

WATS Coordinating Committee Members

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



WATS Technical Committee Members

STEP, Inc.  
City of Williamsport  
River Valley Transit Authority  
Williamsport Regional Airport  
SEDA-COG Joint Rail Authority  
PennDOT Engineering District 3-0  
Lycoming County Planning Commission  
Lycoming County Planning & Community Development  
PennDOT Center for Program Development & Management

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

DATE: Monday, December 9, 2024  
TIME: 1:00 PM  
PLACE: Lyco. Conference Room  
Lycoming County Third Street Plaza, 3<sup>rd</sup> Floor  
33 W. Third Street  
Williamsport, PA 17701

Virtual Option: Dial-in Number: 1 (267) 332-8737  
Conference Code: 512 040 019#  
[Microsoft Teams Link](#)

**AGENDA**

**CALL TO ORDER**..... Chair High

**MINUTES:**

September 9, 2024 meeting minutes .....Chair High

**PUBLIC COMMENT** .....Chair High

**ACTION ITEMS:**

WATS 25-28 TIP Amendment Hwy Safety MPMS 120852 .....Vitko  
WATS 25-28 TIP Amendment Market/Maynard Street MPMS 121503 .....Vitko  
WATS Secretary Approval to Sign future PM Letters.....Williams  
Draft 2025-27 WATS UPWP Public Comment Period.....Daily/Vitko  
2024 Coordinated Public Transit Human Services Plan Adoption .....Daily/Vitko  
2023-24 WATS Annual Report.....Vitko  
2023-24 WATS LTAP Annual Report .....Vitko  
2025 WATS Coordinating Committee Dates Adoption .....Vitko

**DISCUSSION ITEMS:**

Modal Updates .....Howell/Wright/Beattie/Merk  
Management Action Report.....King  
2025 WATS Coordinating Committee Membership Contact Info.....Vitko

**OTHER BUSINESS / PUBLIC COMMENT**..... Chair High

**ADJOURN** ..... Chair High

All meeting materials also available on the [WATS MPO Website \(http://www.lyco.org/WATS-MPO/Committees\)](http://www.lyco.org/WATS-MPO/Committees) The December 9, 2024 WATS Coordinating Committee meeting will be recorded. This information is a public record and may be subject to public inspection and duplication if not protected by federal or state law.

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**WILLIAMSPORT AREA TRANSPORTATION STUDY  
COORDINATING COMMITTEE  
TELECONFERENCE PUBLIC MEETING MINUTES**

*September 9, 2024, 2024 Coordinating Committee Teleconference Public Meeting: Held at 33 W. Third Street, 6<sup>th</sup> Floor, Williamsport, PA 17701 and various locations via teleconference*

CALL TO ORDER (Regular WATS Coordinating Committee Public Meeting)

Sal Vitko performed roll call

**MINUTES**

It was asked if there were any comments about the minutes from the May 13<sup>th</sup> 2024. There were none. Motion to approve was made by Barb Schmouder, John Lavelle 2<sup>nd</sup>, motion carried to approve the minutes.

Sal Vitko mentioned that this meeting was being recorded and then performed roll call.

**PUBLIC COMMENT**

There was no public comment.

**ACTION ITEMS**

**2023-2026 WATS TIP Amendment adding MPMS 120077 Maynard Street bridge lighting Upgrades (reaffirm e-ballot).** Motion to approve by Liz Miele, Barb Schmouder 2<sup>nd</sup>. All approved.

**2023-2036- TIP Amendment adding MPMS 121503 Market & Maynard Street Queue. Pre-emption (reaffirm e-ballot).** Motion to approve by Steve Beattie, Liz Miele 2<sup>nd</sup>. All approved

**CSVT Implementation: Corridor Study-** Sal gave a brief overview of the history of the CSVT Impact Study and the US-15 Corridor Study. Patrick McTish spoke that this focuses on a 10 mile section of US 15 between 54 and I-80. This study was guided by a steering committee including PennDOT, local municipalities and other interested parties. Traffic diversions resulting from the opening of CSVT's Northern Section sparked interest in re-envisioning the US 15 Corridor. There are also several major land developments along the corridor.

The US-15 Corridor Improvement Study held a number of public meetings to gather input/concerns from residents within the US-15 Corridor. The Study offers a number of implementation actions to address speed congestion and management, highway safety, intersection safety/concerns, increased development, and missing multimodal accommodations.

The Study, compiled a list of implementation recommendations with which organizations would be project lead and potential funding sources. Additionally, the Study recommended that a permanent task force should be established to address future/ongoing CSVT issues/concerns.

Motion to approve the Corridor Study Motion to approve by Liz Miele, Barb Schmouder 2<sup>nd</sup>. All approved.

## **DISCUSSION ITEMS**

### **Modal Updates:**

Cameron Serafini from RVTA stated that their new Omnibus is up and working- it helps with new scheduling. They have discontinued 3 routes...Hepburnville, Millionaires and the Lock Haven link. Unfortunately, there was not enough ridership. Their CPT is done and they are just waiting for PennDOT. Their audit is still being worked on, when that is done they could start on a Transit Development Plan-probably early Spring.

Mark Murawski mentioned that the Williamsport Regional Airport will be sponsoring The Aviation Conference here in Williamsport- October 7, 8, and 9, 2024.

Steve Beattie rail freight is holding steady on the LVRR. There will be a State Rail Conference in April 2025 in Bedford Springs, more info. will be provided closer to the meeting date.

Dan Merk from STEP stated that about 1 ½ years ago STEP was one of the first to implement an application from PennDOT which was an on line application for "Find My Ride" where customers could get on line and schedule a ride.

### **Management Action Report**

**Draft 2025-2027 WATS MPO UPWP**-Austin Daily stated that he and Sal have been working on the 2025-27 WATS MPO UPWP. There have been calls to SEDA COG, FHWA, and RVTA to check on information. At the next Coordinating and Technical meetings, they will present the report with the public comments gathered from December and January.

**2024 Coordinated Public Transit Human Services Plan**- Sal said that he and Austin have been working with SEDA-COG on the Human Services Plan. Rockland Planning is the consultant that was chosen. The Draft will be going out for the next Coordinating and Technical Committee meetings.

**Draft 2025 WATS Coordinating Committee** dates- Sal will be emailing all members the 2025 meeting dates for the Coordinating Committee Meetings

## **PUBLIC COMMENT**

Betsy Lockwood, who works for SEDA-COG spoke to inform WATS about the Appalachian Region Commission Local Access Roads Program. Betsy presented on the potential funding opportunities that the LARP could provide for certain projects. Betsy informed the Committee that if anyone has any questions or has questions on potential projects to please contact herself at SEDA-COG.

Motion to adjourn- 1<sup>st</sup> Bill Burdett 2<sup>nd</sup> Barb Schmouder

All approved- meeting adjourned at 1:58 p.m.

FISCAL CONSTRAINT CHART  
**FFY 2025-2028 TIP Highway/Bridge**  
**WATS MPO**

Amendment (MA ID: )			Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2033-2036			Remarks			
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State		Loc/Oth		
WATS TIP Reserve /000 Lycoming	68713	CON	Before	HSIP		289,140			1,064,000			1,064,000			1,064,000			1,064,000			4,256,000					
			Adjust	HSIP		(289,140)			(1,064,000)			(1,064,000)			(1,064,000)			(199,288)								
			After	HSIP																864,712			4,256,000			
Lycoming Co. Lane Departures 54/124 Lycoming	120852	PE	Before																							
			Adjust	HSIP		289,140			341,799																	
			After	HSIP		289,140			341,799																	
Lycoming Co. Lane Departures 54/124 Lycoming	120852	FD	Before																							
			Adjust	HSIP				420,619																		
			After	HSIP				420,619																		
Lycoming Co. Lane Departures 54/124 Lycoming	120852	CON	Before																							
			Adjust	HSIP				301,582			1,064,000			1,064,000			199,288									
			After	HSIP				301,582			1,064,000			1,064,000			199,288									
<b>Before Totals</b>						\$289,140	\$0	\$0	\$1,064,000	\$0	\$0	\$1,064,000	\$0	\$0	\$1,064,000	\$0	\$0	\$1,064,000	\$0	\$0	\$4,256,000	\$0	\$0			
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$289,140	\$0	\$0	\$1,064,000	\$0	\$0	\$1,064,000	\$0	\$0	\$1,064,000	\$0	\$0	\$1,064,000	\$0	\$0	\$4,256,000	\$0	\$0			

Actions do not affect air quality conformity.

**NOTES**

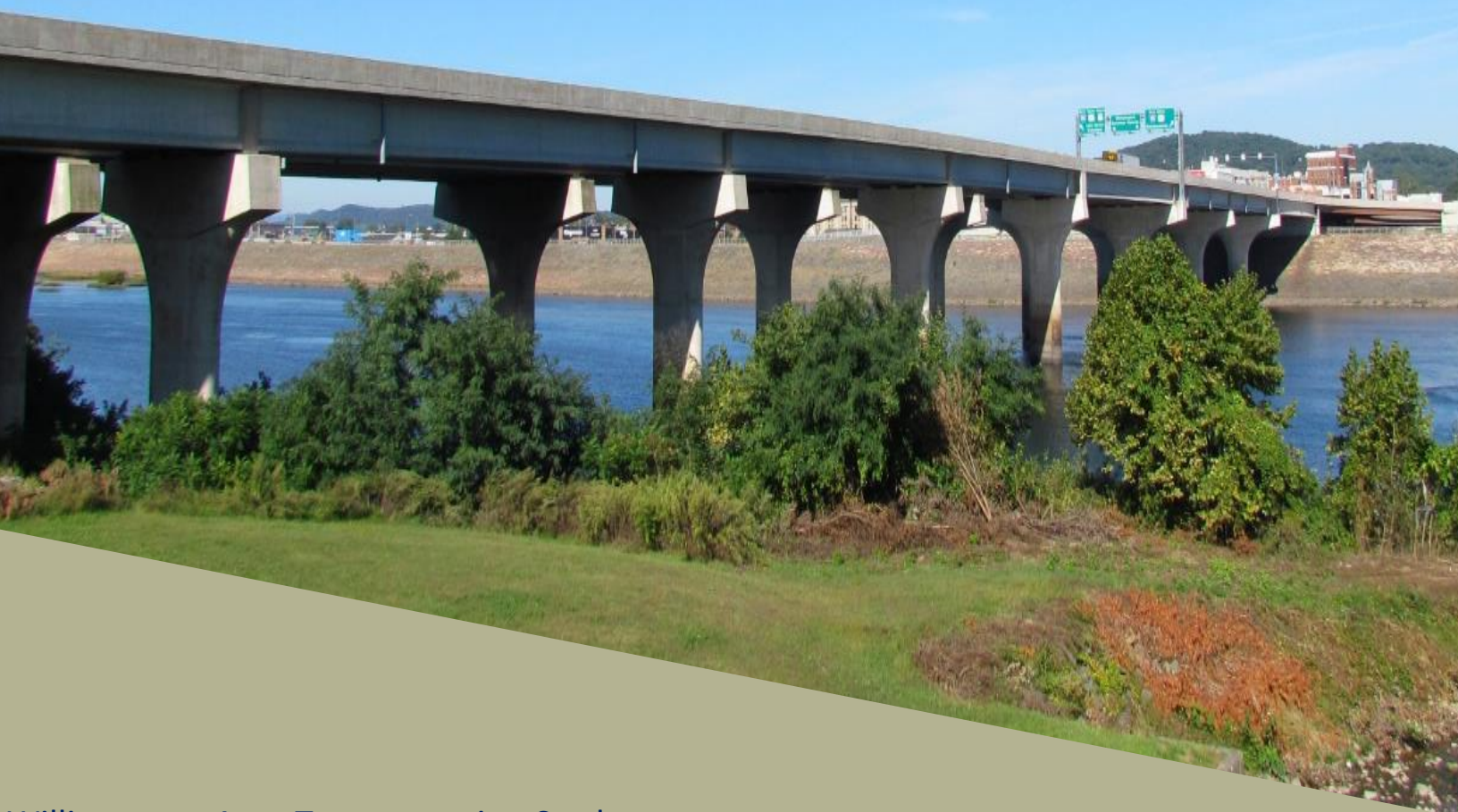


FISCAL CONSTRAINT CHART  
**FFY 2025-2028 TIP Highway/Bridge**  
**WATS MPO**

Amendment (MA ID: )				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
WATS TIP Reserve  /000  Lycoming	68713	CON	Before	CRP		402,000			313,000			313,000			463,000			Reduce CRP and CRPU programmed line item funds in FFY's 2025, 2026, & 2027.	
			Before	CRPU		149,000			152,000			152,000			152,000				
			Adjust	CRP		(70,000)						(100,000)							
			Adjust	CRPU		(70,000)						(152,000)							
			After	CRP		332,000			313,000			213,000			463,000				
			After	CRPU		79,000			152,000						152,000				
Market St & Maynard St Queue Preemption 180/155 Lycoming	121503	PE	Before															Add PE phase program funds in FFY 2025	
			Adjust	CRP		70,000													
			After	CRP		70,000													
Market St & Maynard St Queue Preemption 180/155 Lycoming	121503	FD	Before															Add FD phase program funds in FFY's 2025 and 2026	
			Adjust	CRPU		70,000													
			After	CRPU		70,000													
Market St & Maynard St Queue Preemption  180/155  Lycoming	121503	CON	Before															Add CON phase program funds in FFY 2027	
			Before																
			Adjust	CRP								100,000							
			Adjust	CRPU								152,000							
			After	CRP								100,000							
			After	CRPU								152,000							
<b>Before Totals</b>						\$551,000	\$0	\$0	\$465,000	\$0	\$0	\$465,000	\$0	\$0	\$615,000	\$0	\$0	Actions do not affect air quality conformity.	
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
<b>After Totals</b>						\$551,000	\$0	\$0	\$465,000	\$0	\$0	\$465,000	\$0	\$0	\$615,000	\$0	\$0		

**NOTES**

# WATS MPO Unified Planning Work Program, Fiscal Years 2025-2027



**Williamsport Area Transportation Study  
Metropolitan Planning Organization**

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

# Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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

Vietnamese:

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

Korean:

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

French:

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

Somali:

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

Russian:

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

Ukrainian:

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

Simplified Chinese:

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

Traditional Chinese:

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

Arabic:

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

Burmese:

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

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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### 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

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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>.

# Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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# Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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1. Evaluate existing and potential new service in terms of possible contracting opportunities in order to reduce overall operating expenses. (Ongoing) .....	42
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) .....	42
3. Investigate contracting opportunities for demand responsive carriers to provide complementary paratransit service for RVTA to meet the ADA service requirements. (Ongoing) .....	42
4. Continue to utilize the private sector in several areas of vehicle maintenance, which have proven to be less costly than if RVTA provided the services directly. Meet an established goal of spending at least twenty-five percent (25%) of RVTA’s maintenance budget on contracts with private enterprise. Continue to work with the private sector in terms of CNG technology on RVTA’s CNG transit vehicles. (Ongoing) .....	42
5. RVTA will engage local municipalities to develop long term agreements for the securement of annual local match funds as well as engagement of private enterprise to provide additional route guarantee funding when opportunity exists. (Ongoing) .....	42
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## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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### UPWP DEVELOPMENT SCHEDULE

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<b>August 7, 2024</b>	Coordination Meeting with WATS staff, PennDOT and FHWA
<b>November 1 – November 30, 2024</b>	FHWA Comment Period
<b>November 18, 2024</b>	Review with WATS Technical Committee
<b>December 10, 2024 – January 10, 2025</b>	Public Comment Period
<b>January 13, 2025</b>	Review by WATS Technical Committee
<b>January 27, 2025</b>	Adoption with WATS Coordinating Committee

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### UPWP Development Process

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

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

After the WATS MPO Coordinating Committee adoption, the MPO submits the final UPWP document to FHWA and PennDOT. After FHWA/FTA approval and PennDOT Notice To Proceed, the MPO begins working on the adopted UPWP on July 1 of the same year.



## INTRODUCTION

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### Purpose

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The Unified Planning Work Program (UPWP) describes the transportation-related work activities that the Lycoming County [Department of Planning and Community Development \(PCD\)](#) and [River Valley Transit Authority \(RVTA\)](#) (with the aid of planning consultants, as necessary) will perform within Lycoming County in State Fiscal Years 2025-2027. PCD and RVTA staff jointly developed this work program in coordination with PennDOT District 3-0 and PennDOT Center for Program Development and Management. Within Lycoming County, Pennsylvania, the transportation planning process is conducted through the Williamsport Area Transportation Study (WATS). WATS was established in 1968. The purpose of this document is to describe the transportation planning and programming activities for the period of July 1, 2025 through June 30, 2027 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).
4. Amendments to a MPO's/RPO's UPWP include the following budget and programmatic changes:
  - The addition/removal of tasks or addition/removal of federal funds, including PL/SPR or MPP funds, from a UPWP
  - The transfer of federal funds from any one task(s) to another task(s) where the total revision of federal funds exceeds the following thresholds:
    - \$250,000 for MPOs receiving  $\geq$  \$1,000,000 in annual PL/SPR funds.
    - \$80,000 for MPOs/RPOs receiving  $\geq$  \$400,000 but  $<$  \$1,000,000 in annual PL/SPR funds.
    - \$40,000 for remaining MPOs/RPOs.
  - Tasks that are split between transit (FTA MPP) and highway (PL/SPR) funds must retain the same splits.
  - Changes to the scope of work or objectives of the project, regardless of whether there is an associated budget revision, that is significant enough to essentially constitute a new project.

Approval by the MPO/RPO Policy Committee, PennDOT, and FHWA is required for amendments. After adoption by the MPO/RPO Policy Committee, the MPO/RPO must request approval of the amendment by

## Unified Planning Work Program, Fiscal Years 2025-2027

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email or letter to PennDOT. For budget changes or transfers, a revised budget must be provided as well as a summary of the changes. If a new task/study is being added, or an existing task is being modified, the new or revised scope of work and budget must be provided.

Once reviewed by the Program Center, PennDOT must send the amendment to the assigned FHWA planner by email for approval. FHWA planners will review and approve or deny the amendment by email within 14 calendar days, where possible. Based on its coordination with FHWA, PennDOT must then approve or deny the amendment electronically or by letter. FHWA reserves the right to deny any changes if they are not consistent with Federal requirements and regulations.

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

The 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 2025-2027 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

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

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

#### Committee Structure

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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

## Unified Planning Work Program, Fiscal Years 2025-2027

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- Lycoming County Commissioner
- Lycoming County Commissioner
- Mayor, City of Williamsport
- Council Member, City of Williamsport
- River Valley Transit Authority General Manager
- SEDA-COG Joint Rail Authority Executive Director
- Williamsport Regional Airport Executive Director
- Lycoming County Association of Township Officials Representative
- Lycoming County Borough Representative

Non-voting members consist of:

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

The WATS Technical Committee reviews all relevant transportation issues, programs and projects in Lycoming County and formulates recommendations to the Coordinating Committee. The Technical Committee consists of 9 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 Authority General Manager
- Williamsport Regional Airport Executive Director
- SEDA-COG Joint Rail Authority Executive Director
- STEP, Inc. Transportation Manager
- City of Williamsport Engineer

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. 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

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- River Valley Transit Authority
- STEP, Inc. Office of Aging
- Lycoming College
- Pennsylvania College of Technology

Non-voting members consist of:

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

### WATS staff and contacts

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

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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### *Lycoming County Department of Planning and Community Development Contacts*

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WATS information is accessible on the Lycoming County website: [www.lyco.org/WATS-MPO](http://www.lyco.org/WATS-MPO)

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

**48 W 3<sup>rd</sup> St Williamsport, PA 17701**

### Williamsport Area Transportation Study Responsibilities

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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.

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

### 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 January 31, 2025 not the date it becomes effective July 1, 2025.

Product	Update Cycle	Current	Next	
		Adoption/Completion	Required Adoption	Targeted Completion
<u><a href="#">Unified Planning Work Program (UPWP)</a></u>	2 Years	February 5, 2024	January 31, 2025	January 31, 2025
<u><a href="#">Long Range Transportation Plan (LRTP)</a></u>	5 Years	December 5, 2023	December 31, 2028	December 17, 2028
<u><a href="#">Transportation Improvement Program (TIP)</a></u>	2 Years	May 13, 2024	July 2026	June 30, 2026
<u><a href="#">Environmental Justice Analysis of Benefits and Burdens</a></u>	2 Years	February 13, 2023	Updated with PPP	April 2024
<u><a href="#">Public Participation Plan (PPP) Includes the Title VI, LEP, Environmental Justice and Americans with Disabilities Act Plans</a></u>	As Needed	February 13, 2023	Updated with PPP	As needed
<u><a href="#">Coordinated Public Transit Plan</a></u>	As Needed	June 2024	As needed	As needed
<u><a href="#">Local Technical Assistance Program (LTAP) Annual Report</a></u>	Annual	October 31, 2024	October 31, 2025	September 11, 2025
<u><a href="#">Annual List of Federally Obligated Projects</a></u>	Annual	December 31, 2023	December 31, 2024	December 31, 2024

## Unified Planning Work Program, Fiscal Years 2025-2027

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### Unified Planning Work Program (UPWP)

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

### *Examples of work activities performed under previous Work Program*

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#### Summary of WATS Priority Planning Activities in FY 2024-2025

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

#### Summary of WATS Priority Planning Activities in FY 2024-2025

- Updated and adopted the WATS 2023 – 2045 Long Range Transportation Plan
- Developed and Adopted FFY 2025-2031 WATS Transportation Improvement Program
- Continued participation in PennDOT Connects collaboration activities for initiating new projects and programs
- Continued monitoring and reporting performance measures on WATS LRTP
- Coordinated with PennDOT District 3, PennDOT Central Office, and SEDA-COG to finalize US Route 15 corridor study as recommended and present study recommendations

### *Examples of work activities to be performed under this Work Program*

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#### Summary of WATS Priority Planning Activities in FY 2025-2027

- Continue monitoring and reporting performance measures on the 2023 - 2045 WATS LRTP
- Modify and amend the 2025-2028 TIP as needed
- Continued Participation in PennDOT Connects collaboration activities for initiating new projects and programs
- Complete annual LTAP and Federal Obligated Projects reports

#### Summary of WATS Priority Planning Activities in FY 2024

- Continued participation in PennDOT Connects collaboration activities for initiating new projects and programs
- Draft and adopt the 2025-2027 WATS UPWP
- Continue monitoring and reporting performance measures on WATS LRTP
- Complete annual LTAP and Federal Obligated Projects reports



## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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### Long Range Transportation Plan (LRTP)

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The Williamsport MPO adopted a major update to the [WATS Long Range Transportation Plan](#) on December 4, 2023 in fulfillment of federal requirements. The MPO recognizes the strong relationship of transportation planning to land use planning, environmental planning, economic planning and overall comprehensive planning and has begun to address new federal transportation performance measures. In general, terms, the Long-Range Plan delineates how the available and projected transportation funds will be spent in Lycoming County over a 20-year period. A staged transportation project listing is included along with estimated costs, funding sources and timeframes to undertake each project phase. The plan is 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, and federal requirements. The Long Range Plan also outlines the MPOs "vision" of fostering efficient mobility and access for people and goods throughout Lycoming County, promoting regional intermodal connectivity, ensuring efficient system performance and adequate preservation and promote the economic development and public safety as well as maintain the County's outstanding quality of life.

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

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

### Transportation Improvement Program (TIP) and Clean Air Act Amendments

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The WATS Transportation Improvement Program, (TIP) is a document identifying all highway, bridge and public transit projects containing Federal, State and local funds being programmed within Lycoming County during the next four Federal Fiscal Years. These types of projects cannot proceed until they are included on the TIP. The TIP is developed cooperatively between PennDOT, the Lycoming County PCD and RVTA for review and approval by the WATS MPO every two years. Again, an extensive MPO public involvement process is employed during development of the TIP. Projects are identified from the WATS Long Range Plan, stakeholder meetings, and coordination with PennDOT and FHWA. Projects must be 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

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

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

Because WATS MPO utilizes federal funds to plan and implement transportation, the MPO is responsible for undertaking an environmental justice 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)

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

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Williamsport Area Transportation Study MPO and River Valley Transit Authority

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### Coordinated Public Transit-Human Services Transportation Plan

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Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be *"included in a locally developed, coordinated public transit-human services transportation plan,"* and that the plan be *"developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public"* utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. Beginning in October 2023, WATS MPO coordinated with SEDA-COG MPO on an update to the [Coordinated Public Transit – Human Services Transportation Plan](#) adopted on December 9, 2024.

### Local Technical Assistance Program (LTAP) Annual Report

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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

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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

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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

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

## Unified Planning Work Program, Fiscal Years 2025-2027

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

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

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

### Pennsylvania Department of Transportation Planning Goals

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

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

## Unified Planning Work Program, Fiscal Years 2025-2027

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

### Local Planning Priorities

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#### *County and Municipal Plans*

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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 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.

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Williamsport Area Transportation Study MPO and River Valley Transit Authority

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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 \(CSVT\)](#) 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*

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- 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
- CSVT Special Impact Study implementation
- Municipal pedestrian/bicycle facilities planning
- Municipally owned redundant bridge study

### WATS 2023 - 2045 Long Range Transportation Plan Focus Areas

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The 2023 – 2045 WATS LRTP outlines the region’s transportation planning “vision,” and is supporting by the 2025-2027 WATS UPWP. An analysis of economic and demographic trends along with the condition of the multimodal system inventory of Lycoming County was completed during the [most recent update to the WATS Long Range Transportation Plan](#). The result of this analysis was a set of four main “focus areas” for future transportation planning and programming in Lycoming County:

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

### **ACTIONS AND PROCEDURES, FY 2025-2027**

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#### Work categories and tasks to be performed under this work program

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

##### Category 1: Administration

Task 1-A: WATS MPO Administration (*PCD*)

Task 1-B: RVTA Administration (*RVTA*)

##### Category 2: Transportation Programming

Task 2-A: WATS MPO Programming (*PCD*)

Task 2-B: RVTA Programming (*RVTA*)

##### Category 3: Long Range Planning

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

Task 3-B: RVTA Long Range Planning

##### Category 4: Supplemental Tasks

Task 4-A: Local Technical Assistance Program (LTAP) (*PCD*)

Task 4-B: US-220 Safety Project Impact and Land Use Study (*PCD*)

Task 4-C: Safe & Accessible Transportation (*PCD*)

# Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

## Matrix of Work Program Tasks and Related Planning Priorities

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

Planning Priorities		1 - A	1 - B	2 - A	2 - B	3 - A	3 - B	3 - C	3 - D	4 - A	4 - B
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	
	Increase the safety of the transportation system for motorized and non-motorized users			X	X	X	X	X			X
	Increase the security of the transportation system for motorized and non-motorized users			X	X	X		X			X
	Increase the accessibility and mobility for people and for freight	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		
	Enhance the integration and connectivity across and between modes for people and freight	X	X	X		X	X	X	X		
	Promote efficient system management and operation		X	X	X	X	X	X	X	X	X
	Emphasize the preservation of the existing transportation system			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
	Enhance travel and tourism.	X	X	X	X	X		X			
PennDOT Transportation Planning Goals	System preservation by using increasingly good data about the transportation systems in Pennsylvania to develop asset management strategies to maintain the current transportation system at a high level of quality			X		X		X	X		
	Improvement of safety statewide for all modes and all users			X		X	X	X			X
	To expand and improve personal and freight mobility			X		X	X	X	X		
	Emphasize stewardship by increasing efficiency and streamlining processes	X	X	X		X		X		X	X
Lycoming Transportation Planning Needs	A need to better accommodate non-motorized modes of transportation					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			
	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	
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		
	Maintenance and safety projects				X	X					X
	Streetscape, walkability, and safety projects located in urbanized areas					X		X	X	X	
	Projects that identify and remove costly functionally redundant infrastructure or improve infrastructure in already densely developed areas			X		X					



## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

### WATS FY 2025-2026 Budget

The budget for WATS FHWA base allocation tasks in fiscal year 2025-2026 will be as follows:

<u>WATS Base Allocation Tasks</u>	FHWA PL (80%)	PennDOT Municipal Liquid Fuels (MLF) (9.8924%)	Local (10.1076%)	TOTAL
1-A WATS Administration	\$99,000	\$12,242	\$12,508	<b>\$123,750</b>
2-A WATS MPO Programming	\$45,000	\$5,564	\$5,686	<b>\$56,250</b>
3-A WATS MPO Long Range Planning and Implementation	\$42,000	\$5,194	\$5,306	<b>\$52,500</b>
<b>TOTAL</b>	<b>\$186,000</b>	<b>\$23,000</b>	<b>\$23,500</b>	<b>\$232,500</b>

The budget for WATS FHWA supplemental tasks in fiscal year 2025-2026 will be as follows:

<u>WATS Supplemental Tasks</u>	FY 2025-2026			
	FHWA	PennDOT	Local	TOTAL
4-A LTAP	\$15,000	\$0	\$0	<b>\$15,000</b>
4-B PennDOT Connects Supplemental Funds US-220 Safety Project Impact & Land Use Study*	\$50,000	\$0	\$0	<b>\$50,000</b>
4-C Safe & Accessible Transportation	\$6,000	\$0	\$0	<b>\$6,000</b>
<b>TOTAL</b>	<b>\$71,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$71,000</b>

\*FHWA SPR Funds with no required local match ratio

The budget for RVTA transit planning tasks in fiscal year 2025-2026 will be as follows:

RVTA Transit Planning Tasks	FY 2025-2026		
	Section 5303 Budget		
	Federal MPP	Local	TOTAL
1-B : RVTA Administration	\$19,200	\$4,800	\$24,000
2-B: RVTA Programming	\$16,400	\$4,100	\$20,500
3-B: ADA Transit Programming	\$27,400	\$6,850	\$34,250
<b>TOTAL</b>	<b>\$63,000</b>	<b>\$15,750</b>	<b>\$78,750</b>



## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

### WATS FY 2026-2027 Budget

The budget for WATS FHWA base allocation tasks in fiscal year 2026-2027 will be as follows:

WATS Base Allocation Tasks	FHWA PL (80%)	PennDOT Municipal Liquid Fuels (MLF) (9.8924%)	Local (10.1076%)	TOTAL
1-A WATS Administration	\$99,000	\$12,242	\$12,508	\$123,750
2-A WATS MPO Programming	\$45,000	\$5,564	\$5,686	\$56,250
3-A WATS MPO Long Range Planning and Implementation	\$42,000	\$5,194	\$5,306	\$52,500
<b>TOTAL</b>	<b>\$186,000</b>	<b>\$23,000</b>	<b>\$23,500</b>	<b>\$232,500</b>

The budget for WATS FHWA supplemental tasks in fiscal year 2026-2027 will be as follows:

WATS Supplemental Tasks	FY 2026-2027			
	FHWA	PennDOT	Local	TOTAL
4-A LTAP	\$15,000	\$0	\$0	\$15,000
4-B PennDOT Connects Supplemental Funds US-220 Safety Project Impact & Land Use Study*	\$50,000	\$0	\$0	\$50,000
4-C Safe & Accessible Transportation	\$6,000	\$0	\$0	\$6,000
<b>TOTAL</b>	<b>\$71,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$71,000</b>

\*FHWA SPR Funds with no required local match ratio

The budget for RVTA transit planning tasks in fiscal year 2026-2027 will be as follows:

RVTA Transit Planning Tasks	FY 2026-2027		
	Section 5303 Budget		
	Federal MPP	Local	TOTAL
1-B : RVTA Administration	\$19,200	\$4,800	\$24,000
2-B: RVTA Programming	\$16,400	\$4,100	\$20,500
3-B: ADA Transit Programming	\$27,400	\$6,850	\$34,250
<b>TOTAL</b>	<b>\$63,000</b>	<b>\$15,750</b>	<b>\$78,750</b>

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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

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#### Category 1: Administration

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##### *Task 1-A: WATS MPO Administration*

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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, Bicycle/Pedestrian Advisory Committee meetings, and ensuring adherence to the MPO public involvement procedures and environmental justice requirements in all planning related activities. Assist the Lycoming County Commissioners and Lycoming County Planning Commissioner in the administration of the County Liquid Fuels funds that Lycoming County receives from PennDOT.

Also, work done under this task will 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, the Susquehanna Greenways Partnership and other key partners and stakeholders in the transportation planning process.

Work done under this task will also, 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. As well as, 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 Activities Previously Completed in FY 2024-2025 UPWP

- PCD and RVTA staff prepared the FY 2024-2025 WATS Unified Planning Work Program (UPWP).
- PCD prepared and submitted four 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 2023 and 2024 LCPC/ WATS annual report was prepared and submitted to all planning partners and stakeholder organizations.
- Work with PennDOT to promote public/private partnerships (P3s) and incentive/innovative financing opportunities in support of community and economic development.
- Partnered 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.
- 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, WATS Bicycle/Pedestrian Advisory Committee, and other forums. Technical assistance and advice are provided to these organizations as needed on a variety of transportation related initiatives.
- Project Needs Study, no special project assistance requested.

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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### Major Activities To Be Completed in FY 2025-2027 UPWP

- Develop and adopt the FY 2027-2029 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 2027-2029 UPWP in accordance with the next two-year update cycle.
  - Identify carryover/ongoing supplemental planning tasks as candidates when the UPWP is updated.
  - Provide separate budget tables for each year of the UPWP and document as part of the two-year agreement. Identify specific work program tasks in the appropriate fiscal year.
- Submit progress reports and invoices to PennDOT not later than 30 days following the reporting period.
- Completion of timesheets, expense forms, and reports documenting completion of work activities within this work program.
- Scheduling, set-up, and assistance with all in-person and virtual WATS MPO meetings, WATS MPO committee meetings, and public meetings.
- 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](http://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](http://www.lyco.org/wats-mpo)
- WATS members to submit agenda materials to LCPC. (Not less than 10 working days prior to meetings.)
- Assist with the research, evaluation, recommendation, and procurement of supplies and equipment for the WATS MPO.
- Assist with the submission and processing of contractor/vendor invoices for various MPO projects or studies.
- Ensure the WATS MPO has access to PennDOT’s SharePoint website for efficient document and information sharing purposes. PennDOT utilizes this site as a resource to provide documents to Planning Partners.
- Ensure space is provided on the county website for PennDOT to share statewide documents (STIP, LRTP, etc....) with the public for review and comment. WATS will continue the use of social media for its public outreach efforts and seek opportunities to expand the use of social media. This and other forms of public outreach for MPO planning documents and other MPO activities are performed in accordance with the WATS MPO Public Participation Plan.
- Administer and maintain the WATS MPO social media pages.
- As appropriate, work with FHWA to implement the new OMB Super Circular requirements, which went into effect December 26, 2014. The Super Circular addresses new requirements for monitoring contractors and sub recipients, allowable costs, etc.
- Prepare and submit the WATS MPO Annual Reports to PennDOT, other planning partners and stakeholder organizations.

