 2023 to address a land purchase with PennDOT to move the Township maintenance and salt shed out of the floodway. PCD staff and LTAP engineers met with Lewis Twp. Supervisors, the Lewis Twp. engineer, and Township streets dept. staff. The group reviewed the location for the new Township facility and the final process on acquiring the uneconomic remnant from PennDOT.





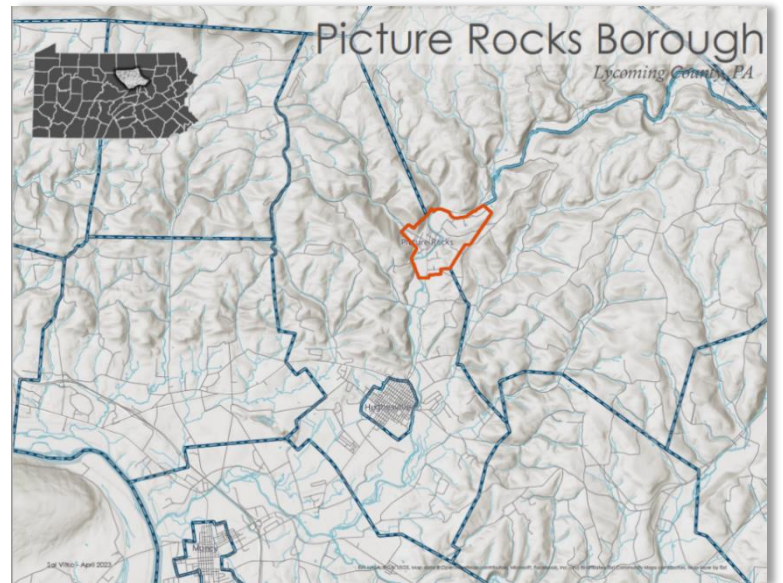
**Lewis Township:**

*Church Street Technical Assistance*, PCD staff coordinated a LTAP Technical Assistance visit in May 2024 to review drainage issues on Church Street (T-690). The Township is scoping a project to elevate Church Street to assist with drainage issues. PCD staff and the LTAP engineer met with Lewis Twp. Supervisors and the Township Street Dept. staff. The LTAP engineer took elevation measurements and marked out where potential drainage problems could occur. The Township is seeking funding to begin the project in 2025.



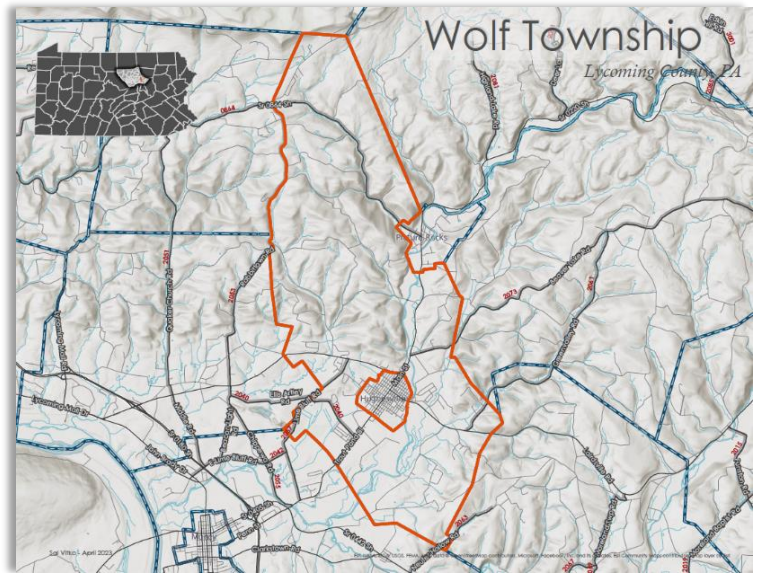
**Picture Rocks Borough:**

*Water Street Technical Assistance*, PCD staff coordinated a LTAP Technical Assistance visit in Picture Rocks Borough in November 2023. PCD staff and a LTAP engineers met with Borough Council members to review a potential streambank stabilization project on Water Street. The LTAP engineer provided the Borough with a list of potential grant options to fund the project. MPO staff offered to assist with drafting a support letter that the Borough could take to local and state government agencies to gather support for the project.



**Wolf Township:**

*Baker Hill Road Technical Assistance*, PCD staff coordinated a LTAP Technical Assistance visit in Wolf Township in July 2023. PCD staff and a LTAP engineers met with Wolf Township Supervisors to review a potential drainage issue that could impact Baker Hill Rd. The Tech. Assist determined that the stormwater/drainage issue is not impacting Baker Hill Rd., and it was recommended that the Twp. monitor the road for any future impacts.



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 November 15, 2021, President Biden signed the current transportation reauthorization bill the [Infrastructure Investment and Jobs Act \(IIJA\)](#), known as the Bipartisan Infrastructure Law (BIL). 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:

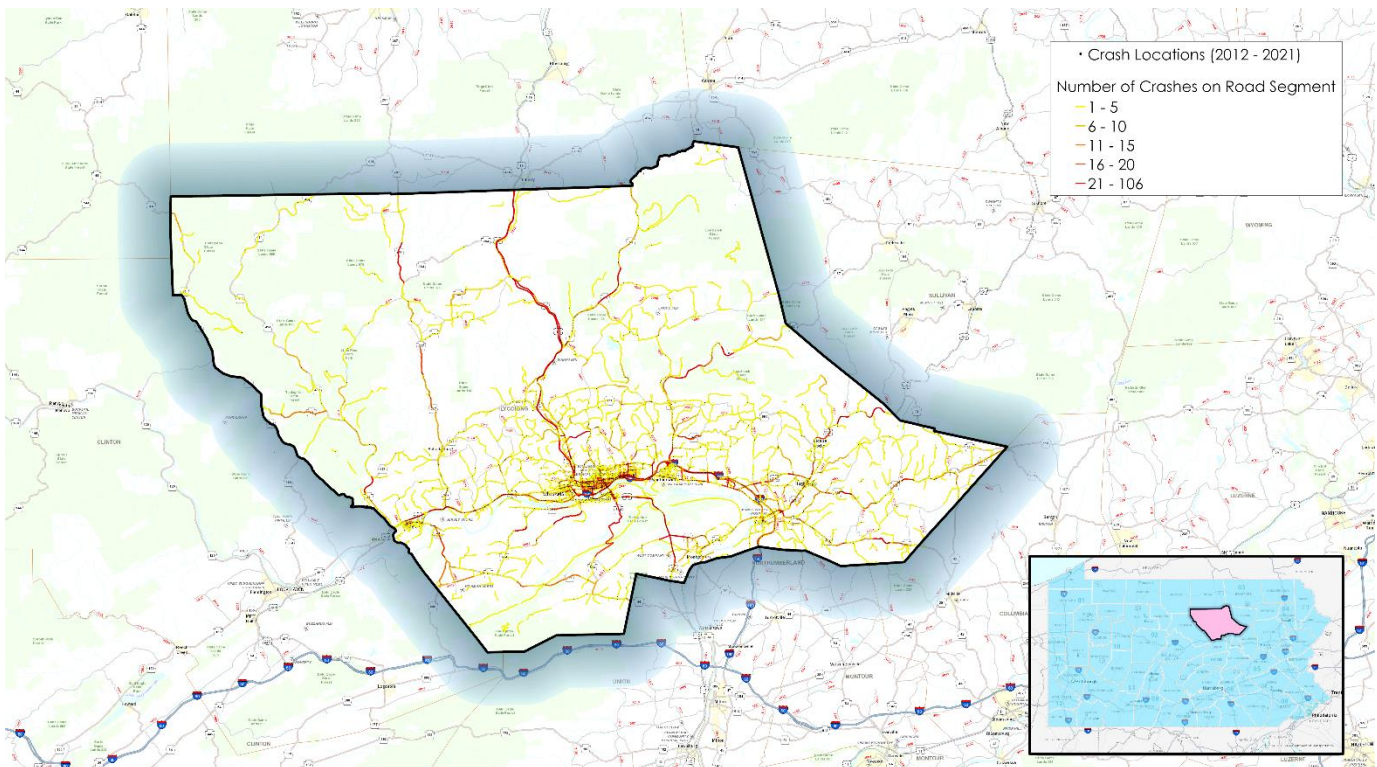
PM-1 Performance Measures	Statewide Target, 2020-2024	WATS Target, 2020-2024	Statewide Baseline, 2018-2022	WATS Baseline, 2018-2022
Number of Fatalities	1,165.1	13.1	1,157.4	12.8
Fatality Rate (per 100 Million Miles Traveled)	1.219	1.371	1.182	1.303
Number of Serious Injuries	4,721.0	31.0	4,682.4	34.8
Serious Injury Rate (per 100 Million Miles Traveled)	4.939	3.24	4.783	3.543
Number of Non-motorized Fatalities and Serious Injuries	817.6	4.8	804.6	6.0