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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- Continue to develop and expand the use of the [www.lyco.org](http://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.
- WATS MPO staff, as appropriate will assist the Lycoming County Planning Commission and Lycoming County Commissioners with the management of the Lycoming County Liquid Fuels grant program. Specifically, the MPO staff role will be to provide background, technical expertise, data review, etc. to the Lycoming County Commissioners/LCPC on the use of County Liquid Fuels funding.
- WATS MPO staff will also assist in the facilitation of municipal application reviews and prioritization of potential projects for consideration by the Lycoming County Commissioners/LCPC.
- 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](http://www.paucp.com) for a list of certified DBEs. For information regarding the PA UCP or DBE certification, contact the PennDOT Bureau of Equal Opportunity (BEO) at (717) 787-5891 or toll free at (800) 468-4201. Deliverables: A listing of all contracts, including DBE goals established for them, if applicable. The WATS MPO should be able to explain the method used for determining a contract's DBE goal and provide documentation to that effect. For each work program task, including actual payments to DBE firms. For auditing purposes, maintain copies of cancelled checks issued to DBE firms or another appropriate form of payment verification. Utilize the new DBE reporting form and state deliverable dates on a quarterly basis. The DBE form is located on the Office of Planning's SharePoint website under Program Center, Financial / Contract Management, Financial and Contracts. Participate in equal opportunity, non-discrimination and DBE trainings offered by PennDOT, FHWA and FTA. Work with the Bureau of Equal Opportunity and Program Center to provide WATS MPO training on site. WATS will invite other interested local partners (including RVTA, 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](http://www.dotsbe.pa.gov) for more information.
- Where appropriate, work with PennDOT and RVTA to review and update their cooperative Planning Agreements to accurately document their collaborative planning process and determine their respective and mutual roles, responsibilities, and procedures governing their cooperative efforts in carrying out the federal and state required transportation planning processes, including performance measures implementation.
- To meet the spirit and intent of Title VI, continue to facilitate opportunities for all populations to participate in the planning and programming process, including minority, non-English speaking and Limited English Proficiency (LEP), and low-income groups. As appropriate, develop communication materials to enhance participation of these groups. As needed, procure LEP services within the confines of the WATS UPWP Agreement and state procurement guidelines.
- Support staff development through relevant conferences, workshops, and seminars. Research, register, and attend training events and activities to enhance the abilities of WATS staff to implement the activities described within this work program if not specifically identified within another task.
- Attend PennDOT Planning Partners' and other statewide meetings (As scheduled)
- Work with PennDOT to promote public/private partnerships (P3s) and incentive/innovative financing opportunities in support of community and economic development.
- Continue to partner with the City of Williamsport, Lycoming College, private developers and PennDOT District 3-0 to evaluate transportation system changes and needs in the Old City Revitalization area and implement recommended improvements.
- Continue to identify and implement innovative financing mechanisms for major capital projects such as the Pennsylvania Infrastructure Bank (PIB). Promote the PIB as a tool for financing transportation

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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- 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
  - Continue coordination with SEDA-COG MPO, Northern Tier Regional Planning and Development Commission RPO, The PA Wilds Planning Committee, the PA Lumber Heritage Region, and Williamsport-Lycoming Chamber of Commerce on regional transportation issues and needs.
  - Provide technical assistance to PennDOT and other transportation providers as necessary. Assistance may come from non-traditional technical resources, such as county planning, academia, or other public or private planning expertise.
  - When appropriate or where reasonable WATS MPO capacity exists, assist PennDOT with outreach to County or local governments and other planning partners. The Office of Planning collaborates with local and county governments, MPO/RPO Planning Partners and the public to plan transportation projects and maintain a multi-modal network. The Office of Planning serves as a resource and administers a number of programs to assist local governments, regional and metropolitan planning organizations, and the public.
  - As part of PennDOT's modernization efforts, continue to expand the use of technology to more efficiently provide the opportunity for coordination and collaboration.
  - Participate on the Central PA Transportation Coalition to implement the Regional Transit Needs Assessment Study recommendations and update the Coordinated Human Services Transportation Plan jointly with the SEDA-COG MPO as a regional approach.
  - Work with RVTA, STEP, other regional transit providers, and PennDOT Bureau of Public Transportation to implement the Regional Transit Consolidation Study recommendations.
  - 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.
  - 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 2025-2027 UPWP

- Participate in PennDOT District 3-0 SR 2014-84M Two phased Traffic Impact Study Status Meetings (As Scheduled)
- Participate in PennDOT District 3-0 and partner organizations meetings supporting community and economic development (As Needed)
- Attend Williamsport- Lycoming Chamber of Commerce Transportation Committee Meetings (As Scheduled)
- Attend SEDA-COG MPO Meetings (As Scheduled)
- Attend Northern Tier RPO Meetings (As Needed)
- Attend PA Wilds Planning Committee Meetings (As Scheduled)
- Attend PA Lumber Heritage Region Meetings (As Needed)
- Attend Lycoming County municipal Meetings (As Scheduled)
- Prepare and / or Participate in Transportation Project Needs Studies (As Requested)
- Coordinate through Agency Coordination Meeting, (ACM) On Needs Studies (As Required)
- Ensure WATS MPO Adoption of FY 2025-2027 UPWP (1/31/2025)
- Submit all documents including Exhibits "2" and "3" and Authorizing Resolution for FY 2026-2028 UPWP Contract Execution (3/14/25)
- 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)

# Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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- Distribute WATS Meeting Minutes to Members (Within 30 Calendar Following Meeting)
- Submit 2024 LCPC/WATS Annual Report to PennDOT 9/30/24)

## BUDGET

Funding Source	FY 2025-2026	FY 2026-2027	TOTAL
FHWA PL	\$99,000	\$99,000	\$198,000
PennDOT Municipal Liquid Fuels (MLF)	\$12,242	\$12,242	\$24,484
Local (Lycoming County)	\$12,508	\$12,508	\$25,106
<b>Total</b>	<b>\$123,750</b>	<b>\$123,750</b>	<b>\$247,500</b>

## Category 2: Transportation Programming

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### Task 2-A: WATS MPO Programming

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Responsible Agency: Lycoming County PCD

The purpose of this task will be to assist PennDOT in the implementation of the FFY 2025-2028 WATS Transportation Improvement Program, (TIP) as needed in accordance with the PennDOT General Procedural and Financial Guidance documents. Environmental justice activities will be continued and strengthened to ensure that the entire public has the opportunity to become involved in the planning and programming process. The WATS Long Range Transportation Plan will be used to identify new funding candidates for inclusion on the 12 Year Program and TIP. PCD Staff will work with PennDOT to modify or amend the FFY 2025-2028 TIP as needed. In addition, PCD staff will also work with PennDOT and FHWA to develop the FFY 2027 draft TIP, and the approval of the 2027 TIP.

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.

This task will also assist in verifying and updating the 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 (as needed). 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 2024-2025 UPWP

- PCD staff assisted PennDOT in the development of the FFY 2025-2028 TIP.
- PCD staff assisted PennDOT and RVTA in development of the draft FFY 2025 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 2024 annual Federal Obligated Projects reports
- 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.
- 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.



## Unified Planning Work Program, Fiscal Years 2025-2027

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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 2025-2027 UPWP

- Utilize the Project Development PennDOT Connects/Local Government Collaboration meetings to initiate all new projects being considered for inclusion in the 2023-2045 WATS Long Range Transportation Plan Update and TIP/12 Year Program. These meetings will occur prior to program development. Continue to develop this process for transit projects. Cooperation between the WATS MPO, River Valley Transit Authority and PennDOT Engineering District 3-0 is needed to identify and ensure that implementation is successful and that projects with the best scope and cost are advanced through the WATS Long Range Transportation Plan and TIP. Document the process used by the WATS MPO for the PennDOT Connects Initiative.
- Monitor and advance, in conjunction with PennDOT, the non-traditional projects including Appalachian Regional Commission (ARC) Local Access Road projects identified by WATS, PennDOT, and River Valley Transit Authority and projects programmed on the WATS TIP. The WATS MPO will continue to take an active role in status/coordination with project sponsors to help ensure that the projects are advancing, completed on time, and are within budget.
- Modify/amend FFY 2025-2028 Transportation Improvement Program (TIP) as required. Adopt the Draft FFY 2027-2030 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 2027-2030 TIP.
- Review and evaluate the effectiveness of the procedures and strategies in the WATS Public Participation Plan. Maintain the implementation of the WATS Title VI / Non-discrimination Plan with updates and changes as they are released.
- Expand and improve Environmental Justice (EJ) activities by implementing the Core Elements of Environmental Justice guidance from PennDOT. The expanded use of social media outlets as a primary source of information within communities should be and will be an avenue for contacting and notifying impacted groups. WATS meeting information will be posted on the Lycoming County website at [www.lyco.org](http://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](http://www.TalkPATransportation.com)
- 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 (As Scheduled)
- Support the implementation of Carbon Reduction Program (CRP) funding and projects to reduce transportation emissions (As needed)
- 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.

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- 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 2025-2027 UPWP

- Support Implementation of PennDOT Connects Project Development/Local Government Collaboration Process and Attend Key Meetings (As Scheduled)
- Modify and Amend FFY 2025-2028 WATS TIP (As Required)
- Work With PennDOT, RVTA and Municipal Officials to Develop and Adopt FFY 2027-2030 WATS TIP and submit TIP checklist package for STC/FHWA/FTA approval (As Per PennDOT General and Procedural Guidance Schedule)
- Update WATS Public Participation Plan, Title VI Policy & Procedure Plan, Limited English Proficiency (LEP) Plan, Americans with Disabilities Act Plan, and Environmental Justice Plan for WATS MPO. These deliverables will be updated as needed
- Completed 2025 and 2026 annual Federal Obligated Projects reports
- 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 (As Scheduled)
- Support the implementation of Carbon Reduction Program (CRP) funding and projects to reduce transportation emissions (As needed)
- Updated and verified HPMS data to be used for assessing and reporting highway system performance under the FHWA's strategic planning process.
- Complete 2025 HPMS Sample Sections and Submit Data to PennDOT (12/5/2025)
- Complete 2026 HPMS Sample Sections and Submit Data to PennDOT (12/4/2026)
- Prepare for 2025 and 2026 HPMS sample section data collection
- Attend PennDOT HPMS and Traffic Workshops (As Scheduled)

### BUDGET

Funding Source	FY 2025-2026	FY 2026-2027	TOTAL
FHWA PL	\$52,000	\$52,000	\$104,000
PennDOT Municipal Liquid Fuels (MLF)	\$6,430	\$6,430	\$12,860
Local (Lycoming County)	\$6,570	\$6,570	\$13,140
<b>Total</b>	<b>\$65,000</b>	<b>\$65,000</b>	<b>\$130,000</b>

### Category 3: Long Range Planning

#### *Task 3-A: WATS MPO Long Range Transportation Plan Update and Implementation*



## Unified Planning Work Program, Fiscal Years 2025-2027

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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.

This task will also be reviewing and updating 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 2024-2025 UPWP

- WATS staff continue to monitor and analyze the 2023-2045 WATS Long Range Transportation Plan including a full analysis of planning priorities, demographic trends, environmental justice analysis, system condition, and other key factors.
- Reviewed and monitor highway designations as a part of the 2023 – 2045 WATS MPO Long Range Transportation Plan monitoring

### Major Tasks To Be Completed in FY 2025-2027 UPWP

- Develop Multi-Municipal Growth Area Land Use/Transportation Access Management Plans with priority assigned to preparation of plans for the I-99/US 220 and US 15 South Planning Advisory Team, (PAT) growth areas and incorporate plans with WATS Long Range Transportation Plan Update to ensure future growth does not cause significant impacts to the transportation system in terms of public safety, system preservation and operational efficiency that would require major public investments to correct. Work closely with municipalities having land use jurisdiction to implement plan recommendations.
- Work with PennDOT, FHWA and FTA to implement provisions of the current federal legislation including performance measures and targets; freight provisions; accelerate project delivery/environmental streamlining; and Transportation Alternatives Set-Aside Program.
- Ensure that FHWA and FTA are provided with an opportunity to participate in the WATS LRTP development process. At a minimum, provide FHWA and FTA with a copy of the draft WATS LRTP documents for review prior to adoption by the WATS MPO.
- The WATS Long Range Transportation Plan project listing should reflect a prioritization / staging of all capital projects with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all of the modes to ensure consistency between the WATS LRTP, Lycoming County Comprehensive Plan, six Multi-Municipal Comprehensive Plans and the WATS TIP consistent with specific Highway and Transit financial guidance.
- Establish and document a process to coordinate changes to the WATS LRTP and WATS TIP to ensure fiscal constraint, to strengthen the linkage between planning and programming, and to expedite the project delivery process. Guidance on fiscal constraint, asset management needs and targets for preservation for the WATS LRTP project lists are available from PennDOT and FHWA.
- Maintain updated economic, geographic, and demographic data and trends for Lycoming County.
- Coordinate with PennDOT, FHWA and FTA on the development of transportation performance measures for both the WATS LRTP and the WATS TIP. FHWA has also requested that additional documentation be included in the LRTP's, if not already part of the current document, as follows:
- Support the Pennsylvania Strategic Highway Safety Plan (SHSP) focus areas and key strategies.
- Participate in PennDOT updates to statewide plans as requested.
- Monitor trends and performance of the WATS transportation system related to PM-1, PM-2, and PM-3 performance measures and targets.

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- Support operational and management strategies to improve the performance of existing transportation facilities from regional operational plans (reducing bottlenecks, reducing congestion-including non-recurring congestion, improving mobility and safety) and Vehicle Miles Traveled (VMT) reduction, and energy savings.
- Study (and adjust as necessary) the balances of mobility and access on our downtown road systems, such as advancing transportation improvements needed to support the Old City Revitalization initiative.
- Document and assess capital investment and other strategies to preserve the existing transportation infrastructure
- Track and assess Benefits and Burdens Analysis
- Track utilization of visualization in planning techniques
- Track project selection and project prioritization
- Conduct performance based planning and programming
- Confirm air quality conformity determinations, where required
- Maintain an updated Public Participation Plan to ensure that WATS remains in full compliance with federal and state public participation requirements and maximizes opportunities to ensure meaningful public involvement in the WATS transportation planning process.
- Implement the Program Development and Project Delivery Process to improve efficiency of project implementation through sound land use/transportation/economic development linkages.
- Track land use planning activities within the WATS planning process and ensure coordination with Lycoming County Comprehensive Plan, six Multi-Municipal Comprehensive Plans and WATS Long Range Transportation Plan, and related freight plans. Initiate any changes in the process that may be identified as part of the documentation.
- Provide input to PennDOT in efforts to identify any training and planning activities targeted to County and local governments, conservation districts and community stakeholders; examples include Smart Growth, Complete Streets, implementation tools, PennDOT One Map, functional classification, HPMS and traffic counting, PennDOT Connects Forms, access management, transit oriented development, healthy communities, compliance with the Americans with Disabilities Act, (ADA) connectivity, interchange area development, transportation impact fees and energy savings.
- Partner with PennDOT to advance opportunities to manage travel demand. Travel behavior change should be considered by supporting a broad range of commuting alternatives to single occupancy vehicle (SOV) travel.
- Where appropriate, work to support the improvement of National Highway System, (NHS) intermodal freight connections and National Highway Freight linkages through the WATS Long Range Transportation Plan. Support the Pennsylvania Comprehensive Freight Movement Plan. Enhance the visibility and effectiveness of freight planning in Lycoming County through the implementation of the WATS Long Range Transportation Plan.
- Participate in development of freight plans, freight advisory committees, and development of regional freight inventories.
- Identify ways to implement and support the objectives of the Pennsylvania 2045 statewide Long-Range Transportation Plan, Comprehensive Freight Movement Plan, and State Highway Safety Plan.
- Identify livability, sustainability, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environmental conservation.
- As a pilot county, utilize PennDOT's Extreme Weather Vulnerability Assessment to: incorporate flooding resiliency into WATS TIP projects; enhance the Lycoming County Hazard Mitigation planning process; and improve emergency preparedness in coordination with the Lycoming County Department of Public Safety, EMS responders and integrate with Lycoming County and municipal Emergency Operations Plans.
- Develop and implement analysis of natural hazard risk to transportation infrastructure especially flooding and landslides.

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- Support creation of a WATS TIP reserve item for responding to slide and subsidence impacts to the state road system
- Participate in Transportation Impact Studies (TISs) and review of Highway Occupancy Permits (HOPs) to ensure planned development is coordinated with sound land use/transportation linkages/economic development, and that all transportation modes have been adequately considered.
- Work with PennDOT and local governments to implement access control measures in highway corridors as an alternative to future capacity improvements such as, preserving right-of-way, implementing transportation impact fees, and/or developing official maps.
- Partner with PennDOT in developing strategies to advance to conclusion, modify, or implement plans and projects that are outside of the WATS MPO fiscal constraint based on cash flow.
- Develop intergovernmental planning processes for multi-municipal, corridor-focused land use/transportation assessments for targeted geographic areas. Areas targeted should be reflective of placed-based circumstances, including but not limited to population growth or decline, shifts in human and economic resources, and other regional trends identified in the WATS Long Range Transportation Plan and should precede the identification of specific WATS TIP projects. Planning activities should be initiated in collaboration with County, local and PennDOT District 3-0 stakeholders and should be consistent with available program resources, PennDOT / WATS MPO planning tools. Planning activities shall also, be consistent with the Lycoming County Comprehensive Plan and the Multi-Municipal Comprehensive Plans. Planning activities should lead to better consideration of land use priorities and transportation network operations in the selection and prioritization of highway, bridge, transit and multi-modal projects.
- Seek more inclusion and collaboration with municipal officials, school district and other stakeholder organizations as part of the PennDOT Connects collaboration process on transportation planning issues and at early stages of project development.
- Support evaluation of transit service extensions to growth areas and regionally (beyond Lycoming County) where providing such service is cost effective, meets mobility needs, and promotes economic activity.
- Identify and promote ways to increase transit usage, especially targeted to the 65 and older population.
- Promote transit-oriented development
- As part of Transportation Systems Management and Operations (TSMO), continue to assess the need and appropriateness of traffic operations and Intelligent Transportation Systems (ITS) elements through the WATS Long Range Plan and Transportation Improvement Program. Traffic operations / ITS projects and strategies deployed in the WATS MPO region should be consistent with PennDOT's TSMO and Traffic Operations Policies and Guidelines. The projects should be included in the Northcentral Regional Operations Plan, (ROP). Update regional ITS architecture, where appropriate.
- Assist in implementation of the Regional Operations Plan as required.
- Conduct analysis of PennDOT reportable crash data as it is released to identify trends and temporal/spatial patterns to assist in developing sound, data-driven safety projects. Participate in other data driven safety planning activities and road safety audits that lead to better consideration of safety in the selection and prioritization of highway and transit projects. The WATS MPO will consider road safety audit study(s) through the WATS UPWP in collaboration / consultation with PennDOT District 3-0. A safety planning workgroup has been established to help implement safety initiatives.
- Continuously monitor and evaluate procedures used for collecting statistical data (race, sex, national origin/limited English, age, disability, income, etc.) of participants in, and beneficiaries of transportation programs by tracking participation in public meetings and reviewing new regional census data. Data will be current and accurate. Revisions will be reflected in the Benefits and Burdens Analysis.
- Explore the development of transportation system equity analysis and development of recommendations to be included in the 2045 Long Range Transportation Plan
- As part of WATS MPO efforts to assist PennDOT with asset management activities, include transportation inventories of local transportation assets:
  - Locally owned bridges less than 20ft.
  - Locally owned, non-federal aid roadways, where applicable

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- Promote and support data driven transportation asset management especially preventative maintenance, preservation, and “lowest lifecycle cost” approaches by municipal governments.
- Identify low volume functionally redundant bridges for removal prior to them becoming structurally deficient
- Identify low volume rural roads for conversion to gravel
- Support transportation projects that contribute to the improvement of the overall road and bridge system of Lycoming County
- Identify, develop, and maintain additional transportation related datasets needed for sound decision making
- As part of additional considerations for inventories, WATS should develop minimum data collection requirements for inventories identified and work with PennDOT to refine these requirements:
  - Signage, including inventories for retro-reflectivity per FHWA’s requirements
  - Traffic signals
  - Freight facilities
  - Bicycle / Pedestrian facilities (To avoid data duplication, WATS will confer with DCNR prior to data compilation)
  - Transit fleets/facilities/routes
  - ITS Infrastructure
  - Others as determined by WATS
- For FY 2025-2027 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 2025-2027 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.
- Work with Montoursville Borough, Airport Authority, Rail Authority and PennDOT District 3-0 to advance a federal earmark funded project to improve access to the Williamsport Regional Airport along Montour Street.
- Support the restoration and maintenance of competitive commercial air service opportunities at the Williamsport Airport
- Coordinate with SEDA-COG Joint Rail Authority, Norfolk Southern and local industries on rail service needs, review Rail Freight Assistance Program and Rail Transportation Assistance Program applications and attend PUC Field Investigations on rail / highway grade crossing alterations. Identify rail safety project candidates for programming under the rail safety TIP line item. Identify and evaluate additional opportunities to develop rail served industrial sites
- Continue to work closely with SEDA-COG MPO to maintain an updated Joint Coordinated Human Services Public Transportation Plan.
- Implement the existing Lycoming County Greenways, Recreation and Open Space Plan and Susquehanna Trail Feasibility Study recommendations by advancing the Susquehanna Greenway Trail project between Williamsport and Jersey Shore.
- Coordinate with the Susquehanna Greenway Partnership on regional greenway initiatives such as the proposed Genesee – Susquehanna Greenway.
- Trails and multiuse paths are considered core transportation infrastructure within the Lycoming County multimodal transportation system and are noted as such within the WATS 2045 WATS Long Range Transportation Plan. Development of these assets is primarily achieved through implementation of the 2008 Lycoming County Comprehensive Recreation, Parks, Open Space & Greenway Plan. WATS staff will take a lead role in initiating a review and update to this document in order to support the following federal planning factors:

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- *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency*
- *Increase the safety of the transportation system for motorized and non-motorized users*
- *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns*
- *Enhance the integration and connectivity across and between modes for people and freight*
- *Enhance travel and tourism.*

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

- Jointly identify and integrate a prioritization concept that identifies critical multi-modal transportation facilities and intermodal connectors that support the state's economy and connect the regions of the state to important employment centers, workforce catchment areas and national and international markets. The network (to be defined through the prioritization process) provides the integral core connections for moving people and freight across the state, linking businesses and residents to regional, national and international destinations.
- Support projects that further access and interconnections between multiuse nonmotorized trail systems.
- Assist municipal governments and other local entities with developing and implementing bicycle and pedestrian safety audits.
- Identify appropriate corridors in need of transportation/land use studies and work with partner organizations to contract for studies
- Identify appropriate corridors throughout the County for complete streets improvements
- Continue to participate on municipal and regional bicycle/pedestrian planning committees to develop and implement active transportation projects and initiatives.
- 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 2025-2027 UPWP

- Ensure WATS MPO implementation of 2023-2045 Long Range Transportation Plan (As required)
- Monitor and Report on Performance Measures Included In the WATS 2023-2045 Long Range Transportation Plan (As Required)
- Use Available Data Sources and Work With PennDOT and FHWA to Analyze Safety, Pavement/Bridge System and Freight Performance Measures and Targets (As Required)
- Update WATS 2023-2045 WATS Long Range Transportation Plan (As Needed)
- Complete Environmental Justice Benefits and Burdens Analysis and complete, update, and amend the "Core Elements" of Environmental Justice for WATS LRTP and TIP (As Required)
- Attend PA PUC Field Investigations on highway/rail crossings (As Scheduled)
- Attend SEDA-COG Joint Rail Authority Board Meetings (As Scheduled)
- Attend Williamsport Regional Airport Authority Meetings (As Scheduled)
- Attend Susquehanna Greenway Partnership Meetings (As Needed)
- Assist in Advancement of Genesee-Susquehanna Greenway Project Development Activities (As Requested)
- Support grant applications for projects that support any of the focus areas or implementation and monitoring strategies of the 2023-2045 Long Range Transportation Plan
- Assist in Advancement of Montour Street Extension Project Development To Improve Access to New Williamsport Regional Airport Terminal. (As requested)

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- 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)
- Lycoming County Functional Class Map updates (As needed)
- 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 2025-2026	FY 2026-2027	TOTAL
FHWA PL	\$35,000	\$35,000	\$70,000
PennDOT Municipal Liquid Fuels (MLF)	\$4,328	\$4,328	\$8,656
Local (Lycoming County)	\$4,422	\$4,422	\$8,844
<b>Total</b>	<b>\$52,500</b>	<b>\$52,500</b>	<b>\$87,500</b>

### Category 4: Supplemental Tasks

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#### *Task 4-A: Local Technical Assistance Program (LTAP) Administration*

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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 and Technical Assistance visits during FY 2025-2027.

This planning effort will be undertaken as outlined below:

- 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.
- 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).
- 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.
- Attend county conventions such as the Lycoming County Association of Township Officials, West Branch COG equipment show, municipal meetings, etc..., as needed to market LTAP services. Utilize the [www.lyco.org](http://www.lyco.org) county website to market LTAP as well.
- 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.



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- 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 2024-2025

- 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 2024 Annual Report
- 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 2025-2027

- 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 2025-2027 UPWP

- Issue Municipal Training Needs Survey and Compile Results (12/31/25)
- Schedule and facilitate 2025 LTAP Training Classes Within Lycoming County (7/31/25)
- Schedule and facilitate 2026 LTAP Training Classes Within Lycoming County (6/30/26)
- 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 Technical Assistance Visits (As Scheduled)
- Attend Lycoming County Association of Township Officials Spring and Fall Conventions, West Branch COG Equipment Shows, and other conferences/events To Market LTAP (As Scheduled)
- Attend PennDOT LTAP Planning Partner Meetings (As Scheduled)
- Submit LTAP / WATS 2025 and 2026 Annual Reports (By July 31 of Each Year)

### BUDGET

Funding Source	FY 2025-2026	FY 2026-2027	TOTAL
FHWA PL	\$15,000	\$15,000	\$30,000
PennDOT Municipal Liquid Fuels (MLF)	\$0	\$0	\$0
Local (Lycoming County)	\$0	\$0	\$0
<b>Total</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$30,000</b>

### Task 4-B: US-220 Safety Project Impact and Land Use Study

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Responsible Agency: Lycoming County PCD

### Study Purpose

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To evaluate the impacts on traffic flow patterns on township roads in Woodward Township caused by turn restrictions implemented as part of the US-220 Safety Project with special emphasis on safety, increased burden on local road and bridge infrastructure, emergency services response capabilities, and school bus transportation.

### Background

The US-220 Safety Project involves a multiyear effort with an estimate final cost of \$40.9 million and using Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), Surface Transportation Program (STP), and State Highway (581) funding to address major safety issues on US-220 between SR 287 and the City of Williamsport in Lycoming County. This section of US-220 was studied as a future corridor for completion of I-99, but when it became clear that it would be many years before a major interstate expansion project would be funded, the corridor was programmed for:

- Bridge replacements over Larry's Creek and Quenshukeny Run
- A new bridge carrying traffic from relocated Front Street over Quenshukeny Run
- Rehabilitation and widening of the bridge over Pine Run
- Guide rail upgrades
- Highway lighting
- Multiple U-turn, Jug Handle, turning lane installations, and pavement improvements

### Study Approach

The study area will consist of the entirety of Woodward Township in 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.

The study will also review the previous I-99 connections and develop planning level cost estimates for the proposed connections, in preparation for any future I-99 projects. As a component of this task, the study will evaluate and develop planning level cost estimates for potential overpass connections to Martins Rd., Pine Run Rd., and Quenshuckney Rd.

A comprehensive review of county and municipal land development, zoning, and floodplain ordinances will be made to determine if amendments are needed to accommodate anticipated development pressures resulting from the US 220 Safety Project induced traffic pattern changes. This review will include a review of the US220/I-99 Multi-Municipal Comprehensive Plan to determine consistency with plan recommendations.

The Lycoming County Planning and Community Development staff will assume the lead role in study development with the use of a qualified consulting firm specializing in land use/transportation integration.

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A study steering committee will be formed to guide the overall study process and review deliverables which will consist of Williamsport Area Transportation Study MPO staff, Woodward Township, and PennDOT Central Office and Engineering District 3-0. Public involvement activities will be conducted consistent with the WATS Public Participation Plan.

### Major Study Tasks

- 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
- Review existing Subdivision and Land Development, Zoning, and Floodplain ordinances for Lycoming County, and Woodward Twp. This review will determine the need for ordinance amendments in planning for future US 220 Safety Project impacts on future development patterns, and overall transportation system consistency with the US 220/I-99 Multi-Municipal Comprehensive Plan. Reviewing existing ordinances and land use patterns/trends in the study area will provide insight into current needs, and inform recommendations on potential impacts on the highway and locally owned transportation network.
- 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
- Review of “Complete Streets” approaches for the US 220 Corridor. These may focus on reduction of travel speeds, traffic calming measures, bike and pedestrian facilities etc.
- Review vehicle navigation/wayfinding in regards to routing and access. Data/information from this review will be used to inform recommendations on traffic congestion management, wayfinding to area/regional recreational activities, and travel/traffic/public safety communications
- Identify and evaluate transportation infrastructure improvement needs for review through PennDOT Connects and program fiscally constrained projects on the WATS LRTP and TIP as appropriate for approval by the WATS Metropolitan Planning Organization
- 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
- Prepare study report for approval by the Lycoming County Planning Commission and WATS MPO (following study steering committee review and acceptance) and transmit to PennDOT and other stakeholder organizations and interested parties.

### Study Schedule

- Commence Study / Consultant Selection July 1, 2025
- Complete Study June 30, 2027

### BUDGET

Funding Source	FY 2025-2026	FY 2026-2027	TOTAL
FHWA State Planning Research (SPR) Funds	\$50,000	\$50,000	\$100,000

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Local (Lycoming County)	\$0	\$0	\$0
<b>Total</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$100,000</b>

### Task 4-C: Safe & Accessible Transportation

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Responsible Agency: Lycoming County PCD

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

#### Major Tasks Previously Completed in 2024-2025 UPWP

- Assisted municipal governments and other local entities with developing and implementing bicycle and pedestrian safety audits
- Acquired bikeway/trail count infrastructure to begin data collection on bicycle/pedestrian infrastructure facilities
- Assisted with review of Susquehanna River Walk extension (As needed)
- Convened WATS MPO Bicycle/Pedestrian Advisory Committee meetings

#### Major Tasks To Be Completed in FY 2025-2027 UPWP

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

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

- Utilize WATS 2023-245 LRTP Complete Streets screening criteria for roadway projects:
  - Is the roadway located in a US Census urbanized area?
  - Has roadway already been identified for complete streets improvements through another planning process?
  - Is roadway functional classification appropriate for mixed mode transportation?