### WATS Highway Safety 2014-2021

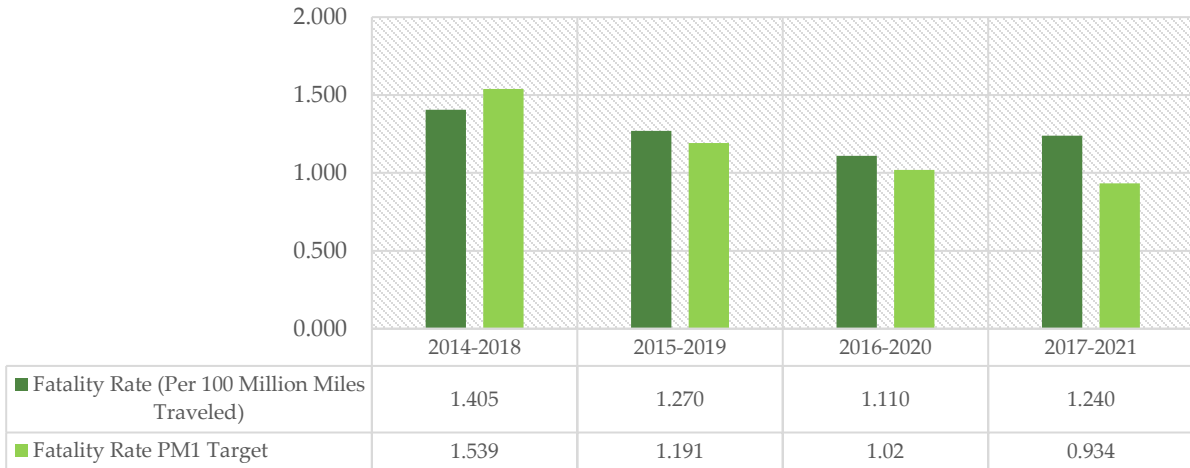
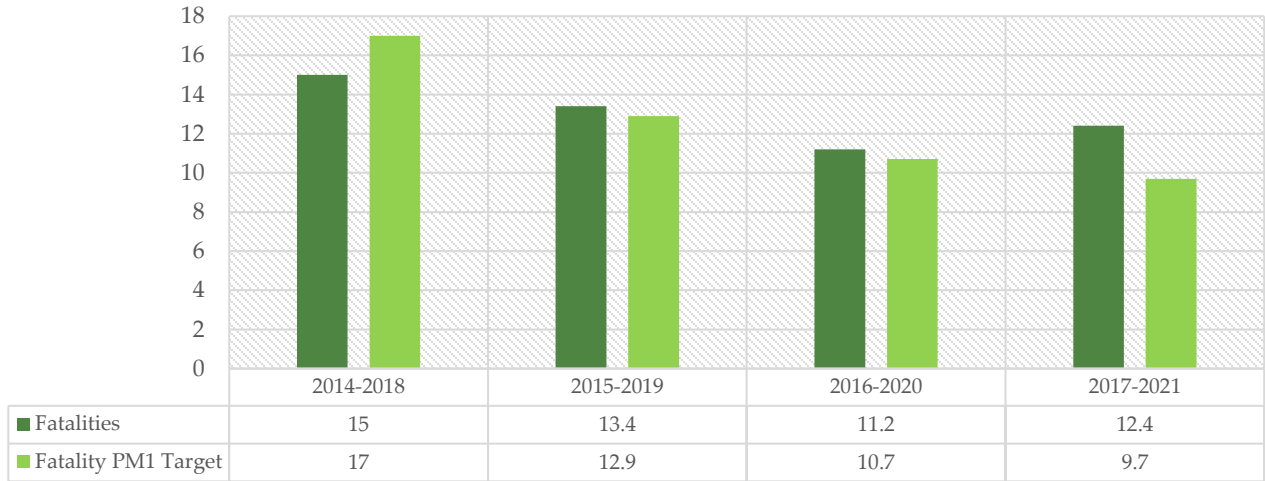
A key component of effective performance-based planning is tracking the measures through time and analyzing available data to identify patterns or trends. This tells us how the decisions we make are impacting the transportation system of Lycoming County and provides a more informed approach when making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

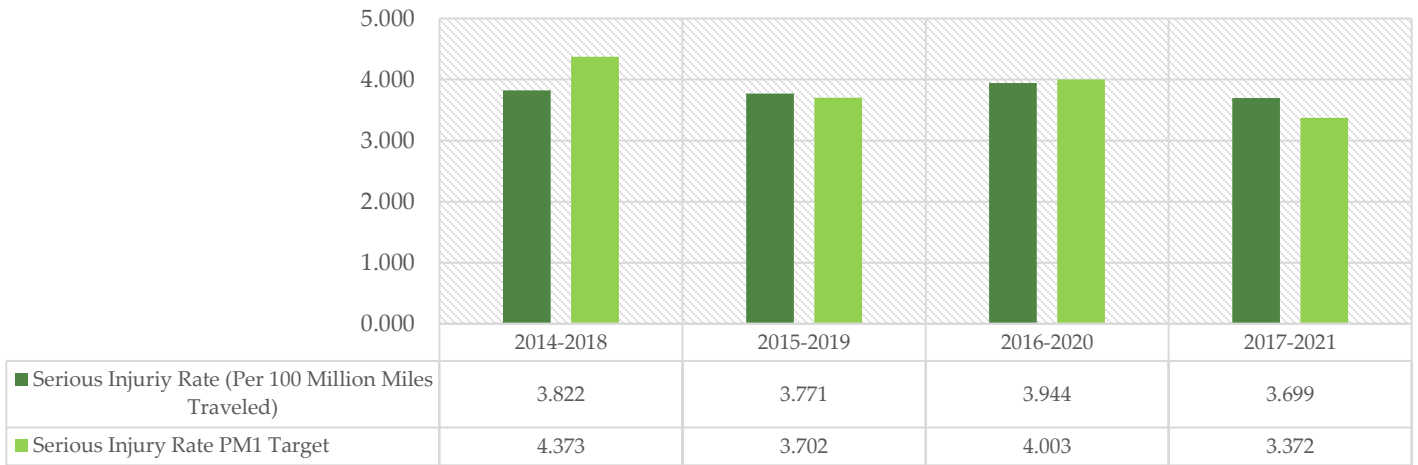
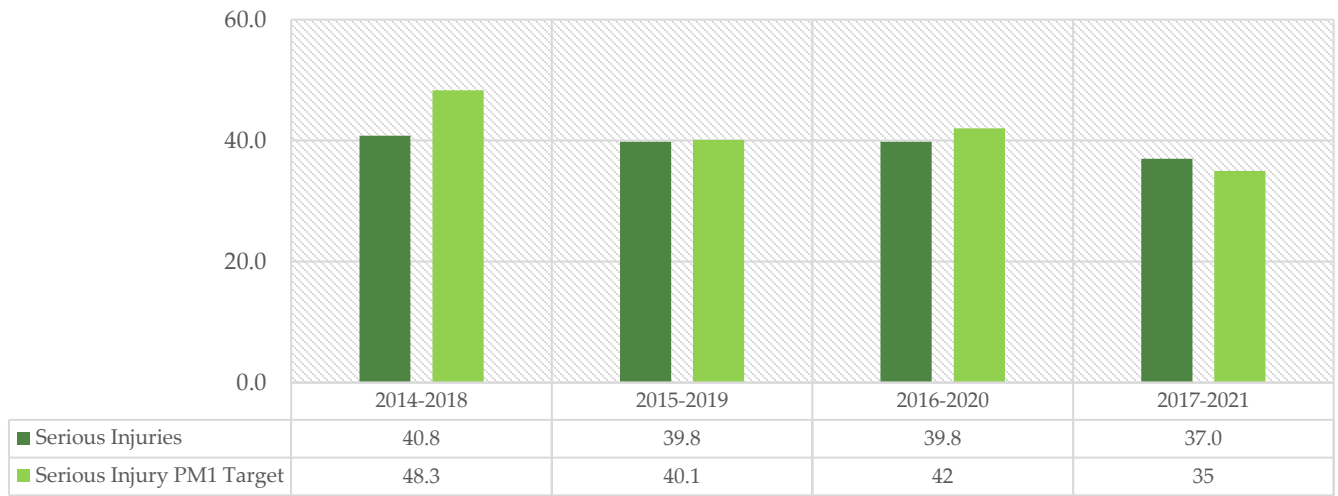
### Reportable Crash Locations, 2012-2022