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- Does the roadway meet any of the following conditions:
  - Located in or adjacent to a college or other school campus
  - Located in a business district or mixed use commercial zone
  - History of at least 1 nonmotorized serious injury or fatality in the past 5 years
  - Located along fixed route transit service
  - Located in or adjacent to a high concentration of low income, or persons with disability census block group
- 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

### Major Deliverables to be completed in FY 2025-2027 UPWP

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

### BUDGET

Funding Source	FY 2025-2026	FY 2026-2027	TOTAL
FHWA PL	\$6,000	\$6,000	\$12,000
PennDOT Municipal Liquid Fuels (MLF)	\$0	\$0	\$0
Local (Lycoming County)	\$0	\$0	\$0
<b>Total</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$12,000</b>

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

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### Category 1: River Valley Transit Authority (RVTA) Administration

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### **Task 1-B: RVTA Administration**

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Responsible Agency: River Valley Transit Authority (RVTA)

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

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

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

#### **Actions & Procedures:**

1. Evaluate existing and potential new service in terms of possible contracting opportunities in order to reduce overall operating expenses. (Ongoing)
2. Coordinate charter activities with local private carrier in response to the revised FTA Charter Service Regulations 49 CFR Part 604 and submit quarterly reports to FTA. (Quarterly)
3. Investigate contracting opportunities for demand responsive carriers to provide complementary paratransit service for RVTA to meet the ADA service requirements. (Ongoing)
4. Continue to utilize the private sector in several areas of vehicle maintenance, which have proven to be less costly than if RVTA provided the services directly. Meet an established goal of spending at least twenty-five percent (25%) of RVTA's maintenance budget on contracts with private enterprise. Continue to work with the private sector in terms of CNG technology on RVTA's CNG transit vehicles. (Ongoing)
5. RVTA will engage local municipalities to develop long term agreements for the securement of annual local match funds as well as engagement of private enterprise to provide additional route guarantee funding when opportunity exists. (Ongoing)
6. RVTA continues to promote our public image and expanded range of services to attract new passengers and improve overall ridership. Marketing initiatives include timely updating and continued maintenance of RVTA's website, Digital screen advertising for bus service promotion, integrating social media with Avail Technologies FRITS system, PennDOT's *Find My Ride* Program, developing a social media strategy, updating RVTA's outreach programs, and creation of an annual ride guide publication. (Ongoing)
7. RVTA will continue to enhance communication strategies by expanding the use of our website ([www.ridervt.com](http://www.ridervt.com)) and other social media outlets to expand and improve public participation activities to ensure that all stakeholders have the opportunity to become involved in RVTA's planning and programming process including RVTA's UPWP, TIP, Six-Year Capital Improvement Program, ADA, DBE, Title VI programs as well as provide opportunities to request reasonable accommodations. (Ongoing)
8. Continue to promote and update RVTA's "My Ride" app, which provides bus passengers with real-time information about bus arrival and departure times at individual bus stops via online connections. (Ongoing)
9. To better accommodate LEP patrons, RVTA will continue to develop communication strategies to expand and improve activities to ensure that all stakeholders have the opportunity to become involved in RVTA's planning and programming process. RVTA will analyze Census track 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)

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10. RVTA will evaluate past promotional activities for the fixed route service, as well as, the marketing campaigns for bus service including Williamsport Historic Trolleys, Little League World Series, Lycoming County Fair, MLB Games, and City of Williamsport’s Recreation Department. (Ongoing)
11. Develop a long-term financial strategy to reduce operating expenses and improve financial sustainability. Evaluate RVTA’s current financial stability utilizing system wide data collected and the anticipated levels of federal, state, and local funding for the next four years. This assessment will include transit costs (capital, operating, and maintenance, modernization) to use in making service decisions. (12/31/2025)
12. RVTA will review our fare adjustment policy and evaluate current farebox recovery levels to identify an optimal price point for passenger fares and discounted fare media. (Ongoing)
13. RVTA will pursue new federal funding sources through discretionary transportation grant opportunities, as well as, state, local and other alternative funding sources for the funding of fixed route public transportation service. (Ongoing)
14. To reduce costs and increase employee efficiency, RVTA will increase the utilization of web-conferencing, webinars, and other electronic outreach methods in meeting public participation, as well as, employee training. (Ongoing)

### BUDGET

Funding Source	FY 2025-2026	FY 2026-27	TOTAL
FTA Metropolitan Planning Program (MPP)	\$19,200	\$19,200	\$38,400
Local (City of Williamsport)	\$4,800	\$4,800	\$9,600
<b>Total</b>	<b>\$24,000</b>	<b>\$24,000</b>	<b>\$48,000</b>

### Category 2: River Valley Transit Authority Programming

#### Task 2-B: RVTA Transit Programming

Responsible Agency: River Valley Transit Authority (RVTA)

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

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

#### Actions & Procedures:

1. Pursue projects listed on RVTA’s Transportation Improvement Program (TIP) for Transit, which includes Capital, Planning, and Operating Assistance programs and amend the current TIP when necessary. (Ongoing)
2. RVTA will develop an FFY 2027-2030 TIP for review and approval by the WATS Technical and Coordinating Committees. (9/30/2026)
3. Develop a six-year capital improvement program (2026-2032) for approval by the various funding sources to be included in the 2026 & 2027 Performance Report and Plan Updates. (6/30/2026 and 06/30/27)
4. Collect ridership data from the FRITS program, which provides real-time analysis of farebox data and streamlines the retrieval of farebox data, to determine ridership levels on all RVTA routes and provide a detailed examination of the efficiency, productivity, and financial performance on an individual route basis. (12/31/2024)
5. Collect monthly ADA paratransit passenger data. (Ongoing)
6. Compile the necessary statistical information needed to complete RVTA’s annual National Transit Database Report for FY 2026 and FY 2027. (10/30/2026 and 10/30/2027)

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- RVTA will utilize PennDOT's Capital Planning Tool (CPT) asset management system to manage RVTA's assets that include rolling stock, facilities, and equipment. This system was designed to make it easier for the Bureau of Public Transit and transit agencies to share and exchange information related to assets, projects, funding, and grants. (Ongoing)
- RVTA will annually certify that all data reported is accurate by performing quality/accuracy checks of data used to calculate Act 44 grant awards. RVTA will have procedures in place to test and analyze data for quality/accuracy prior to submission into dotGrants. (Ongoing)

### BUDGET

Funding Source	FY 2025-2026	FY 2026-27	TOTAL
FTA Metropolitan Planning Program (MPP)	\$16,400	\$16,400	\$32,800
Local (City of Williamsport)	\$4,100	\$4,100	\$8,200
<b>Total</b>	<b>\$20,500</b>	<b>\$20,500</b>	<b>\$41,000</b>

### Category 3: River Valley Transit Authority Planning

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#### *Task 3-B: RVTA ADA Transit Planning*

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Responsible Agency: River Valley Transit Authority (RVTA)

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

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

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

#### **Actions & Procedures:**

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



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5. 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)
6. Continue to coordinate with STEP on the ADA paratransit service. (Ongoing)
7. Continue informal consultation and outreach activities regarding services for persons with disabilities. (Ongoing)
8. RVTA will utilize a consultant to implement a Transit Development Plan process to generate a current TDP. (12/31/2025)
9. Complete RVTA’s 2024 Performance Report and Plan Updates to monitor RVTA’s operations and performance on an ongoing basis, identify trends and issues that may affect the system in the future, and to analyze options for preserving and enhancing public transportation in the Williamsport area. (12/31/2025 and 12/31/2026)
10. 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. (Ongoing)
11. RVTA will work on the action items identified in PennDOT’s most recent Act 44 Performance Review Report. RVTA will continue implementation of the Authority’s current Strategic Plan. (Ongoing)
12. RVTA will analyze various congestion management strategies, which include, encouraging greater use of transit services by all transportation users, establishing and promoting park-n-ride facilities from regional areas and urban fringe areas and investigate the feasibility of alternative fixed route service models. RVTA will continue to work with surrounding counties to develop and implement regional connector routes to major employers and healthcare facilities to the west and south of Lycoming County. (Ongoing)
13. RVTA will work with FTA and PennDOT to implement MAP-21 and Act 44 provisions including performance management measures and targets, as well as, updating RVTA’s long-range transportation plan and WATS MPO Long-Range Transportation Plan. (Ongoing)
14. RVTA will update our six-year capital improvement program (2027-2032) to ensure a high level of quality service including the continued operation of the compressed natural gas (CNG) fueling facility and the continual purchase of CNG transit vehicles. RVTA’s Fixed Route rolling stock will be 98% CNG fueled by FY26. RVTA will continue to work with the PA Department of Environmental Protection to monitor and evaluate greenhouse gas emissions in our service area and apply for AFIG grants when applicable. (12/31/2026)
15. RVTA will schedule semi-annual public transit advisory committee meetings to provide the public an opportunity to participate in the development of all transportation program and services provided by RVTA. RVTA will continue to develop communication strategies by expanding the use of our website ([www.ridervt.com](http://www.ridervt.com)) and other social media outlets to improve our public participation activities. This is to ensure that all stakeholders have the opportunity to become involved in RVTA’s planning and programming process including RVTA’s UPWP, TIP, Six-Year Capital Improvement Program, ADA, DBE and Title VI programs. (Ongoing)
16. RVTA will coordinate transportation needs with STEP, Inc. including the provision of ADA paratransit service to maintain compliance with the Americans with Disabilities Act (ADA). (Ongoing)
17. In terms of transit regionalization, RVTA will continue to manage the Endless Mountains Transportation Authority (EMTA), Bradford, Sullivan, and Tioga counties fixed route and shared ride provider. RVTA will continue to participate in seeking alternative transportation solutions for neighboring Counties and Transportation performance measures will be developed and evaluated annually for any pilot service. (Ongoing)

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18. RVTA will continue to update our FTA Title VI Program to remain in compliance with FTA regulations. To better accommodate LEP patrons, RVTA will develop communication strategies to expand and improve activities to ensure that all stakeholders have the opportunity to become involved in RVTA's planning and programming process. RVTA's Title VI Program includes non-English speaking and Limited English Proficiency (LEP) and low-income groups. (Ongoing)
19. RVTA will continue to update our FTA approved DBE Program to remain in compliance. RVTA's DBE Plan will be renewed with the beginning of FY2024. This DBE Plan contains a Small Business Participation Element and utilizes the Pennsylvania Unified Certification Program (PA UCP). RVTA will continue to report DBE utilization semi-annually to FTA. (Ongoing)
20. 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)
21. Maintain RVTA's Public Transportation Agency Safety Plan as required by 49 CFR Part 673. This includes a top down, organizational wide approach to managing safety risk and ensuring the effectiveness of a transit agency's safety risk mitigation. (Ongoing)
22. Continue to acquire safety and security equipment on RVTA transit vehicles and facilities as part of RVTA's policies related to the transit-related terrorism act. Utilize available training programs from TSA for Bus Operations and Supervisors. (Ongoing)
23. RVTA will continue to participate with PennDOT on safety planning activities related to highway and traffic improvements in Lycoming County and surrounding areas. (Ongoing)

### BUDGET

Funding Source	FY 2025-2026	FY 2026-27	TOTAL
FTA Metropolitan Planning Program (MPP)	\$27,400	\$27,400	\$54,800
Local (City of Williamsport)	\$6,850	\$6,850	\$13,700
<b>Total</b>	<b>\$34,250</b>	<b>\$34,250</b>	<b>\$68,500</b>

## Appendices

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- [Appendix A: WATS Bylaws](#)
- [Appendix B: List of Acronyms](#)
- [Appendix C: Resources used to develop planning priorities](#)

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- [Appendix D: Combined PCD/RVTA 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

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### **ARTICLE 1: NAME AND PURPOSE**

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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**

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

- PennDOT Engineering District 3-0 Executive
- PennDOT Deputy Secretary for Planning
- Lycoming County Commissioner
- Lycoming County Commissioner
- Mayor, City of Williamsport
- Council Member, City of Williamsport
- River Valley Transit Authority General Manager
- SEDA-COG 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 nine (9) voting members, as follows:

- PennDOT Center for Program Development and Management Representative
- PennDOT Engineering District 3-0 Representative
- Lycoming County Planning and Community Development Director
- Lycoming County Planning Commission Member
- River Valley Transit Authority General Manager
- Williamsport Regional Airport Executive Director
- SEDACOG Joint Rail Authority Executive Director
- STEP, Inc. Transportation Manager
- 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.

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Section 4: In addition to the 9 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 5: The WATS MPO Coordinating Committee may establish advisory committees, ad hoc work groups, special purpose task forces or steering committees to gather specialized experience, technical advice and input that may be needed to help carry forth transportation planning related activities under the jurisdiction of the WATS MPO transportation planning process. The WATS MPO has established a Transit Advisory Committee that is comprised of WATS members, transit providers and various social service organizations to provide input and recommendations to the WATS MPO on public transit issues and needs in Lycoming County. The WATS MPO has also established a Bicycle and Pedestrian Advisory Committee comprised of public officials and private organizations and consumers to provide input and recommendations to the WATS MPO on bicycle and pedestrian safety and mobility needs in Lycoming County.

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

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

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

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

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

- SEDA-COG MPO
- Federal Highways Administration
- PennDOT Bicycle Pedestrian Coordinator
- Pennsylvania Department of Conservation and Natural Resources, Recreation and Parks Regional Advisor

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- Lycoming County Association of Township Officials Coordinating Committee Representative
- Lycoming County Boroughs Representative

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

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

### ***ARTICLE III. AUTHORITY***

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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***

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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.



## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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### ***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 Authority.
- Schedule, publicly advertise and convene all WATS MPO public meetings, as needed, in accordance with the PA Open Records Law and WATS MPO approved Public Participation Plan. All official business of the WATS MPO will take place at publicly advertised meetings to ensure opportunity for public comment. Prepare and distribute meeting agendas and related materials for review by WATS MPO members no later than 5 calendar days prior to the public meeting. Prepare meeting minutes for distribution to WATS MPO members for review no later than 15 calendar days following the public meeting. WATS MPO will generally convene public meetings on a quarterly basis (once every three months) at the Lycoming County Commissioners Board Room, Lycoming County Executive Plaza, 330 Pine Street, Williamsport, PA 17701. Exceptions as to meeting dates, times and locations may be considered in order to provide timely response to actions related to WATS MPO duties and responsibilities.
- Ensure that all WATS MPO adopted plans, programs and policies are implemented.
- The WATS MPO website will be maintained at [www.lyco.org](http://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***

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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 25<sup>th</sup> day of January 2021.

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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### APPENDIX B: List of Acronyms

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

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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### APPENDIX C: Resources Used to Develop Planning Priorities

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#### *United States federal government planning priorities*

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

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

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

#### *Pennsylvania statewide planning priorities*

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

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

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

#### *Lycoming County local planning priorities*

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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](#).

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

### APPENDIX D: Combined PCD/RVTA Budget Tables

The budget for WATS work program tasks in fiscal year 2025-2026 will be as follows:

WATS Work Program Tasks FY 2025-2026	FHWA PL (80%)	PennDOT MLF (9.8924%)	Local (10.1076%)	FTA MPP	Local	TOTAL
<b>CATEGORY 1: Administration</b>	<b>\$99,000</b>	<b>\$12,242</b>	<b>\$12,508</b>	<b>\$19,200</b>	<b>\$4,800</b>	<b>\$147,750</b>
1-A WATS MPO Administration	\$99,000	\$12,242	\$12,508	\$0	\$0	\$123,750
1-B :RVTA Administration	\$0	\$0	\$0	\$19,200	\$4,800	\$24,000
<b>CATEGORY 2: Transportation Programming</b>	<b>\$52,000</b>	<b>\$6,430</b>	<b>\$6,570</b>	<b>\$16,400</b>	<b>\$4,100</b>	<b>\$85,500</b>
2-A WATS MPO Programming	\$52,000	\$6,430	\$6,570	\$0	\$0	\$65,000
2-B RVTA Programming	\$0	\$0	\$0	\$16,400	\$4,100	\$20,500
<b>CATEGORY 3: Long Range Planning</b>	<b>\$35,000</b>	<b>\$4,328</b>	<b>\$4,422</b>	<b>\$27,400</b>	<b>\$6,850</b>	<b>\$78,000</b>
3-A WATS MPO Long Range Planning and Implementation	\$35,000	\$4,328	\$4,422	\$0	\$0	\$43,750
3-B: ADA Transit Planning	\$0	\$0	\$0	\$27,400	\$6,850	\$34,250
<b>TOTAL</b>	<b>\$186,000</b>	<b>\$23,000</b>	<b>\$23,500</b>	<b>\$63,000</b>	<b>\$15,750</b>	<b>\$311,250</b>
<b>CATEGORY 4: Supplemental Tasks</b>						
4-A LTAP	\$15,000	\$0	\$0	\$0	\$0	\$15,000
4-B PennDOT Connects Supplemental Funds US-220 Safety Project Impact & Land Use Study*	\$50,000	\$0	\$0	\$0	\$0	\$50,000
4-C Safe & Accessible Transportation	\$6,000	\$0	\$0	\$0	\$0	\$6,000
<b>TOTAL</b>	<b>\$71,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$71,000</b>
<b>GRAND TOTAL</b>	<b>\$257,000</b>	<b>\$23,000</b>	<b>\$23,500</b>	<b>\$63,000</b>	<b>\$15,750</b>	<b>\$382,250</b>

\*FHWA SPR funds with no required local match ratio

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

The budget for WATS work program tasks in fiscal year 2026-2027 will be as follows:

<b>WATS Work Program Tasks FY 2026-2027</b>	FHWA PL (80%)	PennDOT MLF (9.8924%)	Local (10.1076%)	FTA MPP	Local	<b>TOTAL</b>
<b>CATEGORY 1: Administration</b>	<b>\$99,000</b>	<b>\$12,242</b>	<b>\$12,508</b>	<b>\$19,200</b>	<b>\$4,800</b>	<b>\$147,750</b>
1-A WATS MPO Administration	\$99,000	\$12,242	\$12,508	\$0	\$0	\$123,750
1-B :RVTA Administration	\$0	\$0	\$0	\$19,200	\$4,800	\$24,000
<b>CATEGORY 2: Transportation Programming</b>	<b>\$52,000</b>	<b>\$6,430</b>	<b>\$6,570</b>	<b>\$16,400</b>	<b>\$4,100</b>	<b>\$85,500</b>
2-A WATS MPO Programming	\$52,000	\$6,430	\$6,570	\$0	\$0	\$65,000
2-B RVTA Programming	\$0	\$0	\$0	\$16,400	\$4,100	\$20,500
<b>CATEGORY 3: Long Range Planning</b>	<b>\$35,000</b>	<b>\$4,328</b>	<b>\$4,422</b>	<b>\$27,400</b>	<b>\$6,850</b>	<b>\$78,000</b>
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<b>TOTAL</b>	<b>\$186,000</b>	<b>\$23,000</b>	<b>\$23,500</b>	<b>\$63,000</b>	<b>\$15,750</b>	<b>\$311,250</b>
<b>CATEGORY 4: Supplemental Tasks</b>						
4-A LTAP	\$15,000	\$0	\$0	\$0	\$0	\$15,000
4-B PennDOT Connects Supplemental Funds US-220 Safety Project Impact & Land Use Study*	\$50,000	\$0	\$0	\$0	\$0	\$50,000
4-C Safe & Accessible Transportation	\$6,000	\$0	\$0	\$0	\$0	\$6,000
<b>TOTAL</b>	<b>\$71,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$71,000</b>
<b>GRAND TOTAL</b>	<b>\$257,000</b>	<b>\$23,000</b>	<b>\$23,500</b>	<b>\$63,000</b>	<b>\$15,750</b>	<b>\$382,250</b>

\*FHWA SPR funds with no required local match ratio



# Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

## 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				
<b>Total</b>	<b>404,110.03</b>				

	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%

<b>7.814%</b>	PT Fringe Rate
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## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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### APPENDIX F: WATS Salary Schedule

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#### Lycoming County Planning Commission

##### Salary and Indirect Costs Rates 2020

7.814% Part time

44.654%      18.006%

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

## Unified Planning Work Program, Fiscal Years 2025-2027

Williamsport Area Transportation Study MPO and River Valley Transit Authority

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### APPENDIX G: Summary of public comments

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No public comments were received.

# Coordinated Public Transit–Human Services Transportation Plan



SEDA-COG &  
Williamsport Area Metropolitan  
Planning Organizations

October 2024

# Coordinated Public Transit–Human Services Transportation Plan

October 2024

Plan Prepared By:  
Rockland Planning, Inc.

For:  
SEDA-COG and Williamsport Area Metropolitan Planning Organizations (MPOs)

SEDA-COG MPO  
201 Furnace Road  
Lewisburg, PA 17837  
Tel: 570-524-4491  
Web: [www.seda-cog.org](http://www.seda-cog.org)

Williamsport Area MPO (Lycoming County)  
48 West Third Street  
Williamsport, PA 17701  
Tel: 570-320-2130  
Web: [www.lyco.org](http://www.lyco.org)

*This report was funded in part through grants from the Federal Transit Administration and Federal Highway Administration, U.S. Department of Transportation. The views and opinions of the authors expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.*





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## Introduction

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This plan updates and amends the Coordinated Public Transit–Human Services Transportation Plan (“Coordinated Plan”) of the SEDA-COG Metropolitan Planning Organization (MPO). The plan was first developed in 2007 and most recently revised in 2019 on behalf of the SEDA-COG MPO and its local stakeholders with an interest in human service transportation programs. The SEDA-COG MPO serves as the regional transportation planning body for the eight counties of Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union. The SEDA-COG MPO closely coordinates transportation planning activities with neighboring Lycoming County, which is served by the Williamsport Area Transportation Study (WATS) MPO. (See Figure 1 for a map of the planning area.) Since 2014, the SEDA-COG MPO and WATS MPO have developed a joint Coordinated Plan to satisfy planning requirements and use resources more efficiently. While this joint Coordinated Plan update considers all human service transportation needs, an emphasis is placed on transportation needs of low-income populations, seniors, and persons with disabilities.

This plan also fulfills a federal requirement first enacted in 2005 through the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which stipulated that starting in Fiscal Year 2007, projects funded through three SAFETEA-LU programs—the Job Access and Reverse Commute Program (JARC, Section 5316), the New Freedom Program (Section 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310)—are required to be derived from a locally developed, coordinated public transit–human services transportation plan. SAFETEA-LU guidance issued by the Federal Transit Administration (FTA) described the plan as a “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.”

In July 2012, Congress enacted a new two-year federal surface transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), which retained many but not all coordinated planning provisions of SAFETEA-LU. Under MAP-21, JARC and New Freedom were eliminated as stand-alone programs, and the Section 5310 and New Freedom programs were consolidated under Section 5310 into a single program, Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities, which provides for a mix of capital and operating funding for projects. This is the only funding program with coordinated planning requirements under MAP-21. However, FTA encourages continuation of the coordinated planning process as a best practice for project selection because it ensures the target population for these projects is included in the planning process.

In December 2015, the Fixing America’s Surface Transportation (FAST) Act was signed into law. The FAST Act authorized transportation funding through September 2020 and kept intact the established structure of the various highway- and public transportation-related programs. The Section 5310 program continued to focus on improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Section 3006(b) of the FAST Act created a discretionary pilot program for innovative coordinated access and mobility—open to 5310 recipients—to assist in financing innovative projects for the transportation-disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services, such as: the deployment



of coordination technology, projects that create or increase access to community, One-Call/One-Click Centers, etc.

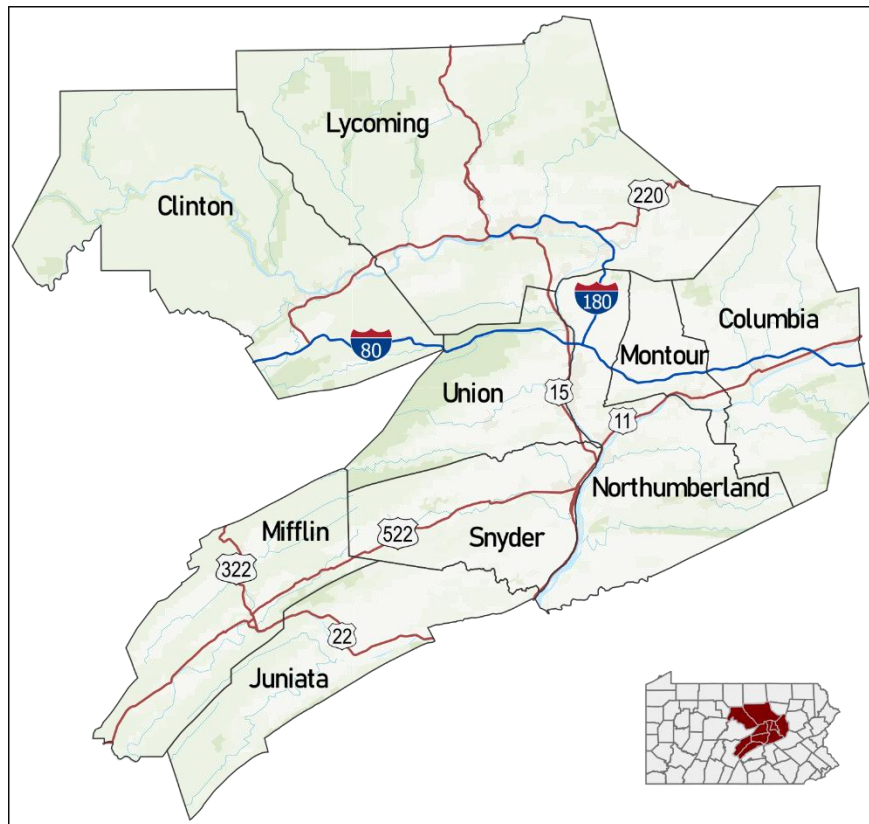
The 2021 Bipartisan Infrastructure Law had a profound impact on human services and transit planning nationwide through enhanced federal transit programs managed by the Federal Transit Administration (FTA). Initiatives such as the All Stations Accessibility Program have received increased funding to upgrade rail systems for ADA compliance, significantly improving accessibility for individuals with disabilities. Additionally, the Buses and Bus Facilities Program has prioritized investments in low- or no-emission vehicles, advancing sustainability goals while revitalizing bus fleets across urban and rural areas. This legislation also supports expansive transit projects like demand-responsive transit and commuter rail expansions through the Capital Investment Grants Program, aiming to bolster connectivity and reliability across diverse communities. Specifically, the Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities program which funds transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities. By integrating innovative technologies and emphasizing sustainability, the Bipartisan Infrastructure Law serves as a commitment to equitable and efficient public transit systems, ensuring improved accessibility for users.

This plan is intended to meet the federal planning requirements as well as to provide SEDA-COG/WATS MPOs and their regional partners with a “blueprint” for implementing a range of strategies intended to promote and advance local efforts to improve transportation for persons with disabilities, seniors, and persons with low incomes. Furthermore, this plan aims to help create vibrant communities, enhance quality of life for residents, and attract and maintain a strong workforce. The Coordinated Plan is intended to keep a focus on action, evaluation, and accountability for public transit–human service transportation matters. The strategies in this plan inform and are integrated into the respective SEDA-COG/WATS MPO Long-Range Transportation Plans (LRTPs). Regional transit priorities using federal and state funds are also included on the respective MPO Transportation Improvement Programs (TIPs) that list projects to be funded over a four-year period.

Fully coordinated public transit–human service transportation for the region will require certain essential elements: (1) sustainable funding dedicated to the operation of the region’s transportation solutions; (2) federal and state policies in support of transit planning; and (3) broad and inclusive involvement from partner agencies and other stakeholders. To best serve the region’s needs for mobility services in the future, these partnerships will need to involve not only providers of public transit and human service transportation, but also private transportation providers, advocacy groups representing seniors and people with disabilities, medical and dialysis providers, faith-based groups, housing agencies, veterans’ service providers, providers of support services to the working poor, etc.



Figure 1: SEDA-COG & WATS MPO Planning Area



### **Coordinated Plan Requirements**

The FTA provides specific guidelines for the preparation of a Coordinated Plan. The following are the four main elements required of the Coordinated Plan, per FTA Circular 9070.1G:

1. An assessment of available services that identifies current transportation providers (public, private, and non-profit);
2. An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
3. Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Essentially, the Coordinated Plan identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes; provides strategies for meeting local needs; and prioritizes transportation services for funding and implementation. A Coordinated Plan should maximize the transit programs' collective coverage by minimizing duplication of services. Further, a Coordinated Plan must be developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public/private/non-profit transportation and human service providers, and other members of the public.

## **Public Transit–Human Service Transportation Committees**

The SEDA-COG MPO has historically relied upon the Central PA Transportation Coalition (CPTC) for analyzing public transportation topics. The CPTC consisted of numerous public- and private-sector human service and transportation-related organizations in Central Pennsylvania. The service area included Columbia, Lycoming, Montour, Northumberland, Snyder, Union, Centre, Clinton, Juniata, and Mifflin counties. The CPTC mission was to “advocate for meeting the regional needs for transportation so that area residents have alternative, accessible, efficient, and affordable means of travel.” The SEDA-COG and Williamsport MPOs cooperated on facilitating the CPTC meetings and activities, but since the onset of the COVID-19 pandemic, the Coalition has gone dormant. The SEDA-COG MPO has relied on other ad-hoc transit work groups and public transportation engagement since 2020. The Williamsport MPO has also established a Transit Advisory Committee comprising WATS MPO members, transit providers, and various social service organizations. With participation from SEDA-COG MPO, this committee meets twice per year to provide input and recommendations on public transit issues and needs in Lycoming County. SEDA-COG MPO and WATS MPO staff provide the committee with status reports and comment opportunities during the Coordinated Plan update process. The WATS Transit Advisory Committee members assess the transportation needs of individuals with disabilities, seniors, and low-income residents; identify strategies and/or activities to address identified service gaps; and set relative public transportation priorities for implementation. As a more comprehensive, continuous, and coordinated transit planning process is executed, SEDA-COG and WATS MPOs will work to engage more representatives to serve on the committees and chart a course for improved public transportation in the region.

## **Federal Transit Programs**

Below are descriptions of the federal transit programs applicable for this plan.

### **ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (SECTION 5310)**

The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas: large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Section 5310 funds are available for both traditional capital investment and non-traditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Traditional Section 5310 project examples include:

- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- Travel training



- Volunteer driver programs
- Construction of an accessible path to a bus stop, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features
- Improvements to signage, or wayfinding technology
- Incremental cost of providing same-day service or door-to-door service
- Purchase of vehicles to support new accessible taxi, ride-sharing, and/or vanpooling programs
- Mobility management programs

As mentioned earlier, the Section 5317 New Freedom program was a formula grant program that provided funding for capital and operating expenses that support new public transportation services beyond those required by the ADA and designed to assist individuals with disabilities with accessing transportation services. New Freedom was formerly to be addressed specifically in Coordinated Plans, but it was repealed by MAP-21. Nevertheless, New Freedom activities are now an eligible project type under the Section 5310 program. A minimum of 55 percent of Section 5310 funds must be spent on traditional 5310 projects, while the remaining 45 percent may be spent on other projects, such as were eligible under the New Freedom program.

**Federal/Local Matching Requirements:** The Section 5310 federal share for eligible capital projects is up to 80 percent of the net cost of the activity (exceptions: vehicle acquisitions to support compliance with ADA or the Clean Air Act have an 85 percent and 90 percent federal match, respectively, for vehicle-related equipment and facilities). The federal share for eligible operating costs may not exceed 50 percent of the activity's net operating costs. Recipients may use up to 10 percent of their apportionment to support program administrative costs including administration, planning, and technical assistance. The local share of eligible capital costs shall be not less than 20 percent of the activity's net cost, and the local share for eligible operating costs shall be not less than 50 percent of the net operating cost. The local share may be provided from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, a service agreement with a state or local service agency or private social service organization, or new capital. Some examples of these sources of local match include state or local appropriations; dedicated tax revenues; private donations; revenue from service contracts; transportation development credits; and net income generated from advertising and concessions. Non-cash share such as donations, volunteered services, or in-kind contributions is eligible to be counted toward the local match if the value of each is documented and supported, represents a cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget.

**Eligible Recipients:** The eligible recipients include states (for all areas under 200,000 in population) and designated recipients for large urban areas chosen by the Governor of each state. Eligible subrecipients include states or local government authorities, private non-profit organizations, or operators of public transportation that receive a Section 5310 grant indirectly through a recipient. Private operators of public transportation are eligible subrecipients. The definition of “public transportation” includes shared-ride surface transportation services. Private taxi companies that provide shared-ride taxi service to the public or to special categories of users (such as seniors or individuals with disabilities) regularly are operators of public transportation, and thus eligible subrecipients. “Shared-ride” means two or more passengers in the same vehicle who are otherwise not traveling together. Similar to general public and ADA demand-response service, every trip does not have to be shared-ride in order for a taxi



company to be considered a shared-ride operator, but the general nature of the service must include shared rides.

### **URBANIZED AREA FORMULA PROGRAM (SECTION 5307)**

This program provides grants to Urbanized Areas (UZAs) and to states for public transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. Examples of eligible activities include:

- Capital projects;
- Planning, engineering, design, and other technical transportation-related studies;
- Job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers; and
- Operating costs in urbanized areas with populations less than 200,000.

A partial list of eligible Section 5307 projects includes:

- a) Replacement or overhaul of buses;
- b) Expansion of bus fleets;
- c) Purchase and installation of service and support equipment;
- d) Accessory and miscellaneous equipment such as mobile radio units, bus stop signs, supervisory vehicles, fareboxes, computers, and garage equipment;
- e) Construction or rehabilitation of maintenance facilities;
- f) Construction of other facilities (e.g., transfer facilities, intermodal terminals, and bus shelters);
- g) Construction or renovation of intercity bus and intercity rail stations;
- h) Capital support equipment, including computer hardware, software, bus diagnostic equipment, and other equipment that enhances operating efficiency;
- i) Pedestrian access and walkways;
- j) Bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on public transportation vehicles;
- k) Signage;
- l) Vehicles, equipment, and facilities to comply with ADA;
- m) Crime prevention and security projects;
- n) Studies relating to management, operations, capital requirements, and economic feasibility;
- o) Late-night and weekend service;
- p) Guaranteed ride home service;
- q) Shuttle service;
- r) Demand-responsive van service;
- s) Ride-sharing and carpooling activities;
- t) Expanding fixed-route public transit routes, including hours of service or coverage;
- u) Promotion and marketing of transit use;
- v) Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residence to a suburban workplace;
- w) Supporting local car loan programs;

- x) Implementing intelligent transportation systems (ITS), including customer trip information technology, vehicle position monitoring systems, or geographic information systems software; and
- y) Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

The Section 5316 Job Access and Reverse Commute Program (JARC) was a former formula grant program for projects that improve access to employment-related transportation services for welfare recipients and eligible low-income individuals, and that transport residents of urbanized and non-urbanized areas to suburban employment opportunities. JARC was formerly to be addressed specifically in Coordinated Plans, but it was repealed by MAP-21. Nevertheless, job access and reverse commute projects are now an eligible project type under the Urbanized Area Formula Program. Although the coordinated planning process is no longer required for job access and reverse commute projects, FTA encourages public transit systems in all areas to continue to participate in the coordinated public transit–human service transportation planning process to identify and develop job access and reverse commute projects for funding under Section 5307.

**Federal/Local Matching Requirements:** The Section 5307 federal share for eligible capital and planning projects is up to 80 percent of the net cost of the activity. The federal share may be 85 percent for the acquisition of vehicles and 90 percent for the cost of vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities) for the purpose of complying with, or maintaining compliance with, the Americans with Disabilities Act and the Clean Air Act. The federal share may not exceed 50 percent of the net project cost of operating assistance. The local share of eligible capital and planning costs shall be not less than 20 percent of the activity's net cost, and the local share for eligible operating costs shall be not less than 50 percent of the net operating cost. The local share may be derived from essentially any source other than the U.S. Department of Transportation (USDOT).

**Eligible Recipients:** The eligible recipients include states and designated recipients for urbanized areas, which then suballocate funds to governmental authorities, including public transportation providers. A state is responsible for administering the program on behalf of all UZAs under 200,000 in population, or portions thereof that are located within its boundaries. A designated recipient is responsible for administering the program on behalf of a UZA with a population of 200,000 or more.

### **FORMULA PROGRAM FOR RURAL AREAS (SECTION 5311)**

This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000. Examples of eligible activities include:

- Capital projects;
- Planning;
- Job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers;
- Operating assistance; and
- Acquisition of public transportation services, including agreements with private providers of public transportation.



A partial list of eligible Section 5311 projects includes:

- a) Buses;
- b) Vans or other paratransit vehicles;
- c) Radios and communications equipment;
- d) Passenger shelters, bus stop signs, park and ride lots, and similar passenger amenities;
- e) Wheelchair lifts and restraints;
- f) Vehicle rehabilitation, remanufacture, or overhaul;
- g) Preventive maintenance;
- h) Computer hardware or software;
- i) Pedestrian and bicycle access to public transportation facilities;
- j) Mobility management techniques;
- k) Transportation plans, programs, studies, and designs; and
- l) Job access and reverse commute projects.

MAP-21 created a new eligible project category for “job access and reverse commute projects” under Section 5311. This category includes all types of projects that were formerly eligible under the Section 5316 Job Access and Reverse Commute Program. Examples of eligible projects are listed as items (o) through (y) in the Section 5307 project listing starting on page [Error! Bookmark not defined.](#)

**Federal/Local Matching Requirements:** The Section 5311 federal share for eligible capital and planning projects is up to 80 percent of the net cost of the activity. The federal share for eligible operating costs may not exceed 50 percent of the activity's net operating costs. The local share of eligible capital and planning costs shall be not less than 20 percent of the activity's net cost, and the local share for eligible operating costs shall be not less than 50 percent of the net operating cost. The local share may be derived from essentially any source other than the USDOT. Recipients may count non-cash shares such as donations, volunteered services, or in-kind contributions toward the local match only if the recipient formally documents the value of each non-cash share, and if this value represents a cost that would otherwise be eligible under the project.

**Eligible Recipients:** The eligible recipients include states and Indian tribes. Eligible subrecipients include state and local governmental authorities, non-profit organizations, operators of public transportation services, and intercity bus operators.

### **Project Solicitation and Award**

Generally, solicitation and approval for the Section 5310, Section 5307, and Section 5311 program projects is conducted by PennDOT. SEDA-COG and WATS MPOs historically cooperated with PennDOT to promote the JARC/New Freedom program funding rounds, collect applications from area agencies, and provide funding recommendations to PennDOT. Since those programs have been repealed, the MPOs no longer participate to that extent. However, the MPOs are committed to active involvement with the consolidated Section 5310 program and in situations where PennDOT desires to include the MPO in project evaluations and collaborative transit asset management approaches.