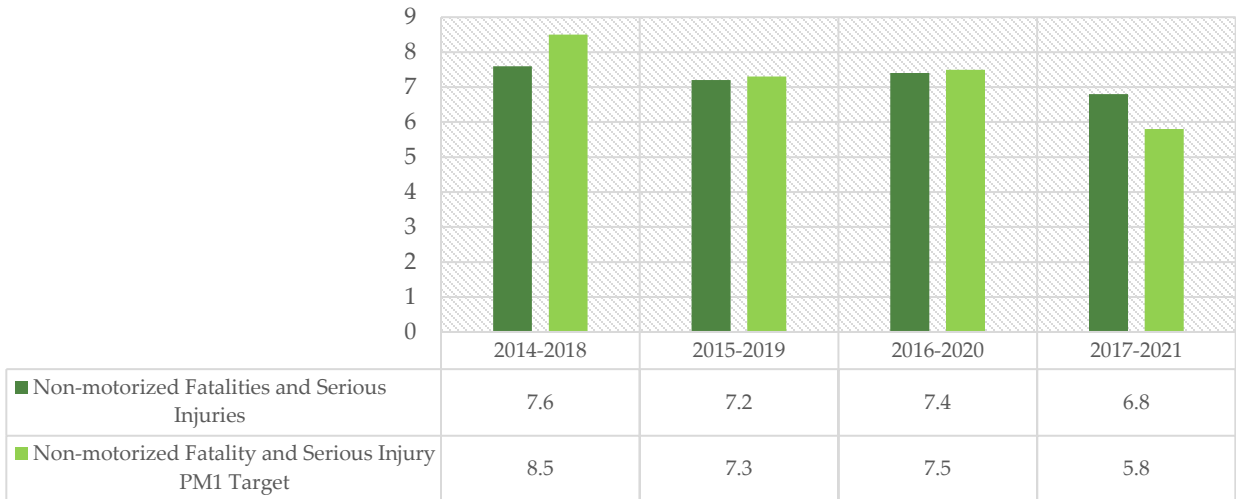
*Crash Fatality Trends 2014-2021*



Crash Serious Injury Trends 2014-2021



*Non-motorized Fatality and Serious Injuries 2014-2021*



**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.

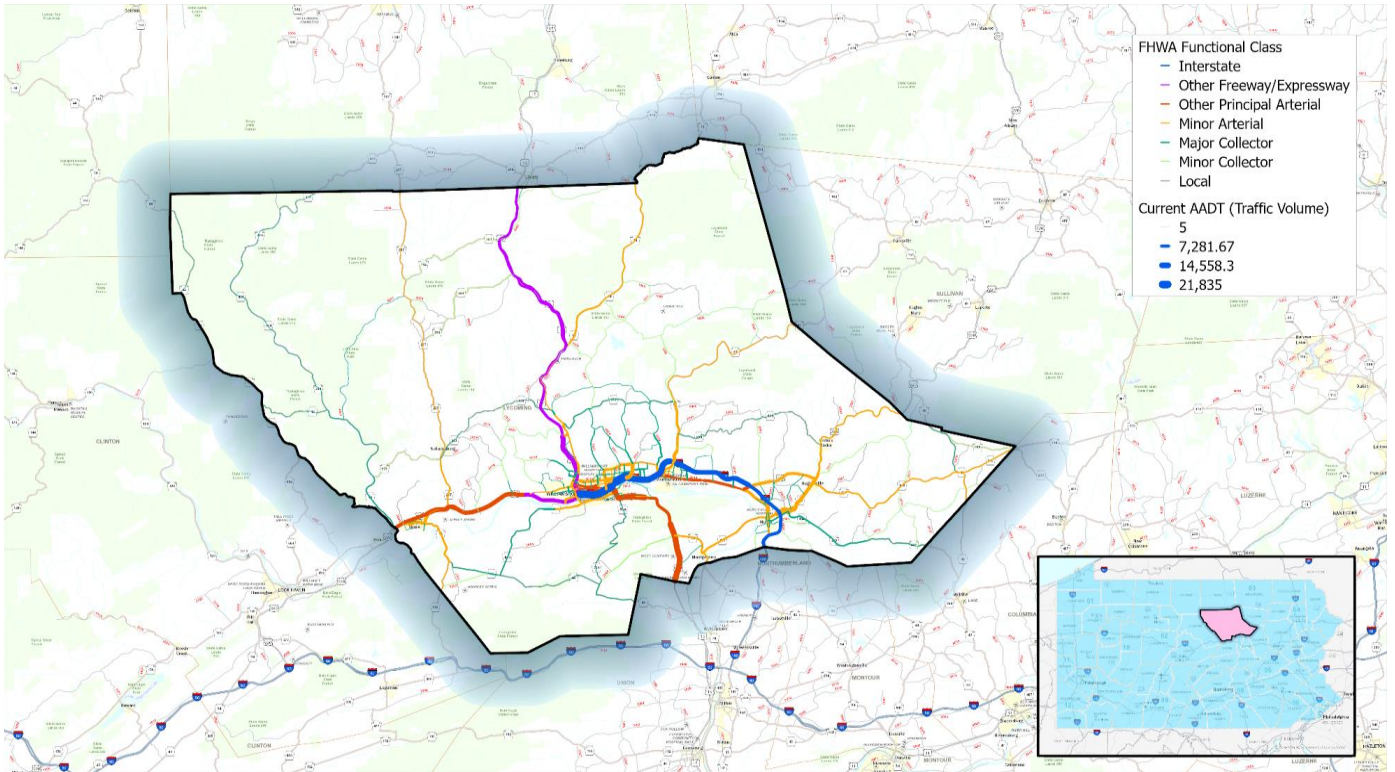
Bridge condition is derived from the component condition scores (0-10) from National Bridge Inventory Standards (NBIS). Culvert structures receive one unitary rating score while all other bridge structures receive a composite rating score based on inspections of the deck, superstructure, and substructure. 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:

	2023 baseline	2024 two-year target	2025 four-year target
<b>Percentage Interstate pavement in Good condition</b>	77.96%	93.0%	93%
<b>Percentage Interstate pavement in Poor condition</b>	0.0%	1.0%	1.0%
<b>Percentage NHS non-Interstate pavement in Good condition</b>	46.33%	50%	59%
<b>Percentage NHS non-Interstate pavement in Poor condition</b>	0.6%	2%	2%
<b>Percentage NHS bridge deck area in Good condition</b>	23.81%	28.0%	28.0%
<b>Percentage NHS bridge deck area in Poor condition</b>	0.0%	4.0%	4.0%





Asset conditions within WATS are as follows:

Performance Measure	2023
Percentage Interstate pavement Good condition IRI	95.05
Percentage Interstate pavement Good condition OPI	93.77%
Percentage Interstate pavement Poor condition IRI	0.0%
Percentage Interstate pavement Poor condition OPI	0.0%
Percentage NHS non-Interstate pavement Good condition IRI	93.5%
Percentage NHS non-Interstate pavement Good condition OPI	95.32%
Percentage NHS non-Interstate pavement Poor condition IRI	0.32%
Percentage NHS non-Interstate pavement Poor condition OPI	0.00%
Percentage NHS bridge deck area in Good condition	47.82%
Percentage NHS bridge deck area in Poor condition	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

<b>Measure</b>	<b>2023 two-year target</b>	<b>2025 four-year target</b>	<b>2020 WATS baseline</b>
<b>Interstate reliability</b>	89.5%	89.5%	100%
<b>NHS Reliability</b>	88.0	88.0	97.4%
<b>Truck reliability index</b>	1.40	1.40	1.19

## Major Accomplishments

Below is a list of what we believe to be our most significant accomplishments in FY 2023-2024

### Lycoming County Bridge Bundling Program – Executive Summary

**Overview:** Since 1971, the Federal Highway Administration has required all bridges spanning over 20 feet to be inspected at least once per four years. This meant all structures under 20 feet were under no obligation to be inspected or monitored in any capacity. In 2010, Lycoming County became the first Countywide Small Bridge (8-20 feet) Inspection program in the state. Lycoming County found that of the 104 bridges, over 40% were found to be structurally deficient, a status now referred to as poor condition. While some municipalities were able to perform routine re-pairs and replacements, many of the more rural municipalities struggled to make ends meet where bridge replacements can cost in excess of \$500,000. Lycoming County then took initiative to begin replacing the most critical structures.



A completed GRS-IBS bridge in Montgomery Park

**Funding:** Bridge Bundling was paid for through Act 89, a \$5 fee assessed on all vehicle registrations within Lycoming County. These funds were used as match on a \$7 Million Pennsylvania Infrastructure Bank loan through PennDOT. PennDOT matching funds were also used to pay for the two most expensive structures

needing replaced in Pine Township and Upper Fairfield Township. Revenue from the \$5 fee would be utilized to pay off the PIB Loan over the 10 year term.

**Procedure:** After a competitive proposal process, Lycoming County contracted with Bassett Engineering to per-form the design of the 17 bridges. Bassett Engineering used numerous criteria to determine the best structure type



Gap Road, Washington Township

for each location. Each of the bridge bundles was comprised of a unique structure type which allowed the County to buy in bulk where possible. The savings from bundling in this manner is estimated to have saved 20% of the project cost. Bundle 1 utilized Aluminum Box Culverts, Bundle 2 used both Concrete Box and Arch structures, Bundle 3 saw the County use an innovative geosynthetic reinforced soil bridge system for the first time, and Bundle 4 was comprised of standard beam structures. All four bundles were completed within a 29 month span (June 2021 –November 2023).