Regarding Section 5310, PennDOT leads the development of the program of projects for FTA review and approval of grant funding. PennDOT ensures that local applicants and project

activities are eligible and in compliance with federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for coordination of federally assisted transportation services. After FTA approves PennDOT's application, funds are available for state administration of the program and for allocation to individual subrecipients within the state. PennDOT has established selection criteria by which applications for Section 5310 program funding are reviewed and scored:

1. **Eligible Applicant and Eligible Project Type** – The applicant is a private, non-profit organization and has a proposed project that falls into one of the three eligible project types: vehicle replacement, fleet expansion, or new service. Vehicle replacement projects receive priority consideration for funding, providing all other selection criteria thresholds are met.
2. **Project Need and Justification** – The applicant provides sufficient and compelling evidence to demonstrate a need for the purchase or replacement of vehicles to provide service for seniors and/or individuals with disabilities that could not be provided through existing resources. Items of consideration include projected utilization of proposed vehicles, existing utilization of fleet, and existing age and condition of existing fleet.
3. **Positive Mobility Improvements** – The proposed service to be provided by 5310 vehicles will provide a positive benefit to the mobility of senior citizens and/or individuals with disabilities and provides a service that is necessary for the quality of life of those persons. The applicant demonstrates how the project is needed to fill an identified gap in transportation for senior citizens and/or individuals with disabilities that cannot be reasonably filled otherwise and meets the requirements and intent of the FTA Section 5310 program.
4. **Local and Regional Coordination** – The applicant has coordinated with the local county shared-ride coordinator to ensure the service is not duplicative (a support letter is required). Furthermore, the applicant has stakeholder support for the project. Stakeholders may include local non-profit human service organizations, the Area Agency on Aging, local public transit agencies, and local healthcare providers, among others.
5. **Technical and Maintenance Capability to Provide Transportation** – The applicant demonstrates sufficient experience in providing human services and/or transportation and has the technical and financial capacity to operate the service for the life of the vehicle. In addition, the applicant demonstrates a comprehensive vehicle maintenance plan to ensure proper operation and maintenance for the useful life of the vehicle.
6. **Organizational, Financial, and Grant Administration Capacity** – The applicant demonstrates sufficient financial wherewithal to implement the project and operate the service for the vehicle's life. In addition, the applicant demonstrates sufficient experience in grant administration and has the organizational capacity to expend grant funding and issue quarterly reports to PennDOT on a timely basis.
7. **Matching Funds** – The applicant has demonstrated that a 20 percent non-federal match is secured and committed to the proposed project.

The FAST Act required that Section 5310 projects selected for funding must be included in a locally developed, coordinated public transit–human services transportation plan. For purposes

of the Coordinated Plan, FTA is willing to consider that a project is a strategy, activity, or specific action addressing an identified service gap or transportation coordination objective articulated and prioritized within the plan. Therefore, individual projects for which Section 5310 funding is sought do not need to be specifically listed in the Coordinated Plan. However, regional applicants can ensure their project's eligibility by noting how it addresses an identified service gap, goal, or transportation coordination objective listed within the Coordinated Plan. Therefore, the gaps and priorities included in this plan are intended to be comprehensive; the plan can be amended if valid projects being submitted by applicants do not relate to a gap or priority listed in the plan.

### **Public Transportation: A Key Investment**

Public transportation investments are vital for personal mobility, health, independence, employment, quality of life, and regional and community economic development. PennDOT's [FY 2022-23 Public Transportation Annual Performance Report](#) offers the following statistics:

- Pennsylvanians take 236 million trips per year on public transportation. In FY 2022-23, Pennsylvania transit agencies completed:
  - 4.5 million trips on community transportation curb-to-curb service for senior citizens at reduced fares subsidized by lottery funds; and
  - 284,800 trips on community transportation curb-to-curb service for persons with disabilities.
- 2.5 million Pennsylvanians are aged 65 or older and eligible for Senior Shared-Ride services.
- 3.8 million Pennsylvanians do not have a driver's license.
- An average of 64 percent of PA's fixed-route transit users and nearly 54 percent of shared-ride users say they have no other transportation option.
- Pennsylvania transit agencies procured \$2.5 billion in goods and services from Pennsylvania companies from 2018–2023.
- Public transportation and passenger rail service in Pennsylvania supports nearly 39,000 jobs with \$2.75 billion in employee compensation within the state.

## **Plan Development & Outreach**

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The development of this plan included outreach efforts to gather input from:

- Public transit providers
- Human service agencies
- Veterans and veterans groups
- Senior Citizens and senior citizen groups
- Persons with disabilities and groups who represent and work with persons with disabilities.

The outreach efforts included focus groups, one-on-one interviews, and a public survey to identify gaps in transit services. In addition, demographic, economic and travel pattern data was collected, mapped and analyzed.

All the data collected was analyzed and transportation needs and gaps were identified and summarized, followed by a proposed action plan to help address the identified needs and gaps.



## Demographic Profile

This chapter describes current data related to the demographic characteristics of seniors, individuals with disabilities, and low-income residents in the SEDA-COG/WATS MPO area. These target populations are the primary beneficiaries of FTA programs covered by this plan. Data for minority, female householder with children, journey to work, and other characteristics are also provided herein, because they commonly correlate to transit dependency.

Identifying potential transit demand is critical in transit planning. Transit demand represents two major categories of passengers: captive riders and non-captive or “choice” riders. The captive riders are those persons that must rely on transit services. They include many senior citizens, people with disabilities, students, and people who do not have access to an automobile. The non-captive riders are those persons who have a choice either to use public transportation or to use a private automobile. Socioeconomic characteristics provide a sound basis for identifying these potential riders, especially the captive riders.

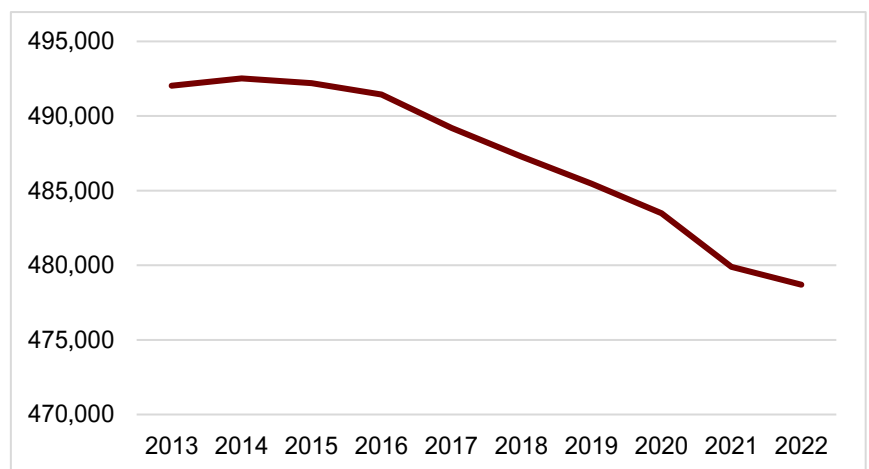
For most classifications on the following pages, data were gathered at the regional level, combining populations from each of the 9 counties, for either individuals or households, depending on the demographic factor. From there, the total number of persons in each demographic group is divided by the appropriate universe (either population or households) for the 9-county region, providing a regional percentage threshold for that population group. Any Census tract in **Appendix A** mapping that meets or exceeds the regional threshold level may be considered a sensitive tract for that characteristic.

As noted above, the detailed mapping by county and Census tract is provided in **Appendix A**.

### Total Population

According to 2022 U.S. Census American Community Survey (ACS) 5-Year Estimates, 487,276 people live within the plan’s nine-county region. Since 2013, the region’s population has remained relatively stable or has slightly declined (Figure 2). The region experienced a 1.8 percent decrease in population between 2018 and 2022 while the Commonwealth saw a 1.6 percent increase during the same period.

Figure 2: Total Population



Source: U.S. Census Bureau,  
ACS 5-Year Estimates (2013-2022)

Table 1: Five- and Ten-Year Population Change (ACS Data)

	5-Year Change		2018-2022 5-Year Change	10-Year Change		2013-2022 10-Year Change
	2018	2022		2013	2022	
Clinton	39,074	37,860	-3.1%	39,501	37,860	-4.2%
Columbia	66,220	64,924	-2.0%	67,021	64,924	-3.1%
Juniata	24,562	23,535	-4.2%	24,737	23,535	-4.9%
Lycoming	114,859	114,022	-0.7%	116,604	114,022	-2.2%
Mifflin	46,362	46,146	-0.5%	46,698	46,146	-1.2%
Montour	18,294	18,165	-0.7%	18,379	18,165	-1.2%
Northumberland	92,325	91,340	-1.1%	94,444	91,340	-3.3%
Snyder	40,466	39,797	-1.7%	39,711	39,797	0.2%
Union	45,114	42,908	-4.9%	44,932	42,908	-4.5%
<b>Region</b>	<b>487,276</b>	<b>478,697</b>	<b>-1.8%</b>	<b>492,027</b>	<b>478,697</b>	<b>2.7%</b>
Pennsylvania	12,791,181	12,989,208	1.6%	12,699,589	12,989,208	2.3%

Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

## Population Density

Public transportation is most efficient and effective in densely populated areas. The region's population density was 103 persons per square mile in 2022, lower than the statewide average of 290 persons per square mile. Northumberland County had the highest population density (about 200 persons per square mile) and Clinton County had the lowest (about 43 persons per square mile). The population densities of the remaining counties in the region were higher than the regional average except for Juniata and Lycoming counties (60 and 93 persons per square mile, respectively). The rather large land areas and considerable state forest/open space districts in several counties contribute to lower countywide population densities. Nevertheless, density can be an important factor for establishing public or human service transportation and/or determining the types of services to offer. Figure 3 depicts population density by Census tract. As would be expected, the highest population densities are in or surrounding the region's cities and boroughs.

Figure 3: Population Density by Census Tract, 2022

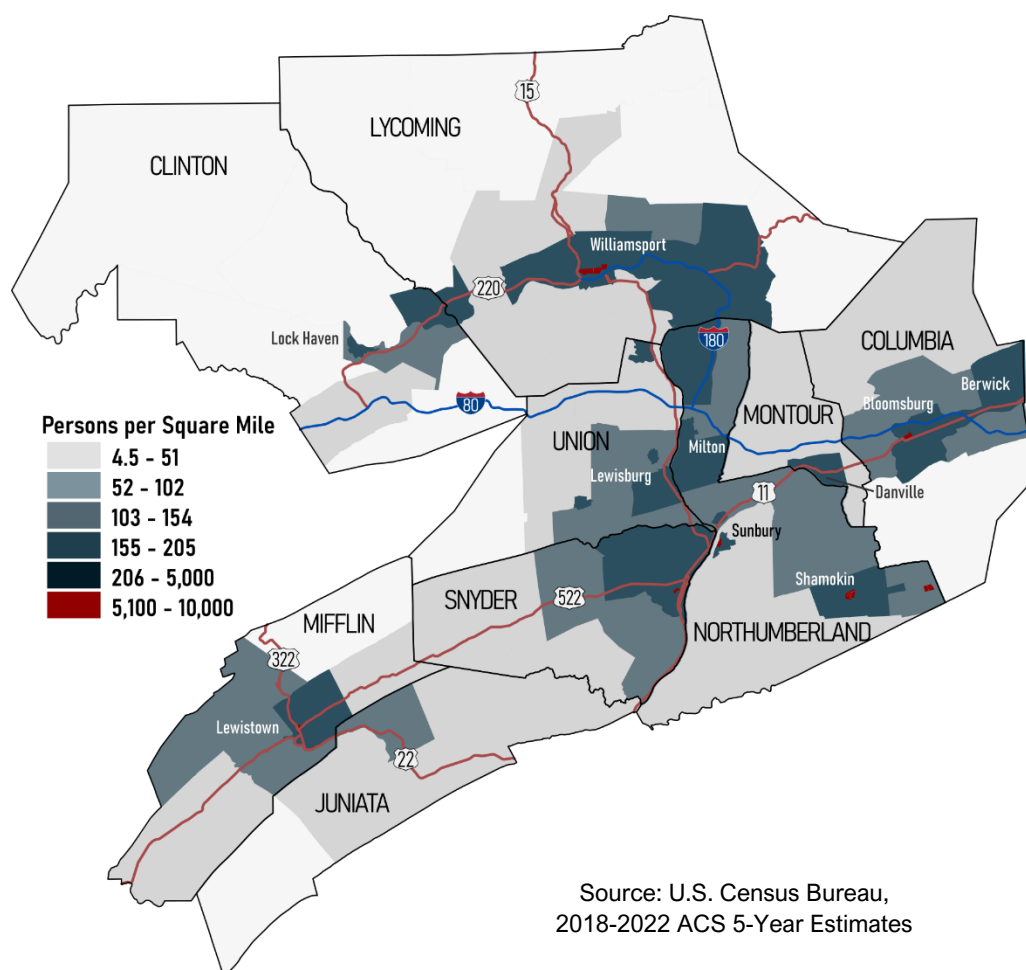


Table 2: Population Density by County

	Population		Land Area		
	Total	Percentage of Region	Total (Sq. Mi.)	Percentage of Region	Persons Per Square Mile
Clinton	37,860	7.9%	888.0	19.2%	42.6
Columbia	64,924	13.6%	483.2	10.4%	134.4
Juniata	23,535	4.9%	391.4	8.4%	60.1
Lycoming	114,022	23.8%	1,228.9	26.5%	92.8
Mifflin	46,146	9.6%	411.0	8.9%	112.3
Montour	18,165	3.8%	130.2	2.8%	139.5
Northumberland	91,340	19.1%	457.7	9.9%	199.6
Snyder	39,797	8.3%	328.8	7.1%	121.0
Union	42,908	9.0%	316.0	6.8%	135.8
<b>Region</b>	<b>478,697</b>	<b>100%</b>	<b>4,635.2</b>	<b>100%</b>	<b>103.3</b>
Pennsylvania	12,972,008	N/A	44,729.9	N/A	290.0

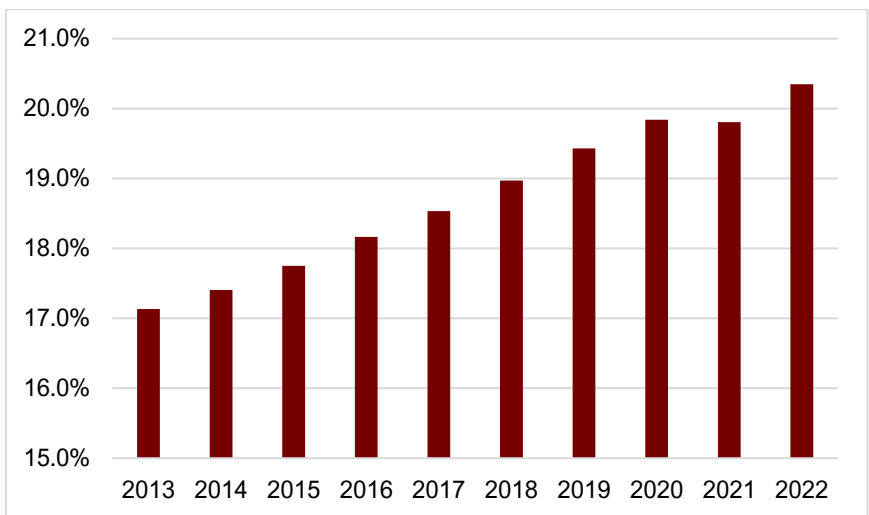
Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

### Population 65 Years and Older

Persons 65 years of age and older are typically more reliant on public transportation compared to other age groups. It is also more common for these individuals to have limited income and experience challenges that limit their ability to operate a vehicle. Seniors accounted for 20.3 percent of the region’s total population in 2022, indicating a slightly older composition than the statewide figure of 18.7 percent. Over the past decade, the region experienced a 15.6 percent increase in its senior population.

During the same time period, Snyder County experienced the highest percent increase of seniors in the region at 25 percent. This figure trends similarly with the state’s percent change of 21.4 percent.

Figure 4: Percentage of Population Aged 65 Years or Older, 2013-2022



Source: U.S. Census Bureau, ACS 5-Year Estimates (2013-2022)



Figure 5: Population 65 Years and Older by Census Tract, 2022

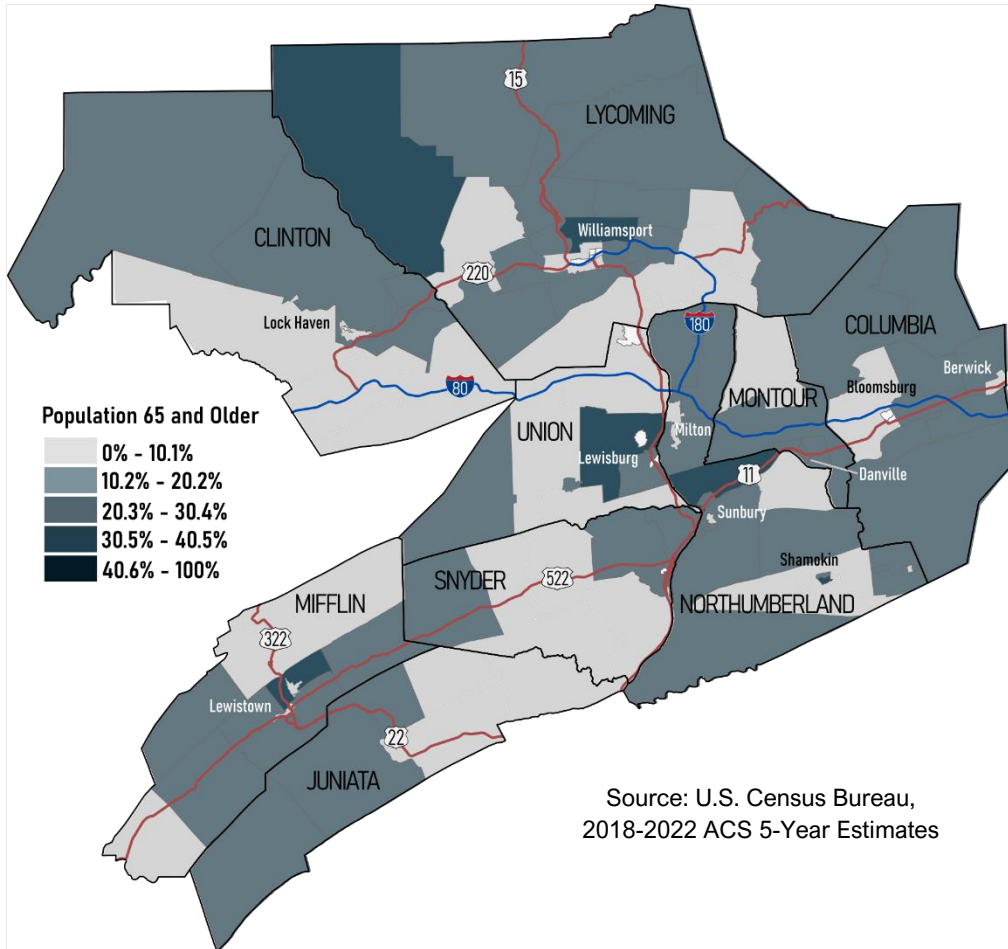


Table 3: Population 65 and Older, 2022

	Population 65+	Percent Population 65+
Clinton	7,311	19.3%
Columbia	12,945	19.9%
Juniata	4,839	20.6%
Lycoming	22,764	20.0%
Mifflin	9,980	21.6%
Montour	3,813	21.0%
Northumberland	19,725	21.6%
Snyder	7,891	19.8%
Union	8,138	19.0%
<b>Region</b>	<b>97,406</b>	<b>20.3%</b>
Pennsylvania	2,434,405	18.7%

Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

## **Low-Income Population**

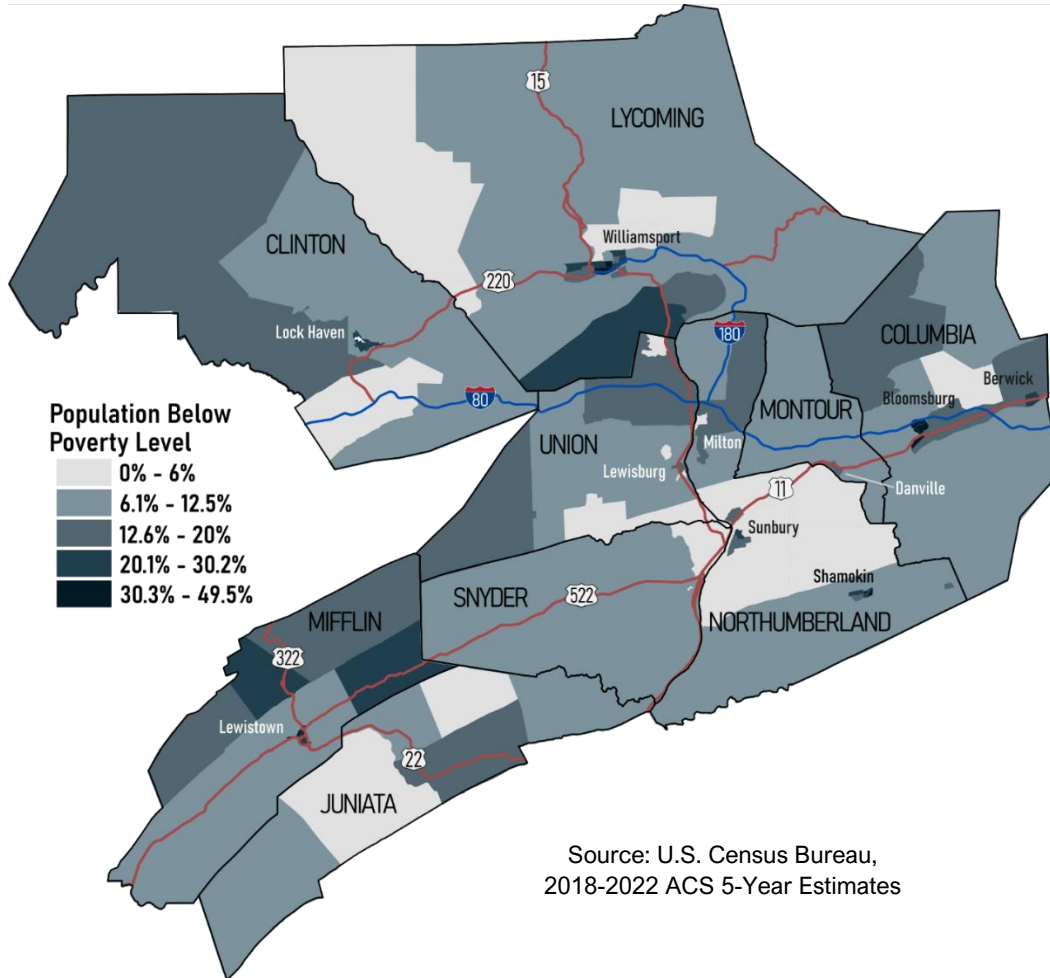
Individuals with low incomes tend to rely more heavily on public transportation, because they may not be able to afford an automobile, or they may decide not to use their limited income for costly automobile ownership expenses. The 2022 ACS indicated that 56,368 residents in the region were living below the poverty level, which represents 12.5 percent of the total population for whom poverty status is determined. The largest percentage of low-income residents was in Mifflin County at 16.7 percent; the smallest was in Snyder County at 8.4 percent.

Table 4: Population Living Below the Poverty Level, 2022

	Population Below Poverty Level	Percentage Below Poverty Level
Clinton	4,771	13.1%
Columbia	9,313	15.3%
Juniata	2,082	9.0%
Lycoming	13,417	12.5%
Mifflin	7,571	16.7%
Montour	1,510	8.7%
Northumberland	10,872	12.4%
Snyder	3,101	8.4%
Union	3,731	10.8%
<b>Region</b>	<b>56,368</b>	<b>12.5%</b>
Pennsylvania	1,482,439	11.8%

Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

Figure 6: Low-Income Population by Census Tract, 2022



### **Individuals with Disabilities**

As part of the ACS, a person is counted as having a disability if they report any of the six following disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, or independent living difficulty. Persons with these disabilities could be less likely to drive and therefore more likely to be dependent on public transportation than the general population; they could also be eligible for discounted transit fares. Although the ACS disability designation does not automatically mean that the disability impacts an individual’s mobility, it serves as an indicator of populations that may need additional transportation assistance.

In 2022, there were 71,006 individuals with disabilities living in the region—15.3 percent of the region’s total civilian non-institutionalized population. Northumberland County had the highest proportion of individuals with a disability at 16.7 percent, and Juniata County had the lowest at 13.3 percent.

Figure 7: Individuals with Disabilities by Census Tract, 2022

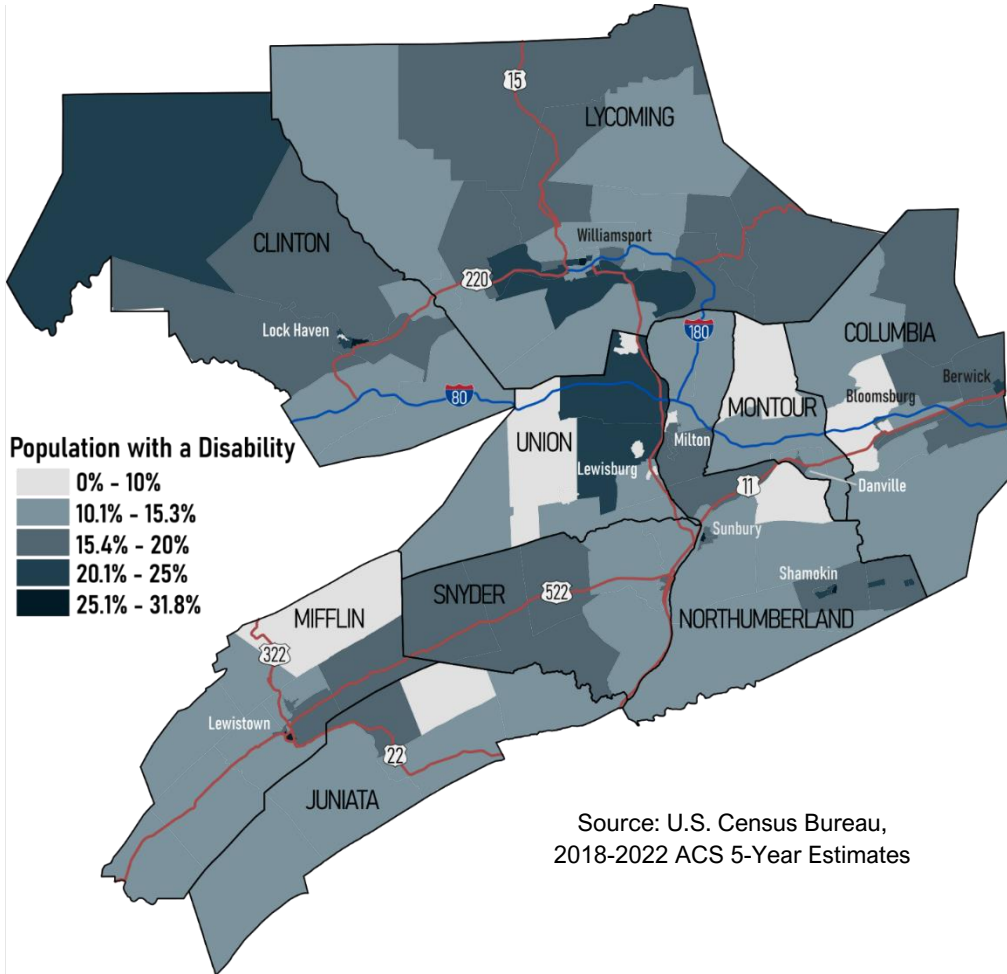


Table 5: Total Civilian Non-Institutionalized Population Living with a Disability, 2022

	Population with a Disability	Percentage with a Disability
Clinton	5,993	16.0%
Columbia	9,193	14.3%
Juniata	3,101	13.3%
Lycoming	18,135	16.3%
Mifflin	6,453	14.2%
Montour	2,398	13.8%
Northumberland	14,704	16.7%
Snyder	5,852	14.9%
Union	5,177	13.5%
<b>Region</b>	<b>71,006</b>	<b>15.3%</b>
Pennsylvania	1,799,317	14.1%

Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

## Veterans

Many veterans, especially those with disabilities or mobility limitations, may face challenges in accessing services. Veterans may require specialized transportation services to reach healthcare facilities, veterans' centers, job training programs, and other essential services tailored to their needs. Those living in rural areas may have to travel long distances, amplifying barriers to these services that often have limited availability of appointments and service hours.

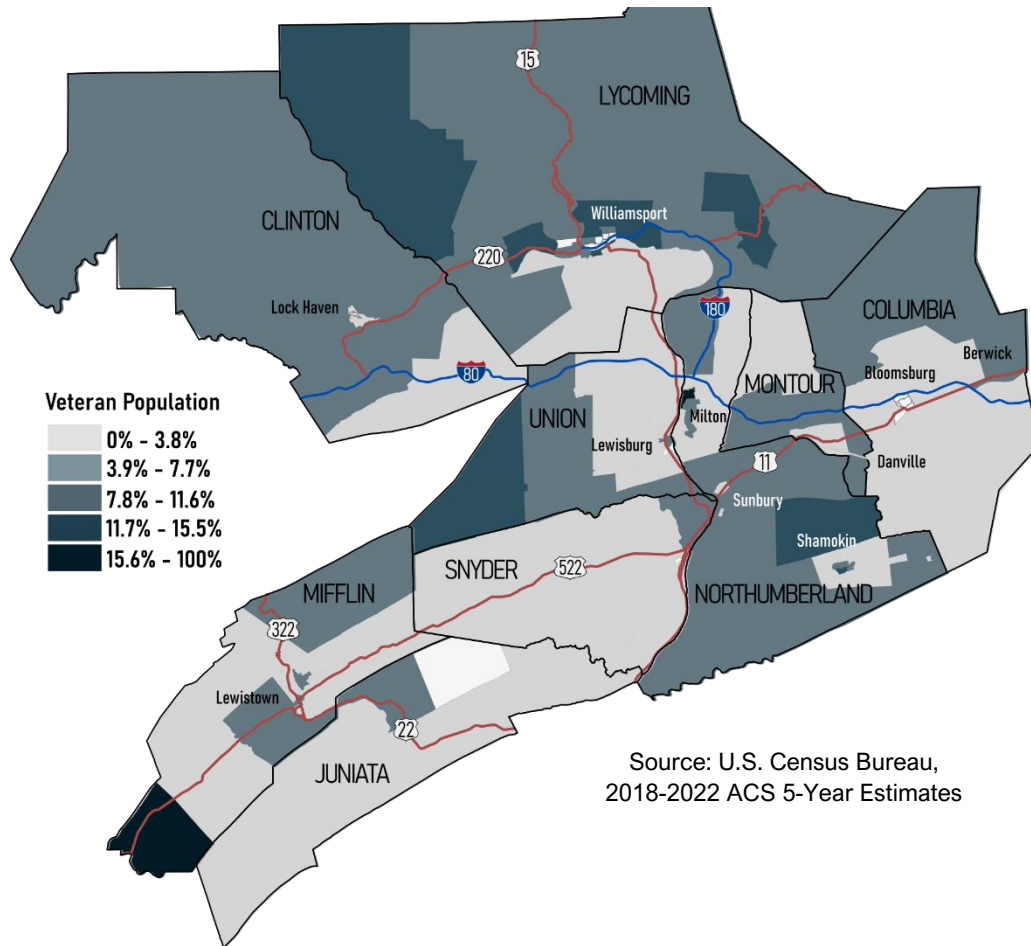
The 2022 ACS indicated that 29,932 residents in the region were veterans, which represents 7.8 percent of the total civilian population 18 years and over—a figure slightly higher than the state's percentage of 6.6 percent. The largest percentage of veteran residents was in Lycoming County at 9.1 percent; the smallest was in Snyder County at 5.5 percent. Of the 2022 regional veteran population, 31.7 percent had a disability and 6.5 percent were low-income.

Table 6: Veteran Population, 2022

	Percentage of Population that are Veterans	Percentage of Veterans with a Disability	Percentage of Veterans that are Low Income
Clinton	8.3%	33.9%	5.9%
Columbia	6.6%	31.1%	4.9%
Juniata	6.3%	39.4%	2.2%
Lycoming	9.1%	33.2%	5.4%
Mifflin	8.6%	34.8%	7.8%
Montour	7.7%	37.9%	8.3%
Northumberland	8.5%	26.5%	6.4%
Snyder	5.5%	32.6%	10.7%
Union	6.6%	26.9%	11.0%
<b>Region</b>	<b>7.8%</b>	<b>31.7%</b>	<b>6.5%</b>
Pennsylvania	6.6%	30.0%	6.7%

Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

Figure 8: Veteran Population by Census Tract, 2022



Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

## **Vehicle Availability**

Owning or having access to a vehicle directly relates to an individual’s mobility choices. Households without at least one personal vehicle are more likely to depend on the mobility offered by public transit. People without access to a vehicle may rely on family, friends, or public transportation for trips that cannot be made on foot or by bicycle. Areas with significant urban populations often have a greater share of households without access to a vehicle than rural areas due to the availability of goods and services within walking distance and/or the availability of transit service.

While not owning a personal vehicle can be a lifestyle choice for residents of more urban areas, it can also be due to limiting factors such as low income or a disability. Especially in non-urban areas, carless households can be correlated with low-income households. Also, the SEDA-COG/WATS MPO area is home to significant Plain Sect populations, including Amish, Old Order Mennonites, and other religious groups that do not own motorized vehicles. These groups are not documented directly in Census counts but are typically reflected in data on households without vehicle access.

Table 7 lists the number of households by county without a vehicle available, as reported for the 2022 ACS. On average, 9 percent of the region’s households had no vehicle available. Montour County had the highest percentage of households with no vehicle available (10.3 percent). Further, Geisinger Hospital, a major employer, is at a walkable location in the urban core of the Borough of Danville, and Montour County has undertaken Walk/Bike to Work marketing efforts as part of their “Live Where You Work” Initiative discussed in the County’s Comprehensive Plan.

Figure 9 illustrates which Census tracts are significant for concentrations of carless households. As would be expected, several tracts in the most urban areas of the region have the highest percentages of households lacking access to a vehicle.