**Conclusion:** The project was closed out in totality in Spring 2024. In

total, 17 Bridges were replaced by the County and 2 by PennDOT for a total of ~\$8M, reducing poor condition bridges drastically countywide. Total savings compared to doing 17 unique projects is conservatively estimated at 20%. For these efforts, Lycoming County was recognized in consecutive years with the PHIA Road and Bridge Safety Improvement Award.

## Lycoming County Small Bridge Inspection Program

Larson Design Group (LDG) continued the small bridge inspection program throughout 2023-2024. The program inspects locally owned bridges with span lengths between 8 – 20 feet.

LDG completed work on the Small Local Bridge Asset Management Plan (AMP) in 2024. The AMP, is a “living plan,” with the results of future small bridge inspection reports updating the AMP to determine which bridges are in most need of maintenance/repair. The AMP will be used as a reference and guide future small bridge maintenance and repair projects targeting lowest life-cycle cost replacements.



## CSVT Implementation US 15 Corridor Improvements Study

Throughout 2023-24, WATS staff in partnership with SEDA-COG MPO continued the work of the CSVT Special Impact Study via the [US-15 Corridor Improvement Study](#). The Study assessed and analyzed the major intersections and travel lanes along an approx. 10-mile segment of the US 15 Corridor study area traversing four municipalities in Lycoming and Union counties. The study’s timing comes just as the Pennsylvania Dept. of Transportation (PennDOT) opened the Northern Section of CSVT to traffic in July 2022.

The study identified several findings and concerns.

- **Speed & Congestion Management:** As a Principal Arterial serving longer-distance trips with higher speeds through small rural communities such as Allenwood, speed along US 15 is a concern. The character of US 15 changes throughout the study corridor, from a four-lane controlled access facility to a two-lane undivided highway, with discontinuous passing lanes featured throughout. There is a perceived lack of police enforcement, as no municipalities in the study area (except Brady Township, which contracts with Muncy Borough) have their own police force and must rely on the Pennsylvania State Police for enforcement. Congestion has also been identified as a concern to be addressed, particularly at the corridor’s two signalized intersections, at PA 54, and PA 44 in Allenwood.
- **Highway Safety:** With daily vehicle traffic exceeding 10,000 vehicles and numerous side street/driveways along the corridor, along with high travel speeds, US 15 experiences perceived safety concerns, with a particular emphasis on the area around Pinchtown Road and Cemetery Hill Road. Field observations and public/stakeholder comments indicated that there are perceived ingress/egress safety concerns along US 15 between Pinchtown Road and Cemetery Hill Road due to grade and high vehicle speeds.

- **Intersection Concerns:** US 15 intersects with several state- and locally-owned roadways throughout its 10-mile study corridor length. Key among these include the state roadways of PA 44 and PA 54, as well as locally-owned roadways such as Alexander Drive. Safety and operational concerns exist at these locations.
- **Increasing Development Activity:** Land development activity, particularly industrial warehouse development, has increased significantly in the US 15 Corridor study area in recent years. Over 4.3 MSF of industrial space has been constructed, is under construction, or planned since 2020. Mitigating impacts from increasing truck traffic is required to maintain the area's rural character. Ongoing developments related to Great Stream Commons and development at Alexander Drive are community concerns yet would be addressed as part of efforts outside of this corridor study.
- **Missing Multimodal Accommodation:** The US 15 Corridor lacks various multimodal features in support of existing and future residential development, commercial and industrial development, and community connections to recreational trails and riverfront access.

Similar to the CSVT Impact Study, the US 15 Corridor Improvement study suggestions eleven (11) recommendations to help address these issues and concerns, with timelines of short-term, mid-term, and long-term. Also, the study offers possible funding sources for each of the recommendations. WATS MPO and SEDA-COG MPO will continue to collaborate with municipal partners at Clinton Township, Brady Township, Gregg Township, White Deer Township, and PennDOT to implement the study report recommendations through the creation of a Task Force that will monitor the implementation of the report's action items. Other activity could be carried out through the MPOs' respective Long-Range Transportation Plans and Transportation Improvement Programs (TIPs).

## 2024-2025 WATS MPO Unified Planning Work Program (UPWP)

In 2023 MPO staff completed the draft of the [WATS MPO 2024 – 2025 Unified Planning Work Program \(UPWP\)](#). The UPWP describes the transportation-related work activities that WATS MPO and River Valley Transit Authority (RVTA) will perform within Lycoming County in State Fiscal Years 2024-2025. In Pennsylvania UPWPs are typically developed as 2-year programs. However, the 2024-2025 WATS UPWP was developed as a 1-year program to get “off cycle” with the Transportation Improvement Program (TIP) development and update.