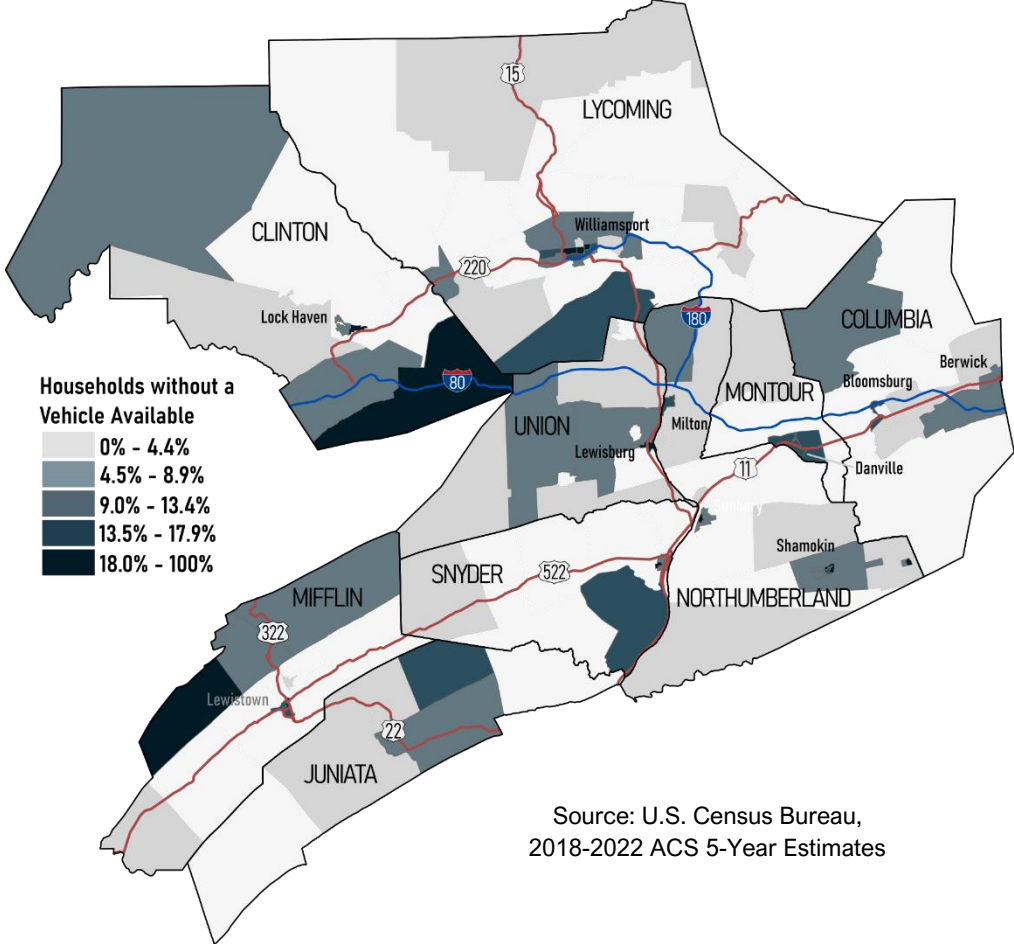
**Table 7: Households with Zero Vehicles Available**

	<b>Households with Zero Vehicles</b>	<b>Percent with Zero Vehicles</b>
Clinton	1,413	9.5%
Columbia	1,882	7.3%
Juniata	702	7.9%
Lycoming	4,295	9.4%
Mifflin	1,840	9.9%
Montour	785	10.3%
Northumberland	3,685	9.8%
Snyder	934	6.5%
Union	1,304	9.2%
<b>Region</b>	<b>16,840</b>	<b>9.0%</b>
Pennsylvania	548,519	10.6%

Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates



Figure 9: Vehicle Availability by Census Tract, 2022



Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

## **Limited English Proficiency Population**

Executive Order 13166 on Limited English Proficiency (LEP) requires all federally funded agencies to make services more accessible to eligible persons who are not proficient in the English language. LEP persons are those individuals who do not speak English as their primary language, and who also have a limited ability to read, speak, write, or understand English. These language barriers affect a person’s ability to obtain information about transportation services, navigate public transportation systems, understand signage, obtain a driver’s license, and communicate their transportation needs to policymakers.

According to 2022 Census data, the region’s LEP population percentage is 1.7 percent, compared to the statewide level of 4.5 percent. Lycoming County had the region’s highest overall number of LEP persons (1,243).

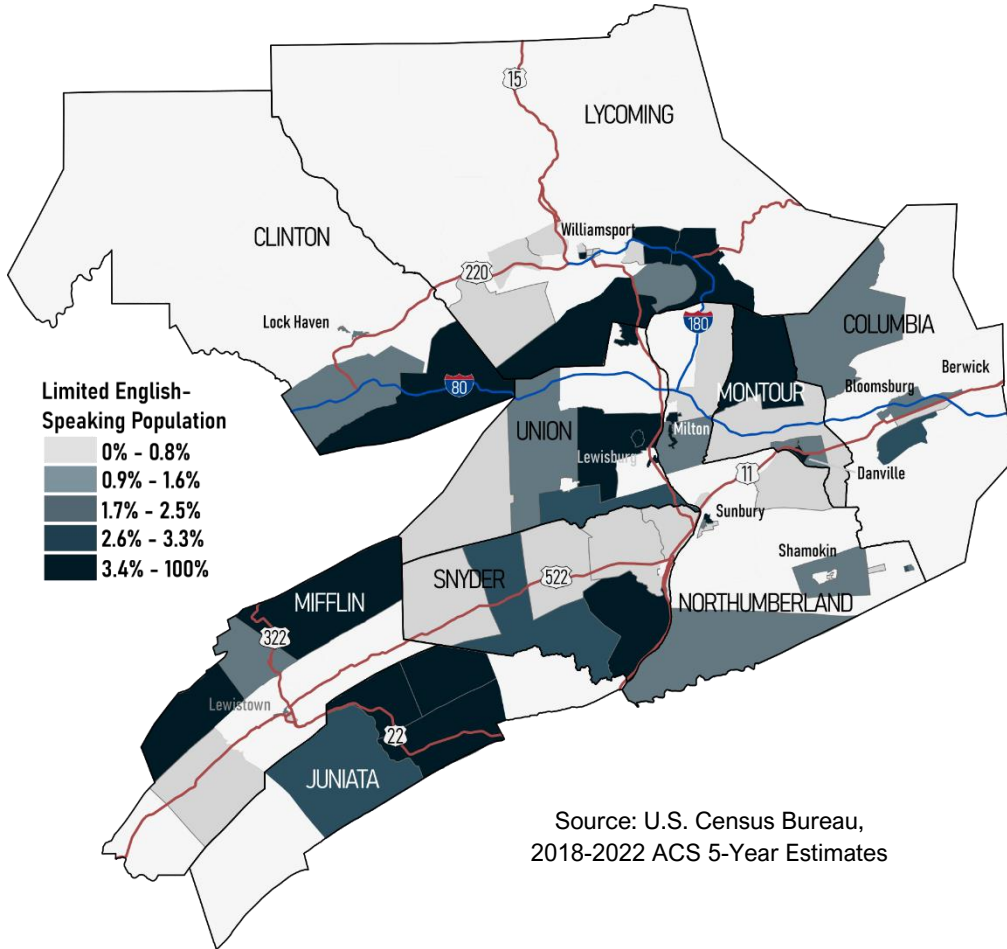
As expected, some more urban tracts have among the highest percentages. However, several rural, large land area tracts also pop out with the highest LEP percentages. This is likely influenced by the Plain Sect communities, and higher incidences of German and Other West Germanic languages primarily spoken at home by these residents. Also, the margins of error are considerably high for the language data. The presence of the Lewisburg/Allenwood Federal Prisons in Union County represents special cases that likely skew the percentages for the Census tracts containing these correctional facilities.

Table 8: Limited English-Speaking Population, 2022

	Total Population	Primary Language Spoken at Home Other Than English and Speak English Less Than Very Well	
		Number	Percent
Clinton	35,812	492	1.4%
Columbia	62,111	544	0.9%
Juniata	22,171	792	3.6%
Lycoming	108,006	1,243	1.1%
Mifflin	43,184	1,044	2.4%
Montour	17,107	427	2.5%
Northumberland	86,783	1,114	1.3%
Snyder	37,710	844	2.2%
Union	41,012	1,306	3.2%
<b>Region</b>	<b>453,896</b>	<b>7,806</b>	<b>1.7%</b>
Pennsylvania	12,300,637	558,725	4.5%

Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

Figure 10: Limited English-Speaking Population by Census Tract, 2022



Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

## **Female Head of Household with Children**

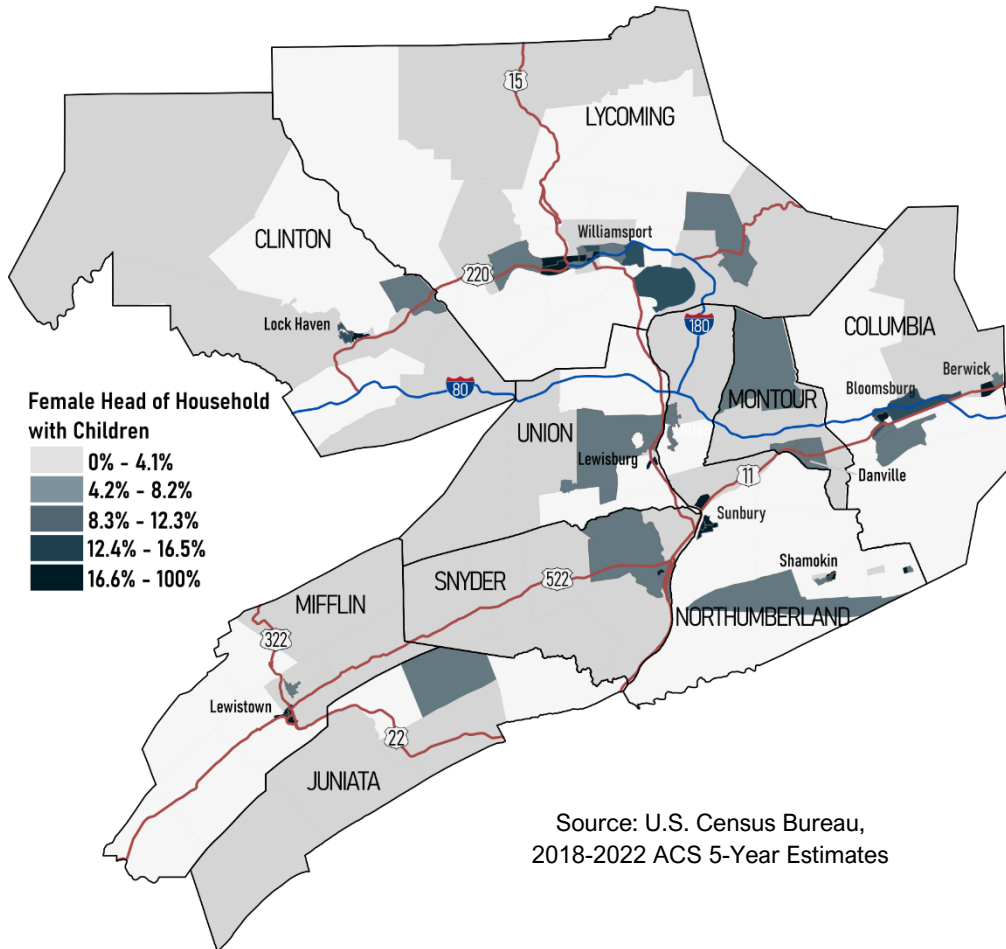
Table 9 presents 2022 data on females heading a household with no husband present, and with at least one child under 18 years of age who is a son or daughter by birth, a stepchild, or an adopted child of the householder residing in the home. This factor was chosen for inclusion in this plan because there is a correlation between this characteristic and transit dependency. Lycoming County had the highest percentage in the region of female householders with no husband present and a child less than 18 years old (9.8 percent).

Table 9: Households Headed by Females with Children, No Husband Present, 2022

	Total Households	Female householder, no husband present, with own children under 18 years old	
		Number	Percent
Clinton	9,555	816	8.5%
Columbia	15,850	1,406	8.9%
Juniata	6,099	386	6.3%
Lycoming	28,974	2,833	9.8%
Mifflin	12,671	963	7.6%
Montour	5,099	425	8.3%
Northumberland	23,926	1,995	8.3%
Snyder	9,969	647	6.5%
Union	9,156	552	6.0%
<b>Region</b>	<b>121,299</b>	<b>10,023</b>	<b>8.3%</b>
Pennsylvania	3,277,894	307,072	9.4%

Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

Figure 11: Households Headed by Females with Children, No Husband Present by Census Tract, 2022



### **Non-Hispanic Minority Population**

USDOT Order 5610.2(a) on Environmental Justice sets forth steps to prevent disproportionately high and adverse effects upon minority or low-income populations. In the order, “minority” means a person who is:

1. Black: a person having origins in any of the black racial groups of Africa;
2. Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
3. Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
4. American Indian and Alaska Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
5. Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

The U.S. Census Bureau does not include Hispanic or Latino as a racial category, because Hispanic is an ethnicity; persons of Hispanic origin can be of any race. The Census Bureau does,

however, consider two other categories in its race data: Some Other Race Alone and Two or More Races.

Table 10 presents 2022 data for the region’s total non-Hispanic minority population: those that qualify as Black Alone, American Indian and Alaska Native Alone, Asian Alone, Native Hawaiian and Other Pacific Islander Alone, Some Other Race Alone, or Two or More Races. The region’s non-Hispanic minority population percentage was 5.9 percent, much lower than the statewide figure of 17.4 percent. Lycoming County had the region’s highest overall number of non-Hispanic minority residents (10,202) and both Lycoming and Union County had the highest proportions (8.9 percent).

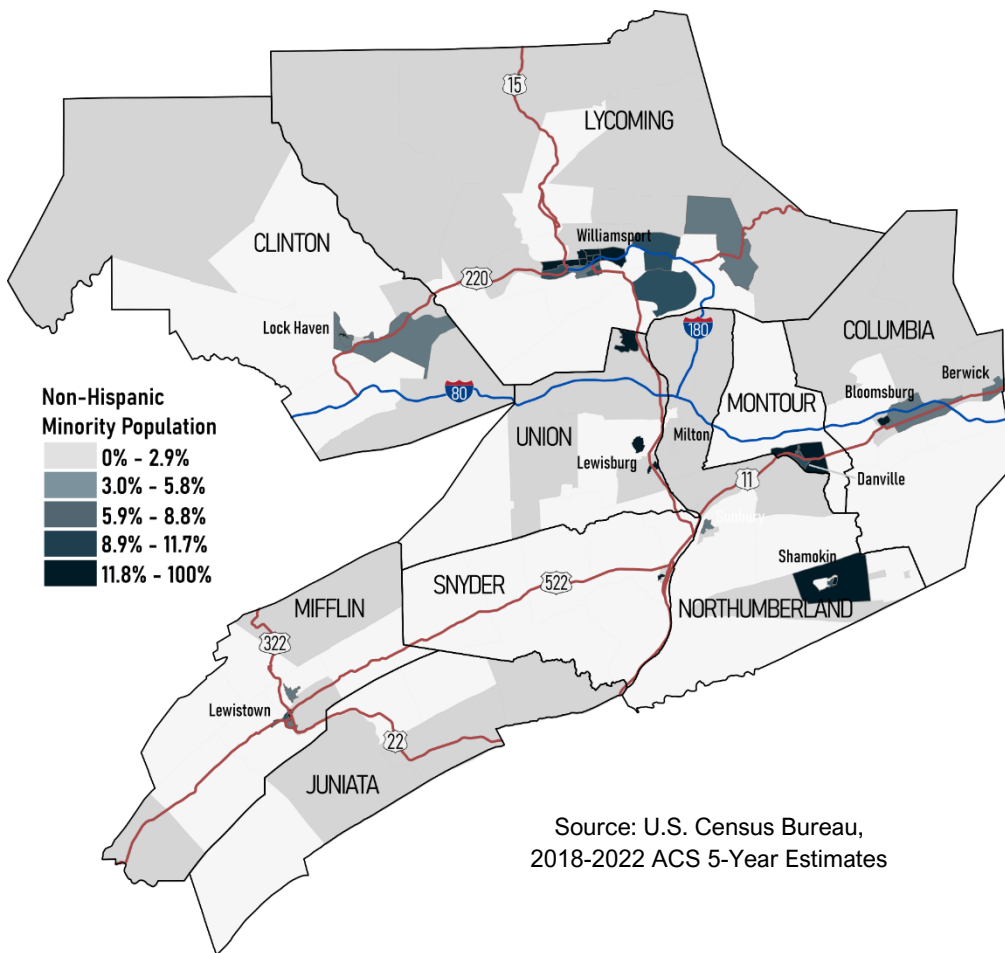
Figure 12 maps minority population density by Census tract. As expected, the urban Williamsport area tracts have among the highest percentages. The presence of the Lewisburg/Allenwood Federal Prisons in Union County and the Coal Township State Prison in Northumberland County represent special cases that likely skew the percentages for the Census tracts containing these correctional facilities.

Table 10: Non-Hispanic Minority Population

	Total Population	Total Non-Hispanic Minority Population	
		Number	Percentage
Clinton	37,860	1,495	3.9%
Columbia	64,924	3,224	5.0%
Juniata	23,535	703	3.0%
Lycoming	114,022	10,202	8.9%
Mifflin	46,146	1,757	3.8%
Montour	18,165	1,291	7.1%
Northumberland	91,340	4,599	5.0%
Snyder	39,797	1,174	2.9%
Union	42,908	3,823	8.9%
<b>Region</b>	<b>478,697</b>	<b>28,268</b>	<b>5.9%</b>
Pennsylvania	12,989,208	2,262,952	17.4%

Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

Figure 12: Non-Hispanic Minority Population by Census Tract, 2022



### **Hispanic or Latino Minority Population**

As noted previously, the USDOT considers Hispanic or Latino to be a minority population, whereas the U.S. Census Bureau recognizes that Hispanic or Latino is technically an ethnicity, with persons of Hispanic origin possibly being of any race. Statistics associated with Hispanic-origin populations are used in numerous social justice programs and are vital in making policy decisions. There can be a correlation between Hispanic origin and transit dependency. In addition, Hispanic migrant or seasonal workers that sometimes reside in the area could be reliant on public transportation.

Table 11 presents 2022 data for the region’s total Hispanic minority population: those individuals, regardless of race, that can be classified as Mexican, Puerto Rican, Cuban, or of another Hispanic, Latino, or Spanish origin. The region’s Hispanic minority population percentage was 3.1 percent, compared to the statewide level of 8.1 percent. Northumberland County had the region’s highest overall number of Hispanic residents (3,879), while Union County had the highest percentage of Hispanic residents (5.6 percent).

Figure 13 maps Hispanic population concentrations by Census tract. As would be expected, the more urban tracts have among the highest percentages of Hispanic residents. The presence of United States Penitentiaries at Lewisburg and Allenwood in Union County, and the State



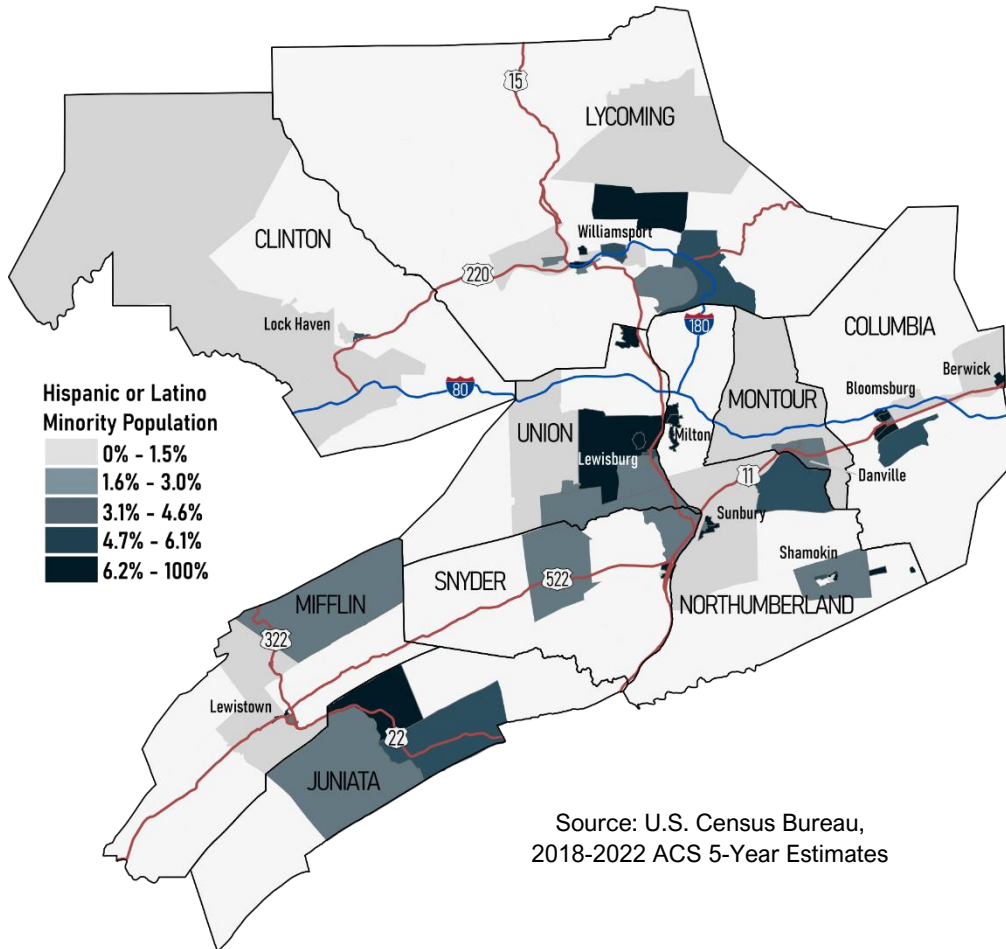
Correctional Institution at Coal Township in Northumberland County, represent special cases that likely skew the percentages for the Census tracts containing these correctional facilities.

Table 11: Hispanic or Latino Minority Population, 2022

	Total Population	Hispanic or Latino Minority Population (may be of any race)	
		Number	Percentage
Clinton	37,860	654	1.7%
Columbia	64,924	2,219	3.4%
Juniata	23,535	985	4.2%
Lycoming	114,022	2,573	2.3%
Mifflin	46,146	825	1.8%
Montour	18,165	517	2.8%
Northumberland	91,340	3,879	4.2%
Snyder	39,797	931	2.3%
Union	42,908	2,406	5.6%
<b>Region</b>	<b>478,697</b>	<b>14,989</b>	<b>3.1%</b>
Pennsylvania	12,989,208	1,055,108	8.1%

Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

Figure 13: Hispanic or Latino Minority Population by Census Tract, 2022



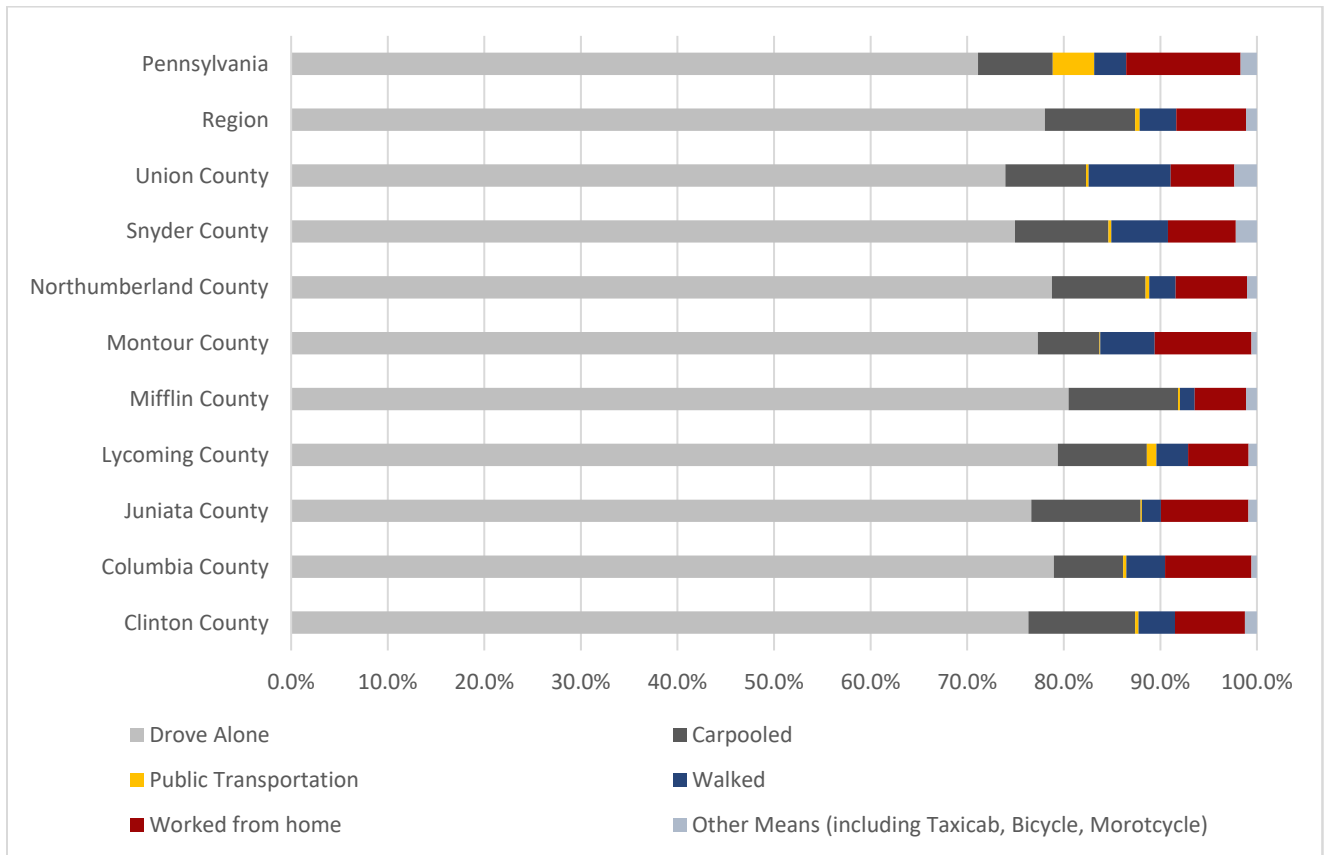
## Means of Transportation to Work

Driving to work alone is, by far, the most common method of commuting for the region’s workers, as it is for most Pennsylvanians. As of 2022, about 78 percent of the region’s workforce (those workers 16 years and over) drove alone to work, and 71 percent of Pennsylvanians commuted via single-occupant vehicles. The region’s carpooling and walk to work means also corresponded with the statewide percentages. However, only 0.5 percent of the region’s workers used public transportation for traveling to work, while 4.3 percent of Pennsylvanians used public transportation for commuting. Just over 7 percent of the region’s workforce worked from home with no commute, trailing behind Pennsylvania’s average of 11.8 percent.

Mode choice data from the 2018-2022 ACS are summarized in Figure 14. The region’s second-most-common mode was carpooling at 9.3 percent, followed by working from home (no commute) at 7.2 percent, and walking at 3.8 percent. Juniata County and Mifflin County saw high rates of carpooling (11.3 percent each), likely due to residents carpooling to major worksites located in the Harrisburg and State College urbanized areas. High carpooling rates may indicate areas where commuting costs and roadway congestion can be mitigated through public transportation use or more organized commuter services.

As mentioned, residents' use of public transportation (which by definition includes bus or trolley bus, streetcar or trolley car, subway, railroad, or ferryboat) as a means of travel to work is extremely limited in much of the region. Fixed-route, local transit service is only available in portions of Lycoming County and Northumberland County. If non-drivers are not using public transportation, they are finding other means of travel to their workplace destinations, such as rides with family or friends, or via human service transportation. As would be expected, use of public transportation as a means of getting to work is highest in those areas that are most urban, where access to service is the greatest, namely the City of Williamsport and surrounding areas.

Figure 14: Means of Transportation to Work, 2022

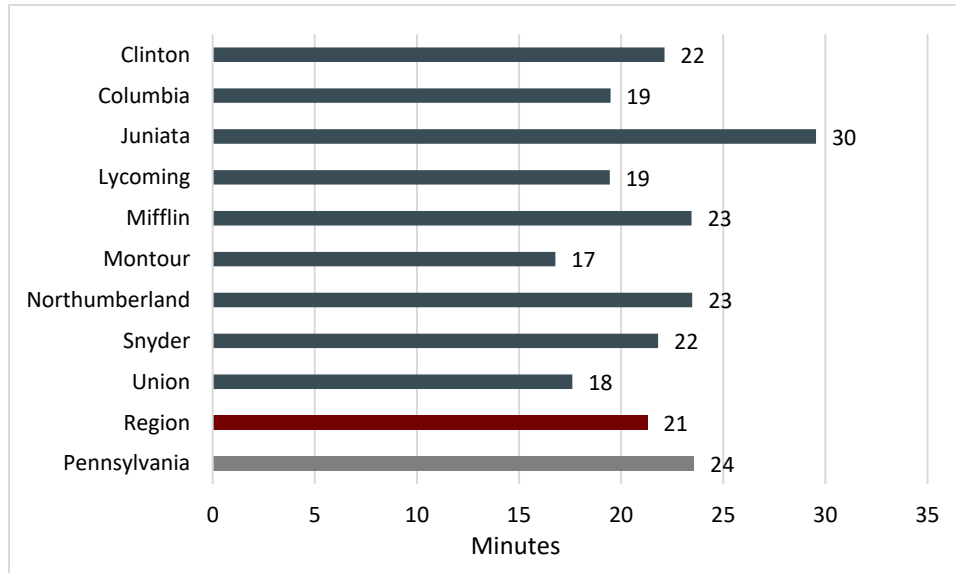


Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

### Mean Travel Time to Work

Mean travel time to work (in minutes) is the average travel time that workers usually take to get from home to work (one way). The mean travel time to work varies somewhat throughout the region. As shown in the figure on the next page, workers who live in Juniata County have the longest average commute time, at 29.5 minutes, while workers who live in Montour County enjoy the shortest average commute time, at 16.8 minutes. The amount of time workers spend commuting is an important indicator of spatial distribution of workers' residences and their places of work. Commuting time shifts may provide insight into other important community characteristics such as changes in workforce participation rates, infrastructure upgrades, and shifts in availability and usage of different transportation modes.

Figure 15: Mean Travel Time to Work (in Minutes)



Source: U.S. Census Bureau, 2018-2022 ACS 5-Year Estimates

## Employment

The need for and the nature of public transportation and human services in an area relates to the employment conditions. According to the U.S. Census Bureau’s Longitudinal Employer Household Dynamics (LEHD) Quarterly Workforce Indicators (QWI) data for the 1st quarter of 2023, employment in the region totaled 182,870 jobs. Table 12 shows the job numbers by county and their percentage of the regional total. Over half of the jobs in the region were in three counties: Lycoming, Northumberland, and Columbia.

Table 12: Employment Numbers by County, 1st Quarter 2023

	Jobs	Percentage of Regional Total
Clinton	11,684	6.4%
Columbia	24,815	13.6%
Juniata	6,463	3.5%
Lycoming	48,350	26.4%
Mifflin	15,698	8.6%
Montour	17,258	9.4%
Northumberland	26,953	14.7%
Snyder	15,477	8.5%
Union	16,172	8.8%
<b>Region</b>	<b>182,870</b>	<b>100%</b>

Source: U.S. Census Bureau, LEHD QWI for 1st Quarter 2023

The City of Williamsport in Lycoming County was the region’s top employment center in 2021 (latest available Census data), with almost 20,000 jobs, followed by Montour County’s Mahoning Township with 12,476 jobs, and Lycoming County’s Loyalsock Township with 6,163 jobs. The top

10 municipalities, by jobs, are presented in Table 13. Together, these municipalities comprised 38.2 percent of the nine-county region’s job totals. Overall, most of the top workplace destinations in the area are concentrated along the major transportation corridors, including US 11, US 15, US 220, I-80 and I-180. Major employment concentrations are a good indicator of land use patterns supportive of transit for work trips.

Table 13: Top 10 Municipalities by Employment, 2021

	Jobs	Percent of Region Total
Williamsport City (Lycoming, PA)	19,397	10.9%
Mahoning Township (Montour, PA)	12,476	7.0%
Loyalsock Township (Lycoming, PA)	6,163	3.5%
Bloomsburg Town (Columbia, PA)	5,407	3.1%
Milton Borough (Northumberland, PA)	4,649	2.6%
Kelly Township (Union, PA)	4,283	2.4%
Monroe Township (Snyder, PA)	4,219	2.4%
Sunbury City (Northumberland, PA)	3,947	2.2%
Berwick Borough (Columbia, PA)	3,870	2.2%
Lock Haven City (Clinton, PA)	3,347	1.9%
<b>Region</b>	<b>177,181</b>	<b>100%</b>

Source: U.S. Census Bureau, OnTheMap Application and LEHD Employment Statistics, 2021

### **Commutation Patterns**

Commutation patterns vary widely among the 9 counties in the Plan region. Table 14 provides a breakdown of the top three commute destination counties for residents of each of the region’s counties, using the latest available data (2016-2020 ACS Estimates). For all nine counties, the top commute destination was the residents’ home county. Lycoming County, at 84.4%, leads the region in having the greatest share of resident workers employed within the county of residence. Juniata County, at 51.5%, had the lowest percentage of workers who worked in the county where they resided. Likewise, Northumberland and Montour Counties also export over 40% of their resident workers to employment destinations outside of the residence county. The journey to work numbers reveal that the single highest percentage export of resident workers to another county is the 16.9% of Clinton County residents commuting to work in Lycoming County; the highest total number is the 4,555 resident workers from Northumberland County commuting to Montour County for employment.

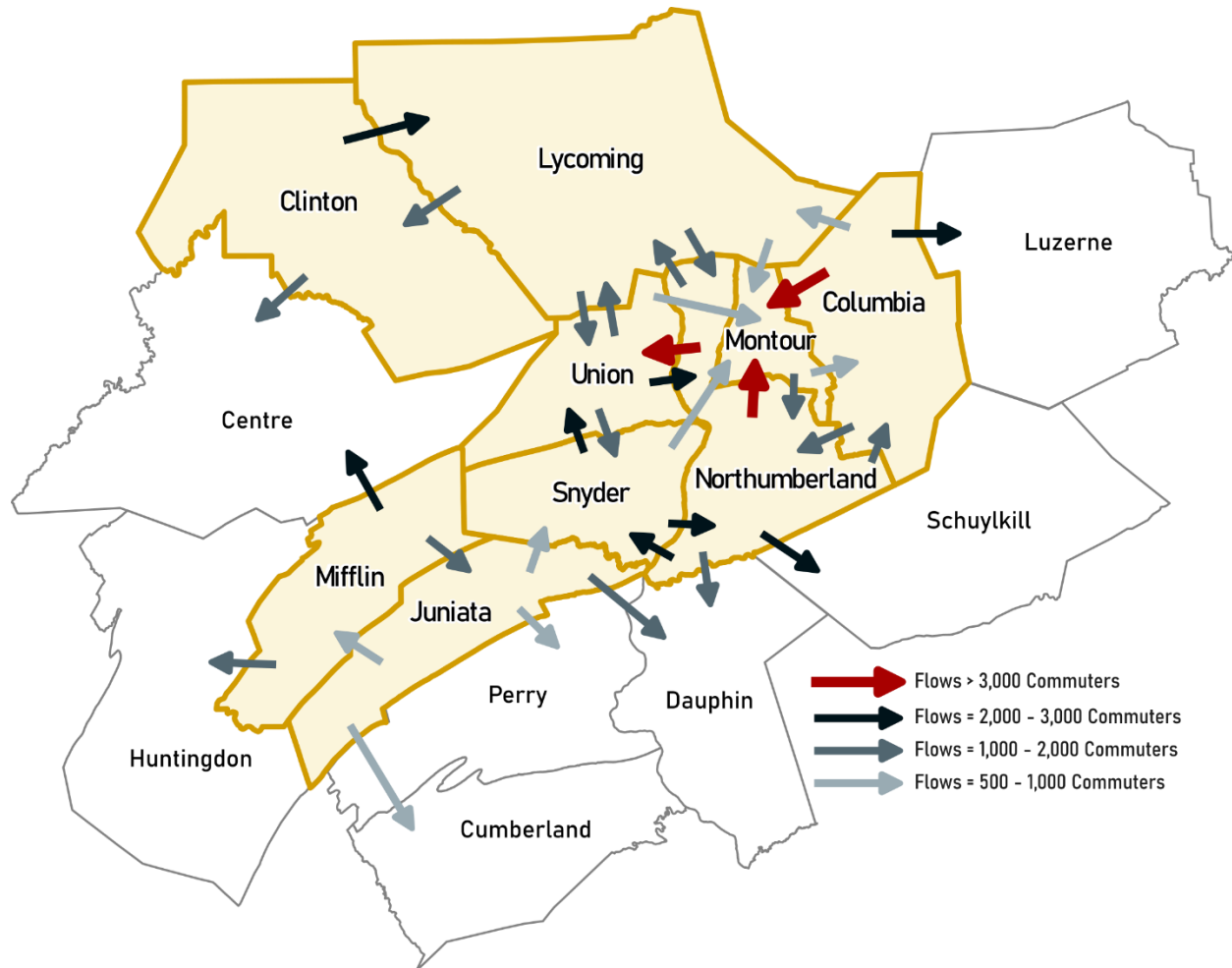
Table 14: Top Three Commute Destinations by County

Resident County	Commuting County	2016-2020 ACS Estimates	
		Number of Commuters	Percent of Resident County's Commuters
Clinton County	Clinton County	11,504	66.1%
	Lycoming County	2,940	16.9%
	Centre County	1,649	9.5%
Columbia County	Columbia County	20,377	66.7%
	Montour County	3,975	13.0%
	Luzerne County	2,858	9.4%
Juniata County	Juniata County	5,871	51.5%
	Dauphin County	1,337	11.7%
	Mifflin County	820	7.2%
Lycoming County	Lycoming County	43,901	84.4%
	Clinton County	1,798	3.5%
	Union County	1,589	3.1%
Mifflin County	Mifflin County	15,353	70.2%
	Centre County	2,037	9.3%
	Huntingdon County	1,221	5.6%
Montour County	Montour County	5,129	59.5%
	Northumberland County	1,109	12.9%
	Columbia County	976	11.3%
Northumberland County	Northumberland County	21,178	52.1%
	Montour County	4,555	11.2%
	Union County	4,153	10.2%
Snyder County	Snyder County	12,225	62.3%
	Union County	2,341	11.9%
	Northumberland County	2,019	10.3%
Union County	Union County	10,976	62.7%
	Northumberland County	2,454	14.0%
	Snyder County	1,305	7.4%

Source: U.S. Census Bureau, 2016-2020 ACS Estimates, Special Tabulation: Census Transportation Planning Products Program

Figure 16 below illustrates data from Table 14 and the larger 2016-2020 ACS dataset, breaking down commuter flows by the following ranges: 500-1,000; 1,000-2,000; 2,000-3,000; and greater than 3,000. This figure graphically shows the interdependencies and relationships each county has with its counterparts in the region and surrounding counties with regard to the location of its respective workforce. The graphic shows that Northumberland and Montour Counties are major attractors for workers living in other counties, since they are the only counties that draw at least 500 commuters from 4 surrounding counties. As referenced earlier, there are heavy worker commuter flows from Northumberland County into Montour County, Columbia County into Montour County, and from Northumberland County into Union County.

Figure 16: Commutation Flows



Source: U.S. Census Bureau, 2016-2020 ACS Estimates, Special Tabulation: Census Transportation Planning Products Program

Within the plan area, there are several major business and community activity centers. These centers serve as logical destinations or generators for many transportation trips. These attractions include medical centers, large retail establishments and shopping centers, senior citizen facilities (i.e., nursing/retirement homes and senior centers), post-secondary schools, government centers, and public social service agencies. Table 15 uses the PA Department of Labor & Industry’s Center for Workforce Information & Analysis to identify major employers by county. Comparing these employer locations to the areas exhibiting higher transit-dependent characteristics (discussed



earlier in this profile) can indicate the likely travel patterns and destinations for persons using public transportation to meet mobility needs.

Table 15: Major Employers, 2<sup>nd</sup> Quarter 2023

Rank	Employer	Rank	Employer
<b>Clinton County</b>		<b>Columbia County</b>	
1	First Quality Products Inc	1	Geisinger System Services
2	First Quality Tissue LLC	2	PA State System of Higher Education
3	Keystone Central School District	3	Wise Foods Inc
4	PA State System of Higher Education	4	The Webstaurant Store
5	Wal-Mart Associates Inc	5	Dollar Tree Stores Distribution Ctr
6	NexTier	6	Big Heart Pet Brands
7	Truck-Lite Co LLC	7	Met Express Inc
8	Clinton County Commissioners	8	Kawneer Company Inc
9	State Government	9	Geisinger-Bloomsburg Hospital
10	Nutek Disposables Inc	10	Wal-Mart Associates Inc
<b>Juniata County</b>		<b>Lycoming County</b>	
1	Master Woodcraft Cabinetry LLC	1	The Williamsport Hospital
2	Empire Kosher Poultry Inc	2	State Government
3	Juniata County School District	3	Pennsylvania College of Technology
4	Champion Modular Inc	4	Susquehanna Physician Services
5	Plain & Fancy Custom Cabinetry LLC	5	Williamsport Area School District
6	State Government	6	West Pharmaceutical Services Inc
7	Pennian Bank	7	Weis Markets Inc
8	Sanitation Solutions Plus	8	Lycoming County
9	Weis Markets Inc	9	Lycoming Engines
10	Juniata County Commissioners	10	CS Group Payroll Services LLC
<b>Mifflin County</b>		<b>Montour County</b>	
1	Geisinger-Lewistown Hospital	1	Geisinger Medical Center
2	Mifflin County School District	2	Geisinger System Services
3	Standard Steel LLC	3	Geisinger Clinic
4	Philips Ultrasound Inc	4	Geisinger Health Plan
5	Trinity Plastics Inc	5	State Government
6	Geisinger Clinic	6	Great Dane LLC
7	Wal-Mart Associates Inc	7	Danville Area School District
8	First Quality Retail Services	8	GTI Pennsylvania LLC
9	Overhead Door Corp	9	Geisinger HealthSouth Rehab Hospital
10	Valley View Haven	10	United States Gypsum Company

Northumberland County	
1	Weis Markets Inc
2	Knoebels Amusement Resort
3	State Government
4	Conagra Foods
5	Northumberland County
6	Furman Foods Inc
7	Watsonstown Trucking Co Inc
8	Geisinger Medical Center
9	Wal-Mart Associates Inc
10	Central Susquehanna IU

Snyder County	
1	State Government
2	Wood-Mode LLC
3	Susquehanna University
4	National Beef Packing Company
5	Selinsgrove Area School District
6	Professional Building Systems Inc
7	Conestoga Wood Specialties
8	Wal-Mart Associates Inc
9	Mid-West School District
10	United Cerebral Palsy of Central PA

Union County	
1	Bucknell University
2	Evangelical Community Hospital
3	Federal Government
4	Evangelical Medical Services
5	Wal-Mart Associates Inc
6	Miracle Recreation Equipment Co
7	Ritz-Craft Corporation
8	Mifflinburg Area School District
9	Elkay Wood Products Company
10	White Deer Run Incorporated

Source: PA Department of Labor & Industry's Center for Workforce Information & Analysis, Quarterly Census of Employment and Wages, 2nd Quarter 2023; Federal and State Government Entities Aggregated

## Existing Transportation Services

The SEDA-COG/WATS MPO region is served by a variety of public transportation services, including fixed-route, demand-responsive, intercity bus, and taxi services. Providers for these services are listed in **Error! Reference source not found.** Table 16. Assessing existing public transportation resources is fundamental to developing a coordinated public transit–human services transportation plan. A list of known current transportation providers (public, private, and non-profit) was compiled to shape a picture of what public transportation services are currently available. Most of the transportation services provided in the SEDA-COG MPO region are shared-ride/demand-responsive, primarily serving the needs of seniors, persons with disabilities, and low-income users. Fixed-route transit systems serve urban areas and towns in more heavily populated rural areas. In addition, Amtrak has a station stop in Lewistown, Mifflin County, making passenger rail service available to the region’s population. Fullington Bus offers stops in the region on its intercity bus service. Since the previous report, several local taxi companies have ceased service, leaving the area with two taxi companies offering limited service. There is no evidence of any Transportation Network Company (TNC) (e.g., Uber, Lyft) playing a significant role in meeting transportation needs outside of Williamsport.

Table 16: Regional Service Providers

Provider Name	Service Type	Service Area
River Valley Transit	Fixed-route	Clinton; Lycoming
Lower Anthracite Transit System	Fixed-route	Northumberland – Shamokin to Mt. Carmel
rabbittransit	Shared-ride/demand-responsive service	Columbia; Montour; Northumberland; Snyder; Union
Stop Hopper (rabbittransit)	Scheduled microtransit	Bloomsburg/Danville; Lewisburg/Milton; Selinsgrove/Sunbury
STEP, Inc.	Shared-ride/demand-responsive service	Lycoming; Clinton
Call A Ride Service, Inc.	Demand-responsive	Juniata; Mifflin
Greyhound	Intercity bus	Mifflin
Fullington Trailways (operating on behalf of Greyhound)	Intercity Bus Service	Clinton; Columbia; Lycoming; Mifflin; Montour; Northumberland; Snyder; Union
Amtrak	Passenger rail	Mifflin

### FIXED-ROUTE SERVICES

Fixed-route service is that which is operated over designated routes according to a published schedule and is available to the general public. Passengers can board and disembark at any bus stop along the established route. There is currently only one fixed-route service in the SEDA-COG MPO region—the Lower Anthracite Transit System (LATS), operated by the Borough of Mount

Carmel. Three of the SEDA-COG MPO region’s universities (Bucknell, Bloomsburg, and Susquehanna) operate small campus-based fixed-route systems. In the WATS MPO region, River Valley Transit Authority (RVTA) is the fixed-route transit provider serving the Williamsport area.

### SHARED-RIDE/DEMAND-RESPONSIVE SERVICES

All parts of the region are served by shared-ride, or demand-responsive transportation, where the route and destination are determined by passenger request. Shared-ride service provides local door-to-door transportation for persons not served by fixed-route providers and for persons who cannot use fixed-route service. Shared-ride service is open to the general public and operates within an established geographic service area and within established days and hours of service. In most cases passengers must reserve a trip at least one day in advance. The shared-ride provider charges a fare for each trip. The fare is paid by the passenger, by a sponsoring program, or by a combination of the passenger and a sponsoring program. There are federal, state, and local programs that make shared-ride service affordable for people who need shared-ride service to access medical services, shopping, education, and social activities.

Human service agencies and programs contract with shared-ride providers to provide special services beyond the parameters established for the general public. This is non-public service for which the operator is reimbursed on an hourly or distance basis rather than according to the public fare structure.

### INTERCITY BUS SERVICE

Intercity bus service is typically operated by private companies and provides connections between communities and over longer distances. Intercity service schedules are typically designed to serve longer-distance travelers, which often results in less-attractive short-distance service (such as within the plan area). Greyhound offers a subsidized Harrisburg to Pittsburgh intercity route that serves Lewistown in Mifflin County; however Fullington Trailways provides intercity bus service between State College and Wilkes-Barre, State



Figure 17: Greyhound Bus (allianceok.com, 2024)

College and Harrisburg, State College and Pittsburgh, Williamsport and Philadelphia, and Williamsport and Easton on behalf of Greyhound. Of special note is Fullington’s State College to Harrisburg Early Morning Bus. The route runs along Route 322 with stops in Lewistown, Mifflintown, and Thompsontown. Although many of the intercity routes connect parts of the region with common work destinations, the Early Morning Bus route is a prime example of an alternative poised to provide commuter service.

Further information about the routes and communities served can be found on the carriers’ websites, or through the PennDOT Bureau of Public Transportation website. In addition to the state-sponsored intercity bus service, private contractors offer routes through the region. The

most prominent example is the Megabus service. Although Megabus routes may pass through the region (to stops in State College, Harrisburg, Philadelphia, Pittsburgh, New York, etc.), routes have yet to be scheduled to points within the region. Trip availability varies and can be identified by contacting Megabus directly or via <http://us.megabus.com>.

### **TAXI SERVICE AND TNCS**

Taxi service is also demand-responsive, being hailed or called by customers for same-day trip requests. Taxi service is available in a small portion of the area with very limited days and hours of service. Transportation Network Companies (TNCs), such as Uber and Lyft, are also demand-responsive and function similarly to taxis. TNCs do not operate reliably in most of the SEDA-COG and Williamsport MPO areas.

### **PASSENGER RAIL SERVICE**

The Amtrak *Pennsylvanian* travels daily between New York City and Pittsburgh via Philadelphia and passes through Mifflin and Juniata counties. Amtrak service can be accessed from the Lewistown Station with connections to nationwide destinations. PennDOT plans to initiate a second daily train trip and to invest in infrastructure along this route which would allow faster, more comfortable, and more convenient service. Improvements for the Lewistown Station are planned to accommodate the additional service and enhance access for individuals with disabilities. The SEDA-COG MPO supports the planned improvements and potential multimodal connections to the Lewistown station.



### **VANPOOL PROGRAMS**

Vanpool programs, primarily through Commute with Enterprise, are another option to serve the region’s commuters. A vanpool is typically a group of five or more riders with common work commutes that join to save time, money, and reduce stress on the way to work. Enterprise provides a flexible fleet of recent-model vehicles, maintenance and roadside assistance, administrative support, optional Guaranteed Ride Home program, and additional benefits. As of June 2024, Enterprise has three vanpools serving the SEDA-COG/WATS MPO region and continues to promote this reliable and eco-friendly commuting option.

Vanpool programs complement existing transit infrastructure and can reach people who are not currently served by traditional public transportation. Vanpools can help connect area residents to longer-distance workplaces in Harrisburg, State College, Hazleton, and other job centers. They can also offer convenient transportation for employees of large employers located within the nine-county region. The Centre Area Transportation Authority (CATA), through CATACOMMUTE, also partners with Commute with Enterprise to operate approximately 38 vanpool groups that begin or end in the State College/Bellefonte areas. As of June 2024, nine CATACOMMUTE vanpools have an origin in Mifflin County or Clinton County. PennDOT continues to emphasize the importance of vanpools, and it has strengthened that commitment through the Pennsylvania Vanpool Incentive Program, a grant program that provides a financial incentive to create new vanpools by subsidizing vanpool user fees for a three-year period.

### **OTHER SERVICES**

Other groups provide relevant services that do not fall neatly within the preceding categories. These include additional services for medical transportation provided by agencies for the aging,

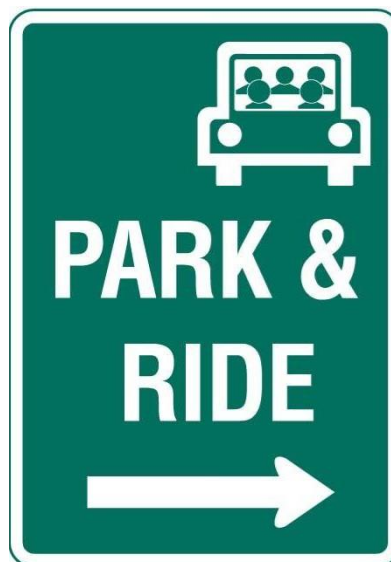


nursing homes, and health care providers; charter transportation services provided by private companies; and car-sharing services. Private non-profit providers of demand-responsive services can be difficult to inventory, since many are simply a van provided by a living facility, church, or social service agency to allow clients access to their facilities or other services. [Living Independence for the Elderly \(LIFE\) Geisinger](#) is one such service that offers transportation to participants to/from day health centers and outside medical appointments. Although a reasonable effort to capture and update these services is included in each planning activity, no effort is assured to identify all participants.

## PARK-AND-RIDE LOTS

Park-and-ride lots are locations where drivers can park their vehicle when participating in carpools/vanpools or using public transportation for a portion of their trip. Travelers must make their own arrangements for transportation to and from the lots. A park-and-ride facility must be easily accessible and convenient for the greatest number of potential users, and the availability of convenient parking facilities can directly influence commuters' willingness to try transit services or carpool/vanpool alternatives.

Nine official park-and-ride facilities in the region are owned and maintained by [PennDOT](#); six of these lots are located in Lycoming County. New park-and-ride lots are being constructed as part of two major projects in the region: the Central Susquehanna Valley Transportation project and the SR 54 & SR 642 Intersection Safety Improvement project in Montour County. Due to high carpooling rates and potential safety issues with unofficial park-and-ride areas adjacent to US Route 22/322, PennDOT undertook a commuter parking feasibility study for several interchanges along US 22/322 in Juniata County, which identified eight areas of interest for park-and-ride facilities. Funds are still being sought for design and construction of a park-and-ride lot at one or more of the Juniata County locations, along with consideration of a park-and-ride lot off US 15 near New Columbia.



## **Transit Operator Profiles**

The transit operators serving the region are briefly described below. A detailed description of each operator, the services provided, ridership and financial information can be requested from the operators or PennDOT.

## FIXED-ROUTE OPERATORS

**River Valley Transit Authority (RVTA)** – RVTA provides fixed-route transit service in the Greater Williamsport area, including the City of Williamsport; the boroughs of Duboistown, Hughesville, Jersey Shore, Montgomery, Montoursville, Muncy, and South Williamsport; and the townships of Loyalsock, Old Lycoming, Piatt, and Woodward. RVTA was originally an office of the City of Williamsport but is now a municipal transportation authority. It is funded from state and federal grants with local matching funds and passenger revenue. The RVTA system consists of 19 routes, which include several variations in terms of operations, ridership, revenue, and performance. In



2022, RVTA provided nearly 1.3 million total passenger trips; senior citizen ridership totaled more than 200,000 passenger trips.

The RVTA system operates Monday through Saturday from 5:30 a.m. to 11:45 p.m. However, most bus service ends by 7:00 p.m., with a “Super Nightline” route comprised of two buses serving an east and west alignment that operate between 7:00 p.m. and 11:45 p.m. RVTA does not operate Sunday service.

The base cash fare to ride an RVTA fixed-route bus is \$2.00; children aged five and under ride for free when accompanied by a fare-paying adult. Transfers are issued free of charge for the next available bus and are valid for one hour from the time the transfer is issued. All RVTA transit vehicles have electronic validating fareboxes that count passengers as they board and pay fares, thus assisting RVTA in providing more detailed analysis on the performance of each route. A variety of discounted fare programs and multi-ride options are available which lower the cost per ride. These programs include discounted tokens (four tokens for \$5.00), \$1.00 for youths under the age of 17, and free transportation for riders 60 or older. Discounted fare programs for students, persons with disabilities, and senior citizens are predicated on the rider meeting certain eligibility conditions and showing proper identification. Persons with disabilities ride RVTA for \$1.00 on weekdays between 8:00 a.m. and 4:30 p.m. and ride for free on Saturdays and designated holidays. Senior citizens (60+) ride RVTA for free any time of the day. Fares for riders aged 65 and older are covered under the Lottery-funded Free Transit Program for Senior Citizens, and fares for riders ages 60 to 64 are sponsored by the Bi-County Office of the Aging. In addition, students, faculty, and staff from Lycoming College and the Pennsylvania College of Technology ride RVTA for free any time of the day under a contractual arrangement between RVTA and the colleges.

ADA complementary paratransit service is provided by River Valley Transit Plus, which is operated by STEP Transportation under contract to RVTA and in compliance with the Americans with Disabilities Act. This service is available to individuals who are unable to use accessible fixed-route transportation because of a disability. Rides are available during the same operating hours as the fixed-route service, with comparable fares. Service must be provided to locations within  $\frac{3}{4}$  of a mile of the RVTA routes. RVTA certifies clients as eligible for the paratransit service. STEP Transportation is responsible for accepting reservations and providing transportation. The ADA paratransit service fare is twice the RVTA base fare.

**Lower Anthracite Transit System (LATS)** – LATS operates ADA-accessible, fixed-route bus service over three routes in the lower Northumberland County area in and between the City of Shamokin, Coal Township, and the boroughs of Kulpmont, Marion Heights, and Mount Carmel. The system is operated and managed by the Borough of Mount Carmel. It is funded mainly by state and federal grants and local matching funds. Revenue is also generated by passenger fares. In 2022, LATS provided more than 20,000 total passenger trips; senior citizen ridership totaled almost 9,000 passenger trips.



The LATS service operates Monday through Friday from 8:00 a.m. to 4:00 p.m., and Saturday service runs between 9:00 a.m. and 1:00 p.m. Recently, LATS has worked with its bus operator (Catawese Coach) to establish a new service route to Knoebel’s Amusement Park that runs mostly during the week and on some



weekends during park operations. During the spring and fall, LATS also operates a Saturday route to the Susquehanna Valley Mall in Selinsgrove and the Monroe Marketplace in Shamokin Dam. In late 2023, LATS expanded its fleet with plans to create a Sunbury Route bringing passengers from Mount Carmel and Shamokin into Sunbury.

The base cash fare to ride a LATS fixed-route bus depends on the origin and destination (i.e., zone or distance-based), with fares starting at \$1.00. Discounted fare programs are available for senior citizens (65+) and persons with disabilities by meeting certain eligibility conditions and showing proper identification. Senior citizens ride LATS for free with the trips paid for through the Lottery-funded Free Transit Program for Senior Citizens. Children up to the age of four ride free; children between the ages of five and ten ride for \$0.50 per trip (all children must be accompanied by a fare-paying adult passenger). LATS also offers frequent-rider passes and monthly passes for a discounted rate. ADA complementary paratransit service in compliance with the Americans with Disabilities Act of 1990 is available to individuals who are unable to use the LATS accessible fixed-route buses because of a disability. Rides are available during the same operating hours as the fixed-route service with comparable fares. Service is available within  $\frac{3}{4}$  of a mile of the LATS routes. Responsibility for service delivery has been contracted to rabbittransit, which is the shared-ride provider serving Northumberland County.

### DEMAND-RESPONSIVE (SHARED-RIDE) OPERATORS

Each shared-ride operator provides service for any trip purpose (e.g., medical, shopping, senior centers, etc.). Most of the trips provided by the systems are subsidized or are provided at no charge to program clients. Shared-ride services are open to the general public; however the full general public fare is relatively high, which discourages use by unsubsidized passengers. Various levels of coordination are occurring among the demand-responsive systems in the plan area, with each of the systems coordinating cross-county trips with at least one other provider. Coordination among the systems typically involves transferring passengers at county borders, or at specific areas or major destination points.

**Call A Ride Service, Inc. (CARS)** – CARS is a private, non-profit organization that provides door to-door demand-responsive transit services to any resident of Mifflin County or Juniata County. Program services cover Senior Shared-Ride, Persons with Disabilities (PwD), Area Agency on Aging, Medical Assistance Transportation (MATP), and the general public. Regularly served



Figure 18: CARS Van (MJRSC - THE CARE NETWORK, 2021)

destinations are senior centers, hospitals, dialysis clinics, grocery stores, employment locations, and social service agencies. Service hours are Monday through Friday from 8:00 a.m. to 4:00 p.m., although CARS recently started offering some evening and Saturday services for dialysis patients. Passenger fares are distance-based, with discounted or free fares provided to program clients, and the full fare charged to the general public. In 2024 CARS will provide on average more than 3,000 trips per month.

**rabbittransit** – The Susquehanna Regional Transportation Authority (SRTA) is known locally as rabbittransit and provides shared ride services for an 11-county area in central Pennsylvania that includes Adams, Columbia, Cumberland, Dauphin, Franklin, Montour, Northumberland, Perry, Snyder, Union and York Counties. In the SEDA-COG MPO region, the Commissioners of Columbia, Montour, Northumberland, Snyder, and Union Counties appointed rabbittransit as their Shared Ride Coordinator to reduce costs, streamline operations, reduce artificial county line barriers, and take advantage of technological advancements.



Figure 19: Rabbittransit Van

Origin-to-destination demand responsive transit service is provided by rabbittransit to any resident of Columbia, Montour, Northumberland, Snyder, or Union Counties. Program services cover Senior Shared Ride, Persons with Disabilities (PwD), Area Agency on Aging, Medical Assistance Transportation Program (MATP), Mental Health/Intellectual & Developmental Disabilities (MH/IDD), Americans with Disabilities Act (ADA and PwD), Veterans Transportation and the general public. Registration through an application process is required. rabbittransit uses subcontractors for some trips if necessary.

Regularly served destinations include Geisinger Medical Center and other area hospitals, dialysis centers, VA medical centers, grocery stores and food banks, Walmarts, social service agencies, senior centers, shopping centers, and employers. Passenger fares are distance based, with discounted or no-cost-to-rider fares provided under various programs to eligible individuals. Full fare rates apply to those individuals who are not sponsored by a program.

In FY2023 rabbittransit provided nearly 154,000 total passenger trips within the 5-county area; senior citizen ridership totaled more than 63,000 passenger trips.

Beyond its regular shared ride service, rabbittransit launched a transportation pilot brokerage project in 2018 with funding from Geisinger to assist patients who face transportation challenges in attending medical appointments. This pilot has since matured into a comprehensive value-added service program covering a 50-mile radius around Geisinger’s Danville hospital, and a 25-mile radius around Geisinger’s Scranton hospital.

Since April 2018, rabbittransit has been providing origin-to-destination transportation for patients that come through a referral process initiated by community health assistants, social workers, patient navigators, etc. Approximately 66% of total trips were focused on medical necessity. Recently, there has been a notable increase in demand, with 34% of trips now including requests for food access and social services.

Trips suitable for other shared ride providers within the program's scope of service are overseen by rabbittransit’s Mobility Management (4Ride) team, with subcontractors brought in as required.

The transportation data gathered aids in expanding necessary services and optimizing the efficiency of the public transit system.

**rabbittransit – Stop Hopper** – rabbittransit’s Stop Hopper service is an app-driven, on-demand, origin-to-destination shuttle service that operates in 3 zones in the SEDA-COG area: Bloomsburg to Danville, Lewisburg to Milton, and Selinsgrove to Sunbury. This microtransit service allows users to request and schedule rides within a specific zone using the Stop Hopper smartphone app. The app provides an estimated pick-up time, tracks rides in real-time, and provides an alert for vehicle arrival. In FY2023, Stop Hopper provided nearly 31,000 trips. Planning efforts for future expansion and addition of more microtransit zones in identified areas are underway.



Figure 20: STEP Van

**STEP, Inc.** – STEP Transportation is a program within the Lycoming-Clinton Counties Commission for Community Action, a private, non-profit community action agency. Door-to-door shared-ride service is available through STEP Transportation to residents of Clinton and Lycoming counties. Program services cover Senior Shared-Ride, Persons with Disabilities (PwD), Area Agency on Aging (AAA), Medical Assistance Transportation Program (MATP), Americans with Disabilities Act (ADA), Welfare to Work (W2W), and the

general public. The STEP service area encompasses Lycoming, Clinton, Centre, Columbia, Montour, Northumberland, Snyder, and Union counties; the system also provides MATP trips throughout Pennsylvania as needed. STEP recently launched three Designated Stop Program public service routes in Clinton County: Mill Hall to Lock Haven, Renovo to Lock Haven, and Lock Haven to Jersey Shore and Williamsport. Other regularly served destinations include Geisinger Medical Center, the Eye Center of Central Pennsylvania, UPMC Susquehanna Health System, dialysis units, senior centers, and the STEP Office of Aging. Services hours are Monday through Friday from 5:30 a.m. to 6:00 p.m. with varying hours for Designated Stops. Passenger fares are distance-based, with discounted or free fares provided to program clients, and the full fare charged to individuals without program sponsorship. In 2024 STEP reported providing approximately 7,000 trips per month.

# Transportation Needs Assessment and Gaps

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This section documents the public transportation needs identified through analysis and outreach completed in 2024, including:

- **Stakeholder Focus Group Meetings:** Meetings were held with transportation providers, human service agencies, veterans' groups, senior citizen groups, healthcare providers, persons with disabilities, and tribal nations.
- **Passenger Experience Interviews:** Individual rider interviews were conducted with senior citizens, veterans, and persons with disabilities across the transportation providers to help capture individual trip experiences.
- **Public Survey:** An online public survey was conducted to gather input from the general public, including transit riders.

## **Stakeholder Focus Group Meetings**

An important step in developing this Coordinated Plan was to meet and gather input from key stakeholders who are involved in delivering transportation or are agencies/providers who work with senior citizens, persons with disabilities, and/or veterans on a daily basis. Stakeholders who depend on public transportation to provide their clients with access to the services they offer are integral to understanding current transportation options as well as the challenges, unmet needs, and service gaps that confront their clients. The planning team invited individuals to focused meetings of the following categories:

- Area Agencies on Aging and human service agencies
- Healthcare providers and nursing homes
- Persons with disabilities
- Veterans
- Tribal nations
- Transportation providers

A set of questions was developed to guide the meetings (see Appendix D: Agency & Rider Interview Guide). Over two dozen people participated in the meetings, and several written responses were received from people unable to participate in the discussion. No one from a tribal nation attended the stakeholder meetings. The following summarizes the findings from the meetings with area agencies on aging and human service agencies, healthcare providers and nursing homes, agencies representing persons with disabilities, agencies representing veterans, and transportation providers.

## **Area Agencies on Aging (AAA) and Human Service Agencies**

The planning team conducted one online meeting with representatives of Area Agencies on Aging and human service agencies. In addition, two representatives of the Union-Snyder Area Agency on Aging provided written answers to the interview questions. These agencies refer clients to transportation providers and assist with the cost of transportation because transportation is necessary for clients to access services. Some agencies also provide transportation directly. The following summarizes input from this stakeholder group.

1. The current shared-ride service has been essential to everyday life for many living in this area.
2. The addition of the local microtransit scheduled service through Stop Hopper has been a game-changer because people have a regular service they can use, and it costs less than shared-ride.
3. Shared-ride service is affordable if a person qualifies for a program that pays a significant portion of the fare, but otherwise the service is unaffordable for most people. Stop Hopper fares are affordable for these individuals.
4. Low-income individuals struggle with all living costs. Without considerable financial assistance, they cannot afford a car, which limits employment options and can make it impossible to climb out of poverty. PennDOT's Welfare to Work Program previously helped with car purchase expenses, but no longer does so.
5. There are no Uber or Lyft drivers and only very limited taxi service in the region.
6. rabbitransit has improved communication since it took over service in the region and tries to be a problem-solver.
7. Persons with disabilities have trip requests that are not eligible for the PwD program—out of service area, ineligible destinations within the service area, and travel times outside of public service. In some cases, STEP can take people to work, but cannot make the return trip if after 5 p.m.
8. Shared-ride service that does not require a prior-day reservation is not available in all counties, but there are requests for same-day service in those counties.
9. Long wait times, particularly for return trips, make people reluctant to use shared-ride.
10. Volunteers using shared-ride complain of early/late pickups, dropped rides, careless drivers, long call center waits, and illogical routes.
11. There is no dedicated funding for veterans' transportation. There are programs for veterans' healthcare transportation, but only local programs.
12. Healthcare options in many counties are limited, requiring long-distance travel for medical appointments.
13. Seniors often need escorts for more than just medical appointments.
14. There is a desire for evening and weekend service, an expansion of the Stop Hopper routes, and long-distance (e.g., Baltimore) options.
15. Registration that depends on technology is difficult for elderly persons who do not regularly use smartphones or computers. Some people have very limited, if any, access to Internet service.

## Key Takeaways

- Shared-ride fares are high and trips that are not sponsored by a program are unaffordable for most individuals.
- Stop Hopper is affordable.
- Same-day service is needed.
- Long wait times for return trips are a challenge.
- Veterans need transportation sponsorship for non-medical appointments.
- Long-distance service for medical appointments as well as evening and weekend service are needed.



## **Healthcare Providers and Nursing Homes**

The planning team conducted two online meetings with representatives of healthcare providers and nursing homes. One of the meetings was with these stakeholders in general and the other was with dialysis providers, who face specific challenges associated with patient transportation to these essential treatments, which must be regular and frequent. These entities help patients to register for transportation services. Some of the agencies have a vehicle that they use to transport patients. If the agency does not have a vehicle that can accommodate a patient, they enter subcontract arrangements. Some have subcontracts with an EMS and pay a mileage fee to secure transportation. If a person arrives at a hospital by ambulance and needs a way home, they will help the patient to find a way home. The following summarizes input from this stakeholder group.

1. rabbitransit drivers are kind to patients, work hard, and deserve gratitude.
2. STEP and rabbitransit have staffing (driver) challenges that limit reliability.
3. Agencies without a vehicle are entirely dependent on outside vendors.
4. There is only one bariatric-equipped vehicle (able to safely transport extremely heavy people) in the area. Everyone who needs a bariatric-equipped vehicle is competing for that one vehicle. The cost of using a bariatric-equipped vehicle is high and there is no reimbursement from Medicaid/Medicare.
5. There are no options to travel between Shamokin and Danville.
6. People on Medicaid must travel to DuBois for dental care. It is difficult to arrange transportation for such a long-distance trip.
7. rabbitransit eliminated Saturday service when COVID-19 hit. For dialysis, which is scheduled three times weekly, that reduced availability for those who depend on public transportation to a Monday/Wednesday/Friday schedule (the Tuesday/Thursday/Saturday schedule is not feasible due to the lack of Saturday transportation), effectively making only half of the dialysis schedule available.
8. Dialysis centers open at 5 or 5:30 a.m. Because of staffing shortages, rabbitransit has tried to push back the first drop-off to 7:30 or 8 a.m. However, at that time the dialysis center is an hour or two into the first four-hour session of the day.
9. While dialysis patients scheduled first in the morning are picked up for a return trip without extensive waiting time, the patients in the following sessions often wait very long periods of time for a return trip. rabbitransit has scheduled pick-up times and cannot adjust those times for patients who are finished early or must stay a bit longer at the dialysis center.
10. rabbitransit holds regular meetings to communicate with dialysis centers and other agencies that use its service. Dialysis centers provide information on patients and trips but often do not see the actual transportation service results.
11. The availability and use of technology is spotty and depends on the location and age of the individual.

## **Key Takeaways**

- Vehicles (and staff) equipped for bariatric transport are needed.
- Patient transportation is an ongoing struggle for dialysis centers.
- Long-distance service for medical appointments is needed.
- Long wait times for return trips are a challenge.
- Scheduling for long-distance medical trips should be more flexible with will-call return trips.

## **Representatives of Persons with Disabilities**

The planning team conducted two online meetings with representatives of persons with disabilities. In addition, two agencies responded to the interview questions in writing. Most agencies representing persons with disabilities do not own vehicles but do facilitate transportation for their clients. Central Susquehanna Sight Services and North Central Sight Services own vehicles and provide transportation for essential errands. They encourage their clients to use local public transportation services. They also facilitate trip planning and knowledge of travel options for clients. These agencies participate in transportation planning meetings and in an Office of Vocational Rehabilitation statewide task force addressing transportation issues. The following summarizes input from this stakeholder group.