The 2024-2025 WATS UPWP was released for public comment in December 2023/January 2024, and was approved by the WATS MPO Technical and Coordinating Committees at their January and February 2024 meetings. The 2024-2025 WATS UPWP will go into effect beginning July 1, 2024.

## PCD Staff Leadership Roles on State Transportation Committees

In 2023, Mark Murawski, PCD Assistant Transportation Planner continued to be actively involved performing a leadership role representing the County on two significant state transportation committees as per his appointment by Governor Wolf. Mark was re-elected as Vice Chairperson of the [Pennsylvania Transportation Advisory Committee, \(TAC\)](#) and Secretary of the Pennsylvania Aviation Advisory Committee, (AAC).

In April 2023, Mark, along with other TAC members, [provided testimony](#) to the PA Senate Transportation Committee on the *State of PA Aviation* and stressed the importance for the PA General Assembly to

consider implementing the TAC study recommendations. Additionally, The PA Aviation Advisory Committee and the Aviation Council of PA worked cooperatively on issuing a policy paper in September 2023, ["Pennsylvania Takes Flight: A Framework for Comprehensive State Aviation Legislation"](#) which consolidated all TAC study recommendations requiring PA General Assembly action to implement.



Further, it was announced that the State Aviation Conference will be held in Williamsport on October 7-9, 2024 sponsored by our Airport Authority.

## Upcoming Work, FY 2024-2025

### US 220 Safety Project Impact and Land Use Study

In June 2023, WATS staff requested \$100,000.00 in PennDOT Connects supplemental funding to undertake the US 220 Safety Project Impact and Land Use Study as a supplemental task [4-B US 220 Safety Project Impact and Land Use Study](#) in the 2025-2027 WATS UPWP. PennDOT approved the supplemental funding request in July 2024.

WATS will put out a RFP in the first quarter FY 2025 to seek a consultant to assist with the study. The study will commence later in 2025 and be completed by the end of FY 2027. This study will consist of the entirety of Woodward Twp., Lycoming County. The US-220 national highway system corridor effectively slices the township in two and acts as a barrier between properties along the West Branch of the Susquehanna River and properties north of the highway. The US-220 Safety Project resulted in restriction of turning movements from collector roads intersecting US-220 and have created changed traffic patterns with local traffic that previously used 220, shifting to lower functional class state roads and township roads that have not been designed or maintained to meet the increased volumes. This study will therefore start with an assessment of traffic volumes on local roads conducted by WATS personnel. Traffic counts will be conducted at locations previously surveyed when 220 was being studied as the future corridor for I-99. These traffic counts along with any counts conducted by PennDOT before or during the 220 Safety Project will be evaluated to utilized in a traffic volume assessment.

Major study tasks will include, but are not limited to:

- Conduct a traffic volume assessment on local roads utilizing existing PennDOT traffic data and traffic volume data collected by the WATS MPO staff or consultant team
- Forecast anticipated US 220 Safety Project induced traffic impacts within the study area and analyze the impacts on the transportation system
- Review crash statistics within study area and identify low cost counter measures and other strategies to ensure PennDOT/WATS Safety Performance Measure goals can be achieved with the expected future growth patterns and transportation system impacts
- Develop access management strategies to minimize and control new driveway locations in a coordinated manner. The proposed access management strategies should incorporate Complete

Streets considerations, encourage multimodal usability, and ensure that the safety and operational integrity of the highway system is maintained as future development occurs

### 2026-2029 WATS MPO Transportation Improvement Program (TIP)

Throughout 2025-2026, WATS staff, in coordination with River Valley Transit Authority (RVTA) and PennDOT, will begin developing the 2026-2029 WATS MPO TIP. The draft 2026 – 2029 WATS MPO TIP is anticipated to be released for public comment in March 2026. The final draft of the 2026– 2029 WATS MPO TIP is anticipated to be adopted by the MPO Committees, PennDOT, and FHWA in May 2026.

### 2025-2027 WATS MPO Unified Planning Work Program (UPWP)

Throughout 2024-2025, WATS staff, in coordination with River Valley Transit Authority (RVTA) and PennDOT, will begin developing the 2025-2027 UPWP. The 2025-27 UPWP will return to a two-year UPWP schedule now that the UPWP and TIP updates are “off-cycle” so that the MPO staff are not updating both products at the same time. WATS staff met with RVTA, PennDOT District 3-0, and FHWA in June 2024 for the first 2025-27 UPWP coordination meeting. The 2025-27 UPWP update is anticipated to be presented to the MPO Committees at their fall 2024 meetings, with the public comment period being held in December 2024/January 2025. The 2025-2027 WATS UPWP is anticipated to be approved in March 2025.