1. STEP works well for North Central Sight Services clients.
1. Central Susquehanna Sight Services' clients report difficulties scheduling rabbittransit trips, long wait times for appointments and return trips, and circuitous routing which passes the drop-off location multiple times.
2. There were mixed responses about availability, access to, and use of technology and the Internet.

### **Key Takeaways**

- Long wait times for return trips are a challenge.

## **Veterans**

The planning team conducted two online meetings regarding transportation for veterans. One was with county offices on veterans' affairs and the other was with the Pennsylvania Department of Military and Veterans Affairs. These offices assist veterans with finding transportation to medical appointments. When there are no other options—particularly in the case of long-distance trips to Veterans Administration (VA) hospitals, a county director of veterans' affairs may use a county vehicle to transport and accompany a veteran to and from an appointment as a last resort. The Department of Military and Veterans Affairs supports counties by identifying resources that can help veterans. It also works with STEP and rabbittransit to identify problems and solutions. The following summarizes input from this stakeholder group.

1. County directors report using county-owned vans on average 10 times a month to transport veterans to long-distance medical appointments because:
  - a. rabbittransit only goes to Lebanon and Wilkes-Barre on certain days of the week.
  - b. rabbittransit does not go to clinics that are not in the downtown area of Williamsport, Bloomsburg, or Pottsville
2. The need for an advance reservation is a problem.
3. Long wait times for return trips make veterans reluctant to use rabbittransit shared-ride service.
4. In Shamokin/Mt. Carmel the LATS bus takes people to the grocery store and Walmart. In other areas there is no fixed-route service and no way to get to a grocery store or Walmart.
5. Many individuals cannot afford cab service. Individuals who are under 65 and have no disability cannot afford full-fare rabbittransit shared-ride. Shared-ride service is affordable if the individual qualifies for a sponsoring program, but many do not.



6. Some veterans have been forced to cancel doctor appointments when shared-ride is not available, family and friends cannot help, and the county cannot get them to the appointment.
7. There is a need for evening service for veterans who want to and need to work during those hours.
8. A circulating bus or a shuttle bus service is needed for trips to the grocery store, the clinic in Shamokin, etc. Regularly scheduled service would help to avoid long wait times.
9. There is a gap in reaching long-distance appointments.
10. Commonwealth Regional Program Outreach Coordinators for Military and Veterans Affairs work with counties, county coalitions, and transportation providers.
  - a. STEP has funds from a local non-profit to transport Lycoming County veterans. There are efforts underway to raise funds to expand to serve Clinton County veterans.
  - b. Columbia, Northumberland, Montour, Union, and Snyder counties have formed a coalition to address challenges with residents getting to medical appointments. For example, the veteran's offices specifically identified that rabbittransit does not go from Snyder County into Northumberland County. Identifying strategies to address these cross-county gaps is a goal of the coalition and rabbittransit.
  - c. There is another coalition of Lycoming and Clinton counties, and there are discussions with stakeholders in Mifflin and Juniata counties about a coalition.
11. Transportation problems stem from service availability, the cost of service, and the location of medical facilities. Transportation providers do not cross multiple county lines.

### **Key Takeaways**

- Shared-ride fares are too high for any trip that is not sponsored by a program.
- Same-day service is needed.
- Long wait times for return trips are a challenge.
- Long-distance service for medical appointments as well as evening and weekend service are needed.

### **Transit Providers**

CARS, rabbittransit, STEP, and LATS were represented in one online meeting for transportation providers. They provide shared-ride and fixed-route transportation services in the region. They also manage transportation programs—Free Transit Program for Senior Citizens, Shared-Ride Transportation Program for Senior Citizens, Shared-Ride Program for Persons with Disabilities, Medical Assistance Transportation Program, and myriad other state and local programs—which offer discounted or free fares for many passenger categories. Transit providers communicate with passengers, human service agencies, and medical providers in numerous ways. In addition to daily conversations with passengers (including taking and resolving complaints), they coordinate local advisory councils, conduct customer service surveys, and participate in planning activities. The following summarizes input from this stakeholder group.

1. Driver availability and overall capacity make providing service a challenge.
2. While it is possible to provide longer-distance trips, sending a driver across county lines removes that driver from the area for a long period of time and often impacts local trips. For longer-distance trips, sometimes gaps are filled by subcontractors, but not always.
3. Transit providers in the region coordinate service for trips across county lines.

4. Transit providers receive requests for service from individuals whose sponsoring program does not support the trip destination or they request service that is out of the service area or outside of established days and hours of service.
5. To meet MATP requirements, rabbittransit must travel to Hershey Medical Center as requested (rather than limiting days to consolidate trips). Taking a driver and vehicle outside of the local service area every day reduces local trip availability and scheduling options, resulting in long wait times for return trips.
6. Transportation providers must respond to:
  - a. Medical appointments running late
  - b. Driver availability
  - c. Weather conditions
  - d. Traffic conditions
  - e. Accidents

All of these impact scheduling and travel times and result in complaints from passengers, medical staff, family, and nursing home staff.

7. The Shared-Ride Program for Persons with Disabilities (PwD) limits eligible destinations and allows no program assistance with the co-pay. Individuals using PwD do not understand when a trip destination makes their trip ineligible for the reduced fare. And fare increases are borne most heavily by these individuals since no part of the 15% co-pay is permitted to be subsidized.
8. Stop Hopper is especially helpful to low-income individuals because the fares are subsidized and alternative services that are not just fixed route and shared-ride to meet needs, coordinate services, and be affordable. Hybrid, customized services are the future of public transportation.
9. In this large geographic area, there are varying degrees of Internet access. The use of technology is heavily dependent on age (the lower the age, the greater the use) and Internet connections.
10. Program sponsorship covers the cost of some trips for low-income individuals, but not all. MATP-eligible individuals have free service to medical appointments but cannot afford a trip to the grocery store. Veterans can usually get free service to medical appointments, but unless they are over 65 or have a disability, other trips are not sponsored and are too expensive.
11. People who use shared-ride often need an escort. If there is no program that provides an escort, the person cannot take a trip on their own.

## Key Takeaways

- Driver availability is a major challenge.
- Long-distance trips are needed, but difficult to provide.
- Multiple variables beyond the transportation provider's control affect routes, schedules, wait times, and travel times.
- Individuals using shared-ride service need assistance with fares to afford trips/service.
- Microtransit offers an opportunity for scheduled service and low or free fares.
- Many individuals using shared-ride service require escorts to ride.

## Passenger Experience Interviews



A way to glean an understanding of the true passenger experience of people with disabilities, senior citizens, and veterans in using public transportation/shared-ride or other means of transportation to meet their daily transportation requirements is to conduct direct interviews with individuals. The planning team conducted one-on-one interviews with eight individuals about their transportation needs, experiences, and the challenges they face in getting their transportation needs met in the region. The individuals were identified through the stakeholder focus group meetings described in the previous section of this report. Each individual volunteered to be interviewed with the understanding that their identity would be kept anonymous in the report. An interview guide (see **Appendix D**) was developed to help ensure consistent discussion topics.

The following summarizes highlights from each interview.

### **MS. A – 93-YEAR-OLD SENIOR CITIZEN**

Ms. A is a 93-year-old residing in Lewisburg without a car. She uses both rabbitransit shared-ride and Stop Hopper to meet her travel needs. She has used shared-ride service for more than 18 years. She learned about shared-ride service from friends and about Stop Hopper from the newspaper. Being a senior, she pays only 15 percent of the fare on shared-ride. She rides free on Stop Hopper, which is very important to her—she is on a fixed income and every penny counts. She only uses a cane for stability. Ms. A has a smartphone, an iPad, a Kindle, and a computer with Internet service. Recently she has been able to use Find My Ride and makes reservations through her smartphone.

Ms. A uses shared-ride to go to doctor appointments and Stop Hopper to return home rather than wait a long time for a return trip. She also uses shared-ride for travel to longer-distance destinations. Stop Hopper takes her to the grocery store, Walmart, and other in-town destinations. She appreciates the Stop Hopper driver helping her with groceries.

Ms. A finds making reservations usually easy and quick. She appreciates the calls in advance of the vehicle's arrival. She likes the drivers, appreciates their assistance, and feels safe with them. Ms. A likes having an account from which her shared-ride fares are drawn rather than paying on the vehicle. Shared-ride normally gets her to doctor appointments on time. She likes the fact that Stop Hopper allows her to make doctor's appointments later in the day.

### **Ms. A Key Takeaways**

- Ms. A would appreciate more communication when the vehicle is late.
- Ms. A believes that the newspaper and word of mouth are the most effective ways to spread information about the service.
- Ease of payment through an account with the transit provider is important.
- She believes Stop Hopper provides an important service and believes local officials should support the service to ensure that it continues.

### **MR. B – 22-YEAR-OLD UNIVERSITY STUDENT WITH A DISABILITY**

Mr. B is a 22-year-old Susquehanna University student residing in Lewisburg and unable to drive a car. He has used rabbitransit shared-ride for the past two years to get to college classes. He learned of the service from his older brother who also used rabbitransit to get to the university. Because he has a disability, Mr. B pays only 15 percent of the fare; the state PwD program pays the remainder of the fare.

Mr. B has a smartphone and a laptop computer with Internet service. He uses Chrome and Find My Ride. He has a standing order and can make changes easily by emailing rabbittransit. He uses Find My Ride to know when the vehicle is coming.

Mr. B feels safe with the drivers. The rides are comfortable depending on the age of the vehicle. Occasionally he waits 30 minutes for a return trip but feels that is reasonable. Sometimes the route is longer, picking passengers up in Northumberland and Sunbury before returning to Lewisburg, but he does not mind.

Mr. B knows that he can use rabbittransit for other purposes but has other means of transportation except for the university commute. Without rabbittransit he would have to live on campus and incur much higher costs to attend the university.

He pays \$3.75 for a one-way trip. He has an account with rabbittransit from which they draw down his fare and he does not have to have correct change or pay on the vehicle.

### **Mr. B Key Takeaways**

- It would be nice to have Internet access on the vehicle.
- Mr. B is very appreciative of the service. rabbittransit provides an invaluable service and he believes local elected officials should support public transportation.

### **MR. C – 84-YEAR-OLD VETERAN**

Mr. C is an 84-year-old veteran living in Lewistown, Mifflin County, and has used CARS for about two years. He uses an electric wheelchair and a four-wheel scooter. As a senior citizen over 65, the Pennsylvania Lottery pays 85 percent of Mr. C's fare for shared-ride transportation. The VA pays the 15 percent co-pay for Mr. C's medical trips and Mr. C pays the co-pay for other trips. Mr. C has a smartphone and an iPad.

Mr. C was aware of CARS and the transportation service before he registered. He registered when he felt he needed transportation assistance. Registration was easy. He has no difficulty reserving a trip—the phone is answered quickly, and it takes no longer than five minutes to make the reservation.

Mr. C appreciates the call from CARS that lets him know the vehicle is on the way. He makes sure he is ready and waiting. The driver is helpful and careful about securing his wheelchair. He feels safe with the driver and the ride is comfortable.

Mr. C calls CARS when his appointment ends, then waits for the vehicle. He does not mind waiting. Sometimes there are stops between his pick-up and drop-off, but he does mind being on the vehicle a longer time.

The cost of a CARS trip is not a factor in Mr. C's decision to travel.

Mr. C is pleased with the CARS service. He has encouraged a friend to use the service.

### **Mr. C Key Takeaways**

- Mr. C would like to decide to go to Walmart today and be able to request a same-day CARS trip.
- Mr. C should have more information about available services. He would also like to visit a grandson who lives 10 miles away, but he has never requested a trip to that destination.

Mr. C believes the location is too far for CARS. He would like to meet a friend for breakfast but does not know if CARS will provide that service.

- Mr. C believes CARS is doing all that it can to provide a good service.

#### **MR. D – 62-YEAR-OLD PERSON WITH A DISABILITY**

Mr. D is a 62-year-old person with a disability who lives in Lewistown, Mifflin County. He was made aware of CARS through his dialysis center about three years ago. Because he is a person with a disability, the Pennsylvania Shared Ride Program for Persons with Disabilities pays 85 percent of his shared-ride fare and Mr. D pays the 15 percent co-pay. He uses a cane. Mr. D has a smartphone and a laptop but does not use the laptop.

Mr. D uses CARS primarily for dialysis three times a week and for other medical appointments. He likes the service because it takes him where he needs to go, but he is inconvenienced by long waits for return trips. When he completes dialysis at 9:15 a.m., he usually arrives home at 10:15 after waiting 20 to 30 minutes for the return vehicle.

Mr. D has no difficulty making a reservation. He has a standing order for dialysis. He appreciates the automated call letting him know the vehicle is on the way. Today he received that call after he boarded the vehicle.

Mr. D is usually waiting at the door for the vehicle. He boards without assistance. He feels safe with the drivers. He has heard passengers complain that the vehicle should take a different route. There are sometimes stops between pick-up and drop-off—sometimes they are on the way and sometimes they are not.

Mr. D's overall experience with CARS is good. He believes they do everything they can to let people know about the service. He does not encourage family or friends to use the service because people like to be independent as long as possible.

#### **Mr. D Key Takeaways:**

- Long wait times for return trips are an inconvenience.
- Mr. D believes local elected officials should support public transportation.

#### **MS. E – MOTHER OF TWO CHILDREN WITH DISABILITIES**

Ms. E is a mother of two children with disabilities. The family lives in Williamsport. She uses RVTA to travel within Williamsport and STEP for long-distance medical appointments in Lewisburg, Muncy, and Danville. The Medical Assistance Transportation Program pays the full fare for transportation to her children's medical appointments. Ms. E has a smartphone and a computer with Internet access.

Ms. E finds making reservations easy, but sometimes chooses the call-back option rather than waiting on hold.

She appreciates the evening-before call confirming trip times and updating the schedule. She receives another call about 10 minutes before the vehicle is scheduled to arrive and makes every effort to be ready early. She finds the drivers very nice and safe. Overall the ride on the shared-ride vehicle is comfortable.

It is problematic that for a 10 a.m. appointment in Danville, the pickup is at 6 a.m. She must entertain the children in a waiting room for several hours and then wait until 12:30 p.m. for a return

trip. There is no will-call option for return trips. When they travel to Danville for a dental appointment, she often waits an hour to an hour and a half for a return trip.

#### **Ms. E Key Takeaways:**

- Long wait times and inflexibility on return trips from Geisinger are difficult. Will-call for return trips would be appreciated.
- The RVTA service in Williamsport works well except that she cannot use it to get to Sunday church services.
- Ms. E strongly believes that local elected officials should support public transportation services.

#### **MRS. F – SENIOR CITIZEN**

Mrs. F is a senior citizen living in the Williamsport/Loyalsock area. She does not drive, and her husband has health issues. She uses RVTA and STEP since 2005 for longer trips. Mrs. F rides free on RVTA through the Pennsylvania Lottery-funded Free Transit Program for Senior Citizens. Her STEP rides are primarily subsidized by the Lottery with STEP paying the 15 percent co-pay for some and Mrs. F paying the 15 percent co-pay for the remainder of the trips. She needs no mobility aids and uses no technology.

Mrs. F learned about STEP transportation from a neighbor. She also has a neighbor who takes her grocery shopping and a daughter who also helps with transportation.

Mrs. F chooses between RVTA and STEP based on her destination. Her hairdresser is in Muncy which is not on a STEP route. RVTA does not serve Danville, so for doctors and Geisinger appointments, she uses STEP. Around Williamsport she uses RVTA.

While Mrs. F is ready and waiting for very early pickups when she travels to Danville, other passengers are not, adding unnecessarily to travel time. Drivers are safe and helpful.

Mrs. F sometimes experiences call wait times when making a reservation in the afternoon, but STEP will call back. The reservation process itself is quick.

Mrs. F is pleased with transportation in Williamsport. She does not know what she would do without STEP. There are no taxis.

#### **Mrs. F Key Takeaways:**

- She would like to receive an evening-before call. She is ready early and annoyed by passengers who are not—it adds travel time.
- Routes are sometimes circuitous. One trip from Danville took four hours and they drove by her complex many times before her drop-off.
- Long wait times and inflexible return times from Danville are difficult. Will-calls for return trips would be appreciated.
- The cost of the service is a concern. When she started using STEP, trips only cost \$0.65, but the cost is much higher now.
- Paying with exact change on the vehicle is difficult. STEP needs a better payment plan.
- Mrs. F believes local elected officials should support transportation.
- Taxi and/or weekend service is desired.



## **MRS. G – 90-YEAR-OLD SENIOR CITIZEN**

Mrs. G is over 90 and lives in Montoursville. She uses RVTA and has used STEP for eight to ten years. Mrs. G rides free on RVTA through the Pennsylvania Lottery-funded Free Transit Program for Senior Citizens. Her STEP rides are primarily subsidized by the Lottery with STEP paying the 15 percent co-pay for some trips and Mrs. G paying the 15 percent co-pay for the remainder of the trips. She needs no mobility aids and uses no technology.

Mrs. G learned about STEP from the newspaper and initially received help with taxes. Through that contact with STEP, she learned of the transportation services from information on the STEP bulletin board.

Mrs. G chooses between RVTA and STEP based on her destination. She uses RVTA for trips in Williamsport and STEP for trips to Lewisburg, Muncy, and Danville. She also rides her bicycle. Mrs. G finds some customer service agents unkind. She tries to help them with scheduling and tells them about long wait times for return trips. She states that sometimes they refuse to take her calls.

The drivers are the best part of STEP.

### **Mrs. G Key Takeaways:**

- Long wait and travel times for return trips are difficult. She has waited an hour and a half for a return trip from the doctor. Now instead of waiting she walks to the RVTA bus stop for a quicker ride home.
- Mrs. G believes RVTA should provide more information on their service. She knows (but others may not) that before 2 p.m. the frequency is every 15 minutes, but after 2 p.m. the frequency is hourly. People using the service for the first time fear the bus will not come for them.

## **MS. H – SENIOR CITIZEN**

Ms. H is a senior citizen living in Bloomsburg, Columbia County. She moved to Bloomsburg from a rural area seven years ago when she lost sight in one eye and could no longer drive. When she first moved to Bloomsburg she used K Cab. Now Ms. H uses rabbittransit twice weekly to access the senior center and doctor appointments. Ms. H's rabbittransit trips are primarily subsidized by the Pennsylvania Lottery-funded Free Transit Program for Senior Citizens, with Columbia/Montour Area Agency on Aging paying most of the 15 percent co-pay. Ms. H pays \$0.75 for each one-way trip to the senior center or doctor. Her daughter takes her grocery shopping. She uses a cane and has a smartphone but does not know how to use it.

Ms. H has a standing order for senior center trips. For other trips she makes a reservation. It is quicker to make reservations in the afternoon.

Ms. H appreciates the evening-before call with arrival time information. The day-of call gives her time to leave her apartment and be waiting outside for the vehicle.

Ms. H likes the drivers. They are courteous and help her as she uses the steps with her cane. They make sure everyone is seatbelted before driving and they drive carefully. While there are stops along the way, they are reasonable and not overly time-consuming.

Ms. H encourages others in her apartment building to use rabbittransit.



## Ms. H Key Takeaways:

- Long wait times for return trips are difficult.
- She believes the service is valuable and that local elected officials should support it.

## **Public Survey**

A public survey was developed and conducted as part of the planning process to gather input from the general public, transit riders, seniors, veterans, low-income individuals, and people with disabilities about their transportation needs and the challenges that they face with transportation. A set of survey questions was developed and tested. Most questions were multiple choice or involved selecting priorities from lists. The survey questions are provided in **Appendix C**. The survey was primarily conducted as an online survey in Microsoft Forms. A survey kit was developed that included email communications, QR code links, and flyers that could be posted or distributed to people to complete the surveys. The survey was distributed with the survey kit to the following groups to distribute via email and social media:

- SEDA-COG and WATS
- County offices
- Transit providers
- Human service agencies
- Senior centers
- Veterans' offices
- Other related groups

The survey was opened on May 7, 2024 and was closed on June 10, 2024. The planning team received 90 completed surveys. The full survey results are included in **Appendix E**. The results and key findings are as follows:

### **SURVEY RESPONDENT PROFILE**

- About half of the people completing the survey are regular transit riders and about half report that they have never used transit. Of those riding transit, the majority use rabbittransit services.
- About 70 percent of those completing the survey are female, 22 percent are male, and 2 percent are transgender. The remainder did not want to report their gender.
- Sixty-two percent of respondents are aged 18-64, while the remainder are over 65 with 18 percent of respondents 75 or older.
- The vast majority (90 percent) of respondents report as White or Caucasian with the remainder reporting as Black/African American and Hispanic or "other."
- Ninety-eight percent of respondents reported as non-Hispanic ethnicity.
- Twelve percent of respondents reported that they are veterans.
- Eleven percent reported that they do not have a smartphone.
- Seventy percent of survey respondents have a car or have access to a car while 30 percent report that they have no access to a car, even through friends/family.

Figure 21 illustrates the percentage of respondents that report as having a disability.

Figure 21: Respondents Reporting That They Have a Disability or Chronic Condition

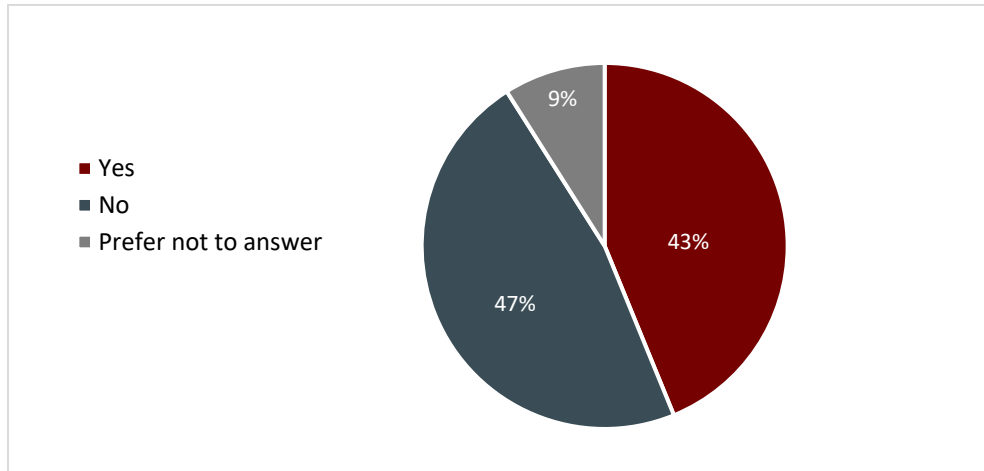


Figure 22 illustrates the breakdown of household income for survey respondents. Of note is that 21 percent of respondents have a household income of less than \$15,000 per year and 40 percent have a household income of less than \$25,000 per year. For people in these income categories, bus fare or co-pays can consume a significant portion of their income per year. For example, for a person taking 10 one-way trips per week at a cost of \$2.00 per trip, the annual cost is \$1,120. To someone in the lower income categories, it represents a large percentage of their income and can have a significant impact on their ability to afford groceries, utilities, and/or medical expenses.

Figure 22: Survey Respondents' Household Income

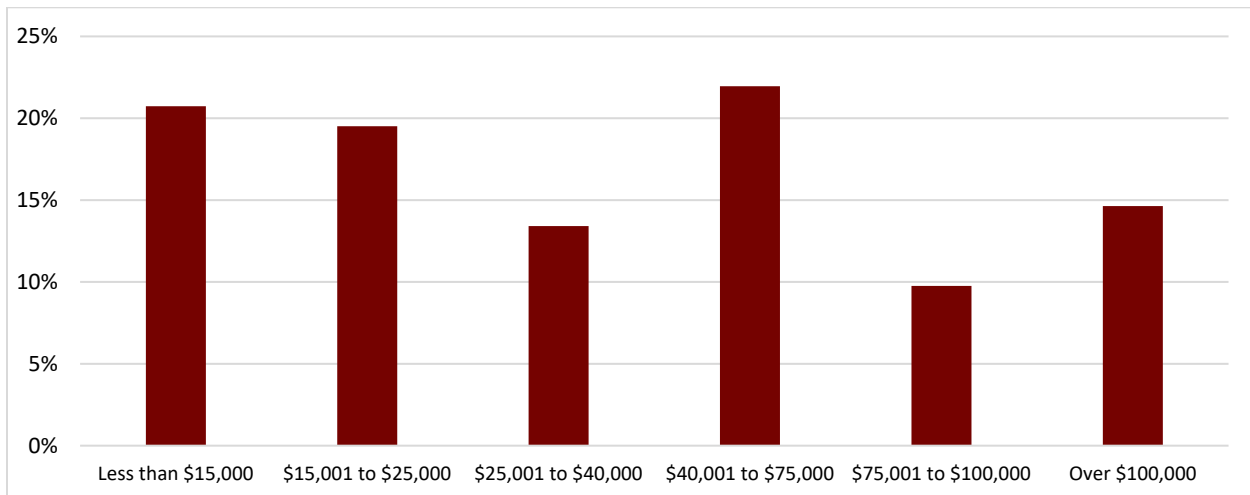
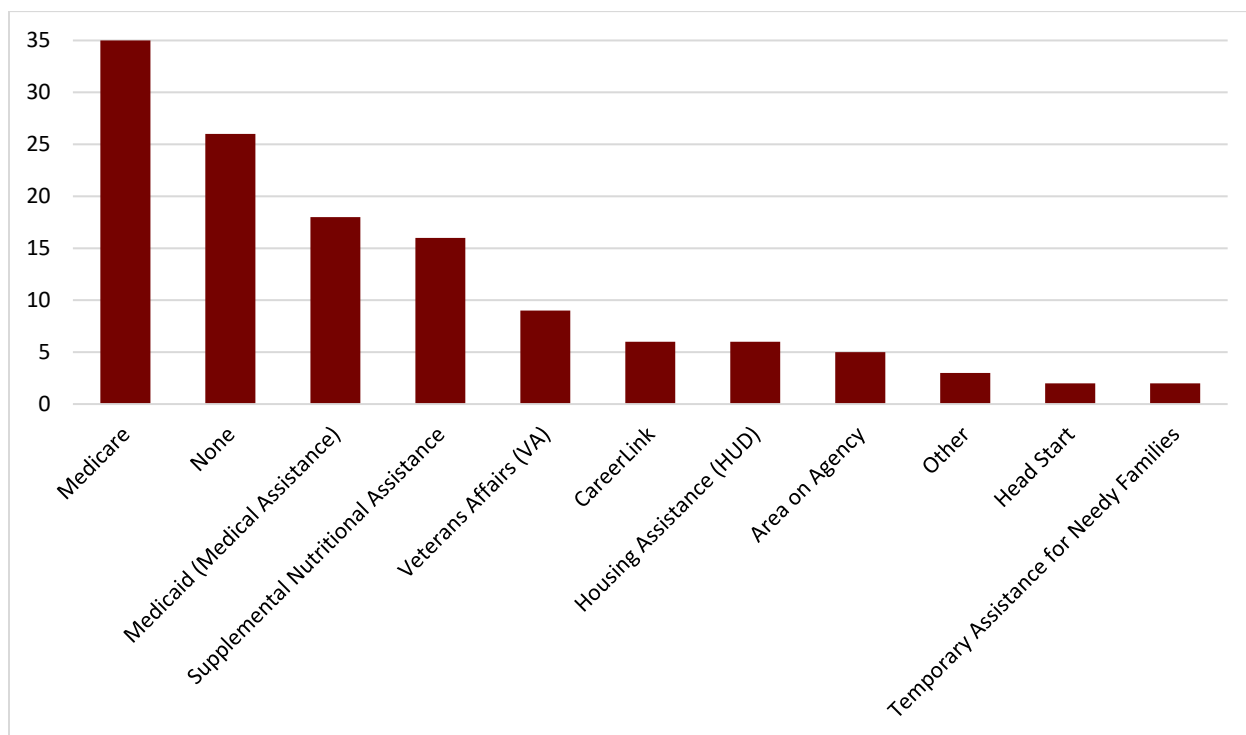


Figure 23 shows the survey respondents who participate in government services. A large percentage of the survey respondents (69 percent) participate in some form of government service.

Figure 23: Respondents Who Participate in Government Services by Type of Service



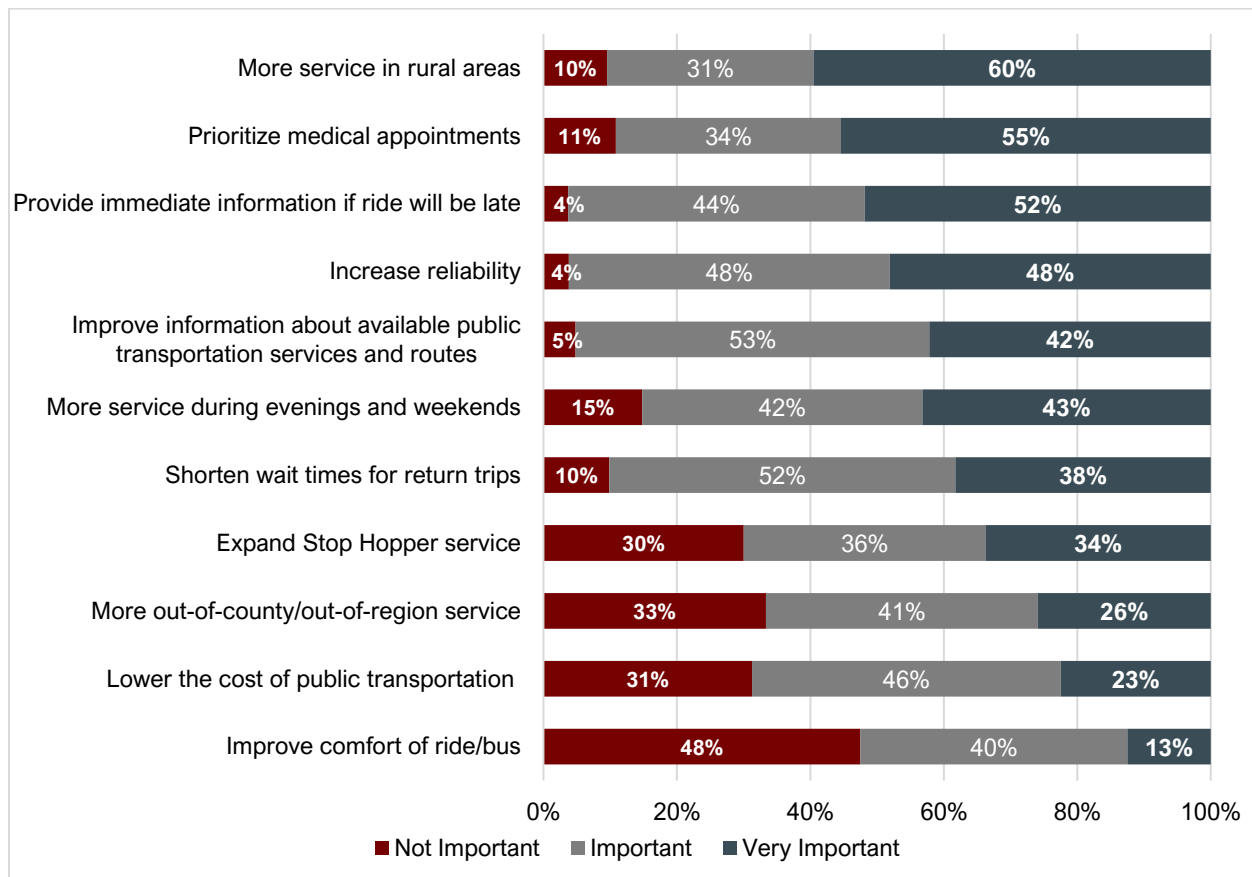
## SURVEY FINDINGS

The survey findings related to needs and gaps in meeting transportation needs for senior citizens, low-income individuals, people with disabilities, and veterans are summarized in the following bullets:

- The top three reasons why people do not use or no longer use public transportation (beyond preferring to drive themselves) are infrequent service, travel takes too long, and service is not offered to locations where the person needs to go.
- The top three purposes for using public transportation are medical appointments, grocery shopping, and employment/training. All are essential trips, making the service in this region a lifeline for people who rely on it.
- Fifty percent of people using transit report that they ride for free, while only 19 percent report that they regularly pay more than \$2 per trip.
- When asked what is the most they are willing to pay for a trip, only 10 percent said zero, while 33 percent stated they would pay \$2 or more per trip. This indicates that people know they are getting good value for the service and will pay, but only a relatively low price.
- Most people who use public transportation reported that they typically spend between \$10 and \$20 per week on fares, with some reporting more—up to \$30 per week.
- Riders reported that they have experienced late or missed trips for medical appointments, work, and grocery shopping in the past 6 months.

- The majority of people (79 percent) report they most need transportation during the day Monday through Friday, with 11 percent needing trips on Saturdays and Sundays and less than 7 percent needing trips on weekday evenings or nights.
- Figure 24 reports the results of a question asking respondents to rank importance of strategies to improve public transportation. The most important items included more service in rural areas, more information if a ride is going to be late, increased reliability, and prioritizing medical appointments.

Figure 24: Strategies to Improve Public Transportation



- Most people reported hearing about transportation by word of mouth, social media, or through a case worker.
- Respondents ranked direct mailing and social media as the best ways to advertise services.
- When asked what locations they would like to go to that are not available to them today, respondents indicated a variety of destinations, as shown in the Figure 25 word cloud.



1. Rigid scheduling results in either very early or very late arrival to destinations.
2. Electronic routing sometimes results in passengers who live close by, traveling at the same time to the same destination, traveling in multiple vehicles rather than sharing one.
3. Long wait times for return trips, particularly after cancer or dialysis treatments, are challenging.

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Recommendations based on survey results are:

1. Identify most-requested days and times outside of current operations to determine modest changes to the operating schedule that would address a significant portion of unmet needs.
2. Consider ways to shorten extremely long travel times.
3. Examine reasons for long wait times for return trips and consider ways to reduce extremely long wait times.
4. Consider alternatives for addressing interest in same-day service.

“Aging Our Way, PA: A Plan for Lifelong Independence”

This report was prepared by the Pennsylvania Department of Aging and was released on May 31, 2024. It is a 10-year strategic plan designed to meet the needs of Pennsylvania’s older adults through promoting health, well-being, and quality of life. Regarding transportation, it examines the importance of transportation—all forms, from walking, traveling with mobility devices, and driving to using public and private transportation—to moving about the community and participating in and accessing resources and services. The report identifies the following strategies to address public transportation challenges and gaps.



1. A rider-awareness advertising program.
2. A best practice guide for transit driver recruitment and retention.
3. Training for transit employees regarding ADA, accessibility, and dementia.
4. Coordination among transit providers, the Veteran’s Administration, and VA medical facilities.
5. Investigate and evaluate the Shared-Ride Program for Senior Citizens, rideshare programs, and other third-party options for their effectiveness in meeting travel needs of older adults.
6. Toolkits for county and municipal government to maintain and improve public transportation.
7. Evaluate the inclusion of older adults and persons with disabilities in Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs) to advance aging and disability equity.
8. Support Pennsylvania House Resolution 174 requiring the Legislative Budget and Finance Committee to study and report on public transportation in rural Pennsylvania.
9. Paratransit and accessible vehicles—advocate to increase the availability of these vehicles and educate non-profit organizations on PennDOT’s Section 5310 vehicle grant program.

10. Technology—raise awareness of technology solutions which assist with transportation options, including Find My Ride, Fareless Payment, and Vehicle Locators.
11. Evaluate the funding of the Shared-Ride Program for Senior Citizens to maximize efficiency and impact.

Pennsylvania House Resolution No. 174, Session of 2023 – “A resolution directing the Legislative Budget and Finance Committee to conduct a study and issue a report on the current status, management and implementation of mass or public transit in Pennsylvania’s rural communities.” On October 30, 2023, the House Transportation Committee voted to Report the Bill as Committed.

The intent of this House resolution is to:

1. Assess the existing transportation infrastructure—roads, bridges, and public transportation services—in rural communities.
2. Identify transportation needs, challenges, and priorities.
3. Evaluate the feasibility and effectiveness of public transportation options.
4. Examine public transportation options in other states which successfully address transportation challenges in rural communities.
5. Work with local representatives, stakeholders, transit experts, and others as appropriate to conduct the study and to develop recommendations and strategies on cost-effectiveness, environmental impact, and long-term sustainability of public transportation in rural areas.

### **Transportation Needs and Gaps Identified through Data Analysis and Surveys**

The transportation needs and gaps identified during the planning process through the interviews, surveys, and other data collection are highlighted in this section.

#### **DRIVERS AND STAFFING**

Transit agencies continue to struggle with hiring and retaining qualified drivers and other employees. This issue often leads to understaffing and challenges with meeting service demands.

#### **AWARENESS/INFORMATION AWARENESS OF AVAILABLE SERVICES**

In many parts of the region, potential riders are not aware of transportation services available in their community, whether public transportation or services available through a human service agency. Individuals sometimes know that service exists, but not where or when the service operates or eligibility requirements. The problem exists among human service agencies as well. Some agencies have clients with transportation needs that they cannot serve but staff may not be aware that the local transit provider or other agency can fill the need—and vice versa.

Another awareness issue involves potential riders not knowing how to use the transportation services. Transit novices may not understand how to reserve trips, use schedules, access stops, board vehicles, pay fares, or make transfers. Drivers and other transit personnel may not understand or have the capability to address new passenger needs. Increasing transit travel knowledge can lead to increased and more convenient utilization of existing resources. Agencies in the region are working to address awareness issues. rabbitransit has developed several techniques for improved awareness and greater comfort with public transportation:

- An all-inclusive Paratransit Shared Ride Guide that offers details and instructions for how to use shared ride service.



- Free travel training to teach people how to use the fixed-route public transportation system, with a focus on planning trips, reading route maps/schedules, boarding vehicles properly, paying fares, etc.
- A video, available on YouTube ([https://www.youtube.com/watch?v=vPxD\\_NkGbkw](https://www.youtube.com/watch?v=vPxD_NkGbkw)), to help the public answer the question: “What is Shared Ride?”
- A flyer included with Geisinger Hospital appointment reminders that identifies organizations around the region that can be used for transportation to and from appointments.

## INFORMATION CLEARINGHOUSE

Coupled with the general awareness issue is the fact that there is often not a single entity (in the region or in most of the counties) that can be contacted to efficiently find out what services are available. Residents need a readily accessible and usable “one-stop shop” for information on the entire region’s public transportation services. Relatively new resources such as 511PA (<http://511pa.com/>) and PA 2-1-1 (<http://pa211.org/>) have helped to consolidate access to traveler information, human services, and referral mechanisms. Still, there are limitations with these resources for local users in terms of their comprehensiveness, ease of use, and updates to maintain currency/accuracy. The FindMyRidePA tool (<https://findmyridepa.org/>) is being used as evidenced by some of the rider interviews and stakeholder focus group results, however, many people who need the service still do not have smartphones, or tablets/computers with Internet to be able to use the technology. Further, some people prefer not to use technology. Additional rideshare tools (free ride-matching services that help long-distance commuters to find easy and economical ways to get to and from work via carpools and vanpools) are also needed, whether hosted by a regional clearinghouse, transit providers, employers, or other entities.

## TRANSPORTATION FOR THOSE NOT ELIGIBLE FOR A TRANSPORTATION PROGRAM

Most subsidized transportation programs have strict eligibility requirements for receiving transportation services. Individuals who do not quite meet the criteria for the programs but still need transportation may find public transportation to be unaffordable, particularly low-income people with children in rural areas. Some individuals do not meet the income criteria for Medicaid, are not disabled, or are not old enough to qualify for aging programs and thus have problems affording transportation that may be available in their community. For example, a one-way trip on shared-ride may cost \$20. A senior citizen (65+) would pay 15 percent of the fare, or \$3. In many cases seniors ride for free or at a cost less than 15 percent because another sponsoring agency such as the Area Agency on Aging may pay part of or all of the 15 percent co-pay. For some individuals, the affordability issue is the additional cost of paying fares for children or family members or companions that must go along on a trip. Many transit systems provide a discounted fare for one companion, but additional people must pay full fare. **High fares for the general population (non-subsidized riders) deter widespread use.**

Low-income and at-risk individuals in the region often cannot secure and/or retain employment due to a lack of affordable transportation. Residents trying to get off of public assistance, stabilize their lives, or exit troubling circumstances can run into major stumbling blocks through not having convenient transportation options for accessing steady employment. Family, friends, and organizations may be functioning to fill some voids, but transportation needs of many disadvantaged residents are not being met, resulting in economic limitations, health issues, personal problems, etc. More strategic approaches to establishing reliable, affordable

transportation for underprivileged individuals to access employment will create significant socioeconomic benefits.

### **INTER-COUNTY TRANSPORTATION**

As evidenced by Census figures presented in the Demographic Profile section, there are significant journey-to-work trips between counties in the region. Due to the number of medical and educational institutions in the region, residents also travel to other counties for healthcare appointments and college classes. Coordination is occurring between the transit systems in the plan area, with each of the systems coordinating inter-county trips with at least one other provider. Additional analysis of where services overlap or operate near another system's services could lead to greater usage of existing transfer sites or identify new locations to facilitate transfers among systems.

### **DIALYSIS AND OTHER SPECIALTY MEDICAL TREATMENTS**

Scheduling and providing public transportation to and from dialysis and other specialty medical services are extremely difficult. Patients should not have to wait hours for a return trip. However, when treatment schedules change—e.g., when a patient is finished much earlier or much later than anticipated—vehicle routing often cannot respond with the immediacy needed to avoid long wait times. These types of services require special consideration. Accurate, regular, frequent communication is essential to all parties—medical office, transportation provider, and passenger—having correct information on a timely basis.

### **LONG WAIT TIMES FOR RETURN TRIPS ON INTER-COUNTY OR LONG-DISTANCE TRAVEL**

Many existing riders identified that the long wait times for long-distance travel negatively impact their ability to use shared-ride service. The planning team heard from survey respondents, stakeholder focus groups, and interviewees that shared-ride providers have established prescheduled return times that often require long waits (1 to 2 hours) for a return trip from a medical appointment.

### **ADDITIONAL STOP HOPPER AND/OR FIXED-ROUTE SERVICE AND BETTER TRANSPORTATION FROM RURAL AREAS TO CITIES/TOWNS**

Many survey respondents and the individuals interviewed mentioned the need for more transit service (fixed-route/microtransit) in the region to connect residents to employment and shopping. Seniors ride free on these services and can rely upon their schedules without long wait times. Many transportation providers struggle to provide adequate transportation in rural areas due to low-density population and the expense of traveling long distances to pick up a small number of passengers (which can also lead to perception issues among the public seeing largely empty transit vehicles on the road). More direct, frequent, and reliable service to key activity centers in area towns is needed for target populations living in rural areas.

### **LACK OF SAME-DAY SERVICE**

Most of the region's shared-ride providers have advance reservation requirements. Generally, customers must schedule trips at least one business day in advance. This makes it difficult to address last-minute needs or simply take a trip without advance planning. In particular, there is a need to provide same-day service for pharmacy stops and hospital discharges. rabbitransit participates in PennDOT's Same Day Trip Pilot Program, which promotes public-private partnerships among transit and ride-sharing providers in order to leverage federal and state

funding sources to create an affordable and on-demand mobility option for riders; however, the other shared-ride providers in the region currently do not participate in that pilot.

## **TRAVEL TIME**

Transit passengers face long travel times when they travel from rural areas or transfer from one route or service to another. This can be a deterrent to using transit, especially for persons with disabilities and senior citizens. The pick-up and drop-off time windows required for shared ride trip planning can be confusing for new riders.

## **EVENING AND WEEKEND TRANSPORTATION**

Shared-ride transit service in the region is not available before 6:00 a.m. or after 6:00 p.m. For persons holding a second- or third-shift job or working in certain industries, this time gap may mean that they are only able to use public transportation for trips to or from work, but not both. Those that have non-traditional work schedules or unscheduled overtime face similar difficulties. Limited hours of service hinder some jobseekers from being able to secure and retain employment. Similarly, a general lack of evening and weekend service hours means residents have reduced opportunities for taking trips for errands, entertainment, recreation, religious services, and shopping, among other trip purposes. However, transportation providers lack funding to extend hours of service, and typically must focus on stabilizing current services that function as lifelines to targeted populations making up the primary ridership.

## **ACCESSIBILITY ISSUES**

The mobility options for persons with disabilities and senior citizens are impacted by transit accessibility issues. Some bus stops lack adjacent sidewalks as well as ADA-compliant curb ramps and a level boarding area, or existing sidewalks may be in poor condition or impeded by obstructions such as utilities and overgrown vegetation. The distance to bus stops can be a hindrance to those with difficulty walking beyond short lengths. In rural areas, there are few curbs and access may be limited by rural roads and long driveways. Some agencies do not have enough ADA-accessible vehicles or spaces on vehicles to meet the demand for wheelchair trips, and frail individuals may need more intensive assistance to board, ride, and transfer from public transportation vehicles. Other individuals may be inclined to use public transportation if they could connect to it by bicycle and store their bikes on the bus until reaching their ultimate destination. Another concern is the lack of bariatric equipped vehicles in the region.

## **ACTIVE TRANSPORTATION ACCESSIBILITY**

Senior citizens and people with disabilities may have difficulty navigating sidewalks and shoulders and crossing roads/streets. Generally, the mobility-challenged move and react much more slowly than other transit riders. They also have difficulty navigating uneven surfaces. The areas surrounding neighborhoods where people with disabilities and/or senior citizens live often do not have adequate safe and accessible pedestrian infrastructure that can support people walking or traveling on or with their mobility device. Poor infrastructure makes it necessary for these residents to schedule even short trips on shared-ride or depend on friends/family for transportation to avoid becoming homebound. Supporting Complete Streets helps create equitable, comfortable, connected, and safe transportation networks that serve pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, and motorists because they are designed with the safety and comfort of all road users, as well as the natural and human environment, in mind. SEDA-COG MPO has adopted a Complete Streets

Policy. The policy and related checklist can be found on the MPO's Complete Streets page: <https://seda-cog.org/departments/transportation/complete-streets/>

### **TRANSIT EXPERIENCE**

Adding or improving amenities at bus stops can create a better transit experience. These amenities include bus shelters, benches, signage, and lighting. Adequate lighting is especially important during winter months for safety and security. Fear of crime can deter some individuals from using transit; the location of existing fixed-route stops and lack of adequate lighting at certain stops can make users uncomfortable.

### **CAPITAL ISSUES**

Many shared-ride vehicles (often body-on-chassis vehicles) are getting older and operating with higher mileage than their useful life due to bottlenecks in manufacturing and supply chain issues since COVID-19. Pre-COVID, the delivery time of a new vehicle was typically a few months from the time it was ordered. Now it can be one to two years or even longer, as a result of reductions in manufacturing capacity and supply chain issues associated with equipment or features that may be installed on a bus. In addition, the cost of replacing vehicles has risen dramatically due to high inflation growth in the cost of buses and bus equipment. Shared-ride vehicles have increased in price by more than 30 percent since pre-COVID, reducing the buying power of public grant funds. As a result, the transit systems need to operate older vehicles longer with higher maintenance costs and the potential for more in-service breakdowns and/or service interruptions. The higher maintenance costs increase overall transit operating expenses and create the need to increase fares.

### **ADMINISTRATIVE BUILDINGS, MAINTENANCE FACILITIES, AND EQUIPMENT**

Transit agency administrative buildings, maintenance facilities, and passenger/parking facilities are essential to providing reliable public transportation service. Likewise, computers, telephones, radios, and miscellaneous equipment are needed to effectively and efficiently run transit services. Transit agencies must make significant investments to maintain these assets, upgrade facilities, and acquire new assets. Transit agencies regularly perform condition assessments for these and pursue funds for keeping them in a state of good repair, sometimes requiring project listings on the MPO regional Transit Transportation Improvement Program.

### **HIGH FUEL COSTS**

High fuel costs continue to strain transit agency budgets and cause additional pressure to increase shared ride fares to cover the added costs.

# Strategies to Address Gaps

## **Progress Since Last Plan (Status Update)**

The needs/gaps were identified in the previous section of this report. They reflect the importance of public transportation for providing mobility for seniors, veterans, low-income individuals, and persons with disabilities who need to access jobs, shopping, and medical appointments. It is understood that efforts to create a fully coordinated public transit–human services transportation system are challenging and will probably not be measured in years but in decades. Since the last Coordinated Plan, the region has made significant strides in improving its coordinated transportation system, including:

- Further consolidation and coordination of transit services in the region;
- Implementing the Stop Hopper microtransit service;
- Implementing the Find My Ride Application for trip scheduling;
- River Valley Transit forming into a Transit Authority;
- Transit maintenance and storage facility improvements advancing, with some in design;
- Participating in the PennDOT Same-Day Trip Scheduling Pilot; and
- Surviving and recovering from the impacts of the COVID-19 pandemic.

## **Strategies to Meet Primary Regional Transportation Needs**

Transportation needs will always be greater than the funding available to tackle them. However, this plan aims to institute a more coordinated approach to satisfying transportation needs, eliminating inefficiencies, spurring collaboration in service delivery, and prioritizing warranted improvements. Below are strategies to overcome primary regional needs based on outreach and analysis of regional data, and to integrate alternative improvement concepts from prior assessments. The strategies are grouped into three categories:



### **Category 1: Coordinate Transportation Services and Resources**

- Coordinate Transportation Services
- Share Resources
- Address Regulatory Barriers



### **Category 2: Mobility Strategies**

- Improve Mobility Management
- Stabilize Existing Transportation Services
- Expand or Create New Transportation Services
- Enhance Accessibility and Equity



### **Category 3: Communication, Training, and Organizational Support**

- Centralize Information
- Educate the Public on Transportation Options
- Improve Awareness of Existing Resources and Programs

The strategies are included in the following table for each of the categories above. The table also identifies the type of need addressed by each strategy and the timeframe associated with the action strategy. The proposals have been categorized into three implementation timeframes: near- (1-3 years), mid- (3-6 years) and long-term (beyond 6 years). The assigned timeframes reflect various factors, including:

- Revisions to existing versus entirely new programs or services.
- Institutional complexity (e.g., number and type of entities involved and the likelihood of obtaining the necessary buy-in).
- Lead time required to plan and properly execute a transition.
- Whether new funding would be required, and the relative amount of funds required.

Some strategies for meeting regional needs or service gaps have already been approved by the SEDA-COG and WATS MPOs and included in their respective Transit Transportation Improvement Programs. Establishing additional fiscally constrained priorities requires further coordination with regional providers and consumers of public transportation. The MPOs will do their part to advocate for high-priority projects and call for prudent regulatory changes and increased program flexibility that will improve public transportation.

**PennDOT Studying Shared-Ride Model:** Note that concurrent with Coordinated Plan development, PennDOT was working on a statewide study to examine the shared-ride funding and service delivery crisis. The study aims to develop options to stabilize funding and explore new models for delivering service and establishing fares and structures. As of the completion of this plan, the PennDOT study has not yet been completed and released. It is recommended that the counties, public transit providers, and other stakeholders involved work together with PennDOT and the Pennsylvania State Legislature to improve/reinvent community transportation from the model that started in the 1980s to better meet today's needs.



Strategy	Need Addressed	Timeframe
<b>Category 1: Coordinate and Consolidate Transportation Services and Resources</b>		
<p><b>Establish a joint Human Service MPO/RPO Committee</b> – Establish a joint committee to discuss transit and multimodal issues, promote regional coordination strategies, and plan for human service transportation needs. A joint multimodal/transit advisory committee could be established by SEDA-COG and WATS to meet twice per year. The committee would be a primary owner of this plan and other multimodal initiatives in the region. A model for this type of committee is the regional freight advisory committee at DVRPC or the transit operators committee at SPC. This committee could also be tasked with reviewing multimodal Long-Range Transportation Plan and TIP projects and making recommendations to the MPO coordinating committees for action.</p>	Efficiency and coordination	Near-term
<p><b>Improve coordination among information resources</b> – Continue deployment and enhancements to the Find My Ride PA tool. Market and train riders on how to use the Find My Ride PA tool. Prepare and share a transit services guide to all the human service, medical, and other resource providers in the region to help them understand and share information about transportation options.</p>	Information needs	Near-term
<p><b>Pool funding and purchasing</b> – Pooling funding between agencies to provide transportation services for compatible user populations and types of rides may help to relieve some funding strains while maintaining or increasing service levels. This could be particularly helpful for out-of-area trips that might require transfers between operators. Agencies could also pursue cooperation on supplies, purchasing, training, facilities, etc.</p>	Efficiency and coordination	Mid-term
<p><b>Identify match funds</b> – Consider using other federal/state/local funds to match FTA and PennDOT funds. Coordinate grant-seeking activities among providers and participate in pilot projects funded by other agencies. Form a Task Force to build and develop support for traditional local match from counties and local governments as well as non-traditional local match including private donations, foundation support, and advertising revenue.</p>	Efficiency and coordination	Near-term
<b>Category 2: Mobility Strategies</b>		
<p><b>Build on Stop Hopper successes</b> – Explore opportunities to expand the Stop Hopper microtransit service network in the region to improve service opportunities for senior citizens, people with disabilities, veterans, low-income individuals, and the general public. Develop metrics that demonstrate the benefits of the Stop Hopper Service in the region.</p>	Low service levels	Long-term
<p><b>Explore opportunities to pilot evening and weekend service expansion</b> – The benefits of service expansion would provide transit-dependent groups, as well as the general public, access to more employment opportunities as well as greater access to shopping and other essential services.</p>	Low service levels	Mid-term
<p><b>Create a regional public transportation system</b> – Create a regional network of public transportation connections along major corridors, among various communities, and among population centers and major</p>	Low Service Levels	Mid-term



generators. Continue the successful Stop Hopper service. Build support for the local match needed to continue the service. Pursue opportunities to expand the Stop Hopper service to meet greater needs.		
<b>Offer taxi vouchers</b> – Human service agencies or other sponsoring entities could coordinate with taxi companies to establish a voucher or pre-paid taxi ride program for situations in which transit can't meet needs. The rider would pay a nominal fare and the sponsoring entity would provide a subsidy toward the fare. These strategies could utilize taxi services to fill gaps in service hours—especially in the evenings and on weekends—and could also offer the potential to provide same-day service. A greater reliance on taxi services can address a variety of trip needs, particularly where fixed-route bus service is impractical or during times when demand is low. It can be a good approach for patient transportation upon discharge from the hospital. Similarly, transportation network companies (e.g., Uber and Lyft) could be used for specialized trips when the transit operators are not available or are short on vehicles.	Affordability	Near-term
<b>Expand shared-ride and fixed-route capacity</b> – Expand shared-ride and fixed-route service, adding vehicles and drivers to meet demand for the service. Fund needed investments in computer/communication equipment and transit operator buildings. Support construction of the STEP maintenance/storage and administration facility.	Low service levels	Mid-term
<b>Increase ADA vehicles and service hours</b> – Increase the number of ADA vehicles available (e.g., among taxis and human service transportation providers) and expand service beyond traditional hours. Transit systems could potentially purchase accessible vehicles (i.e., ramp-equipped low-floor minivans) and lease them to taxi operators, or purchase vehicles with FTA funds and have the taxi company pay the local match.	Accessibility limitations / Low service levels	Mid-term
<b>Expand and promote carpool/vanpool programs</b> – Establish additional carpool or vanpool programs and promote them at major employers, institutions, retirement communities, and other sites where large numbers of people have similar transportation needs. These programs offer the potential to increase mobility options through cost-effective means for both transit-dependent population groups and the general public. Take advantage of statewide vanpool and rideshare initiatives that PennDOT administers.	Low service levels	Near-term
<b>Establish car-sharing programs</b> – Establish car-sharing programs (e.g., Zipcar or other options) for occasional trips when a car is needed. The program allows individuals to use a pool of automobiles for a small annual fee and payment by the hour. Cars are reserved by phone or online and picked up from a designated parking space and returned to the same spot when the trip is complete. The hourly fee includes fuel and insurance costs. Car-sharing programs can be for-profit, non-profit, or cooperative organizations and can have widely different objectives, business models, use of technology, and target markets. They work best in areas with relatively high densities; college campuses are good candidates (Bucknell University in Lewisburg and Susquehanna University in Selinsgrove currently operate car-sharing programs on their campuses for students and faculty).	Low service levels	Near-term

<p><b>Launch intra-regional commuter bus service</b> – Provide bus service during the weekday morning and afternoon peak periods between a limited number of strategically located bus stops (e.g., park-and-ride facilities) and major employment sites (e.g., Geisinger Medical Center) in areas such as Bloomsburg, Danville, Sunbury, Selinsgrove, Lewisburg, and Williamsport. Based on the distances traveled by each vehicle, it is likely that the routes would operate limited peak-period service, such as one or two round trips in the morning and again in the afternoon. To maintain convenient service and reduce the travel time, the routes would serve a limited number of designated stops.</p>	<p>Low service levels</p>	<p>Long-term</p>
<p><b>Facilitate public transportation use by bicyclists</b> – Enhance access to transportation through bicycling from origin to destination, or to reach a bus stop. Better integration of public transportation and bicycling could be accomplished by installing bike racks on public transit vehicles; installing bike racks; installing signage and pavement markings to identify shared bike/auto routes and to remind motorists to be aware of cyclists; investing in educational and promotional activities; developing bike-sharing programs; and completing infrastructure improvements such as widening road shoulders, designating bike lanes, and introducing traffic-calming measures.</p>	<p>Accessibility limitations</p>	<p>Near-term</p>
<p><b>Enhance technology</b> – Improve technological systems to allow for better integration between shared-ride and fixed-route service, better track vehicle locations, automate reservation processes outside regular business hours, improve eligibility application processes, and use other intelligent transportation systems. Implement the Avail Technologies Project in the region to improve information availability on service.</p>	<p>Efficiency and coordination</p>	<p>Near-term</p>
<p><b>Advocate for free/reduced cost fares</b> – Public transit agencies and human service agencies should coordinate and provide a position paper to PennDOT and the General Assembly on the benefits of making free or reduced-cost fares available to low-income youth or adults.</p>	<p>Affordability</p>	<p>Mid-term</p>
<p><b>Implement pathway and bus stop enhancements</b> – These enhancements may include adding sidewalks where none exist, moving any obstacles (e.g., telephone poles), repairing sidewalks, installing accessible pedestrian crossings and signals, removing snow in a timely manner, and installing or upgrading bus stop signs, benches, shelters, and lighting. These improvements would help address traffic safety and crime fears, bring existing facilities into ADA compliance, and make accessible pathways to transit stops.</p>	<p>Accessibility limitations</p>	<p>Long-term</p>
<p><b>Pursue car loan programs</b> – The high cost of owning and maintaining a car is a common transportation barrier for low-income individuals that might not be served adequately through existing transit system coverage. Low-interest car loan programs can allow low-income individuals/families to purchase a vehicle for maintaining employment, accessing childcare, and becoming economically self-sufficient.</p>	<p>Affordability</p>	<p>Mid-term</p>
<p><b>Category 3: Communication, Training, and Organizational Support</b></p>		
<p><b>Improve awareness of information sources</b> – There are a number of information sources already available about transportation options in the region. However, awareness of these resources is limited. Public awareness strategies can help to improve access to these resources and the associated transportation services. Information about transportation can be more widely placed at locations where</p>	<p>Information needs</p>	<p>Near-term</p>

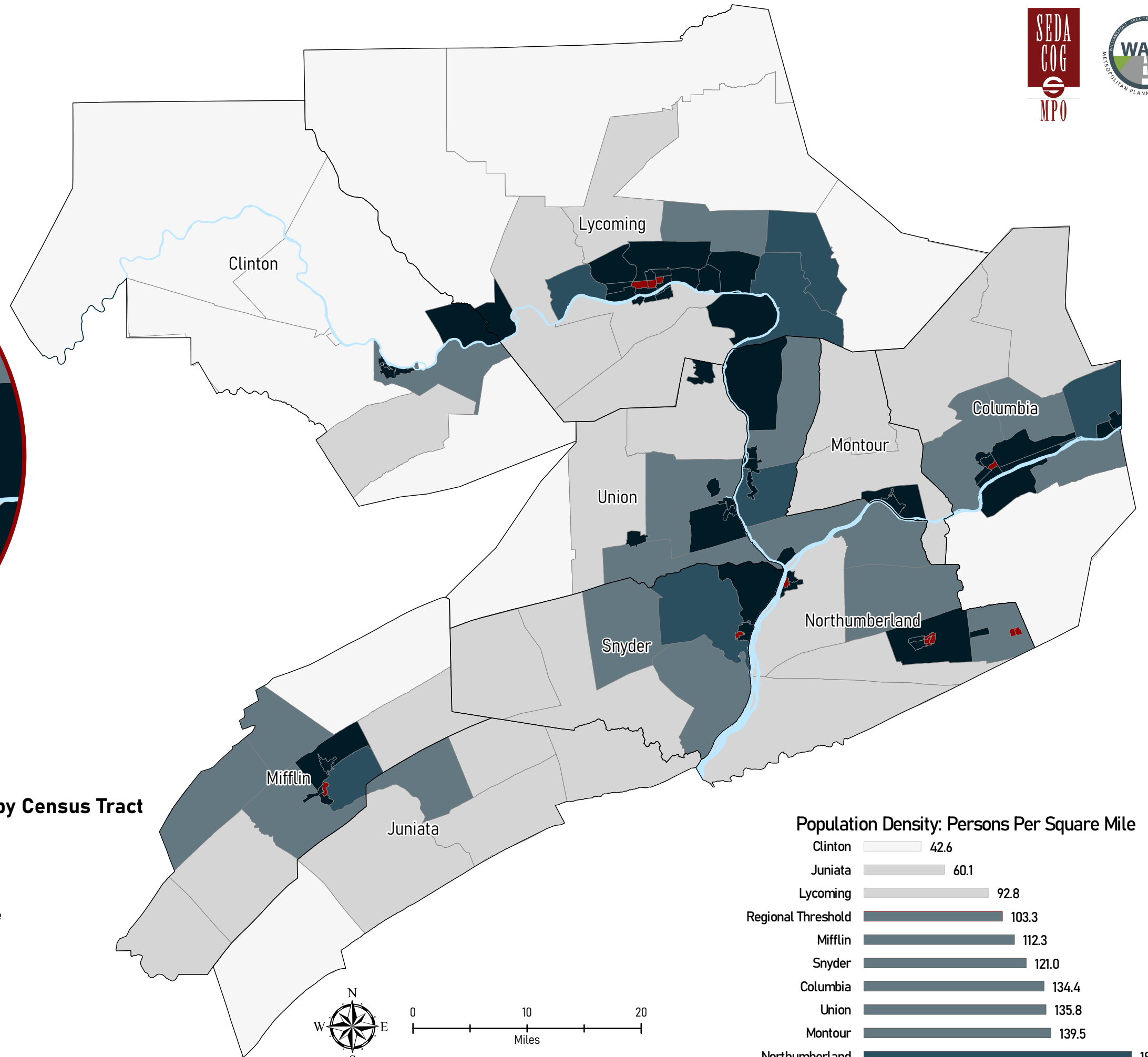
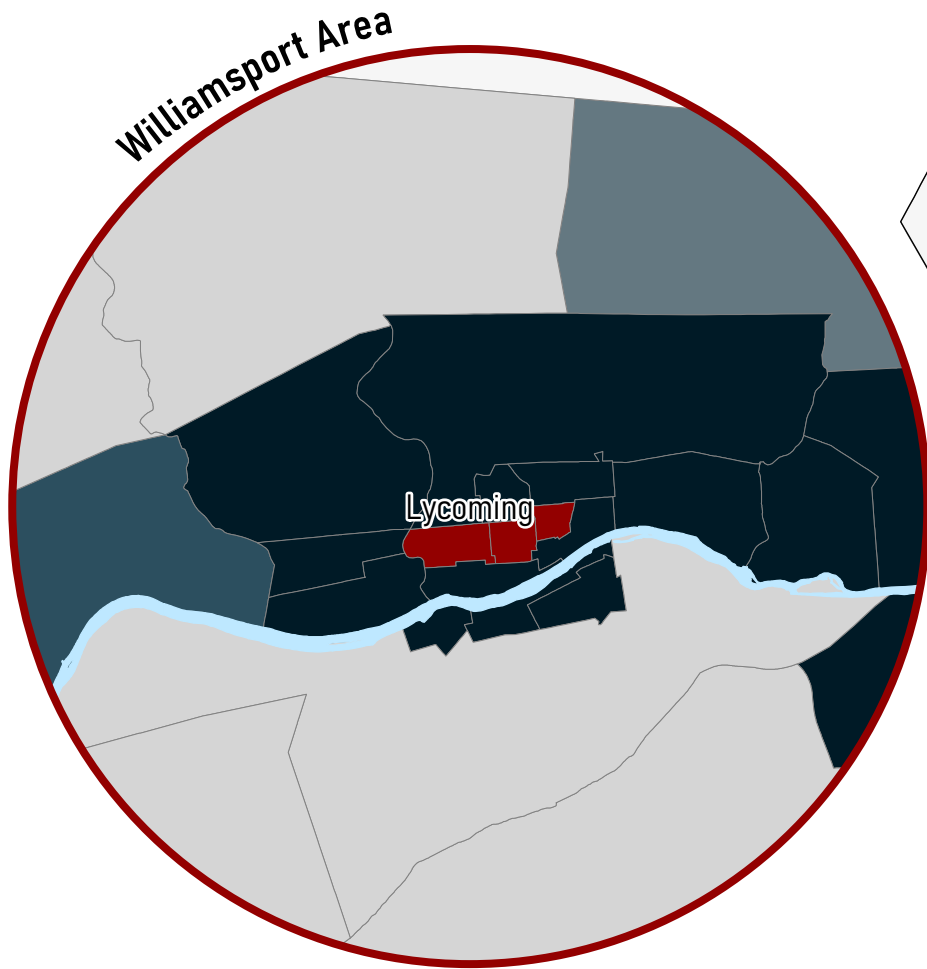
target users are likely to be (e.g., doctor’s offices, grocery stores, human service centers, unemployment offices, daycare centers, schools, libraries, senior citizen centers, etc.).		
<b>Develop a centralized resource directory</b> – A lack of basic awareness and understanding is a barrier to people using and benefiting from public transportation. Since mobility needs are often regional in scope, this effort would organize information regarding all available transit providers into a single place, where the rider or an agency representative could easily obtain essential information regarding eligibility, service hours, geographic coverage, etc. The information should be available in Web-based and hard-copy formats.	Information needs	Near-term
<b>Expand travel training</b> – Improve awareness of the travel experience and expand travel training, targeting people who could ride public transportation (e.g., seniors or people with disabilities) but are unfamiliar with the system and how to ride. rabbitransit’s travel training program and Shared Ride Guide publication could serve as models.	Information needs	Near-term
<b>Introduce a “Bus buddy” program</b> – Introduce bus buddy programs to provide extra assistance to individuals who have never ridden a bus, are afraid of riding transit alone, need some assistance to carry packages while riding, or who have developmental disabilities that make trip planning and execution challenging without assistance. The bus buddy may be a person on staff at an agency, though they are more commonly volunteers. Colleges, senior volunteer programs, and community service groups are a few potential sources for volunteers. Bus buddies may ride just once with a client or may become a regular riding companion for someone who needs long-term assistance. Other riders may need a higher level of assistance and require escorted travel. Staff and/or volunteers may be considered to assist riders who have no attendant.	Information needs	Mid-term
<b>Improve public transit marketing to human service agencies</b> – Improve the marketing of fixed-route transit systems to non-profits. Transit agency staff could provide customized information packets to social service agencies and directly to clients of these agencies. Transit providers could also incorporate a demonstration and training session on itinerary planning and trip scheduling. This could include specialized maps indicating the location of routes, the location of services, and pamphlets outlining how transit works. Transit providers may want to produce personalized pamphlets for large, individual organizations. Another area of specialized marketing is to Limited English Proficiency populations. Service guides in other languages marketed specifically to human service organizations routinely interacting with LEP groups could help reduce barriers. Specialized marketing and outreach could also be considered for the Plain Sect community. Agencies should also rely on advisory groups and customer feedback loops to enhance public transportation and improve the rider experience. Good models to follow include rabbitransit’s 3P Ride and Transportation Partnership on Mobility (TPOM) programs. These strategies help raise awareness, formulate mobility solutions, streamline service between providers, and create more accessible interactions for consumers.	Information needs	Mid-term

<p><b>Expand outreach to maximize ridership</b> – Improve information about available service to increase readability and comprehension (routes and schedules can be hard for certain population groups to read or follow), while maximizing ridership on transit services. Target marketing to encourage seniors and persons with disabilities to ride transit and consider joint outreach initiatives with other providers in making presentations to organizations and group homes. Consider special promotions and partnerships with area merchants. Execute strategic public information campaigns (town-hall-style meetings, workshops, seminars, etc.) throughout the region to increase awareness, meet customer expectations, boost ridership, and garner more support for effective approaches to meet identified needs. Efforts to maximize ridership may also include surveying potential riders to ensure that services meet rider needs.</p>	<p>Efficiency and coordination</p>	<p>Near-term</p>
<p><b>Emphasize access to care</b> – Collaborate with area agencies to increase access to essential medical care (including dental), especially for seniors, disabled individuals, low-income persons, and veterans. Evaluate the transportation-related needs and strategies included in community health needs assessments prepared by the region’s hospital systems. Support initiatives such as LIFE Geisinger, non-emergency medical transportation from private and non-profit organizations, in-home care, independent living center services, the American Cancer Society’s Road to Recovery program, etc.</p>	<p>Efficiency and coordination</p>	<p>Near-term</p>

# Appendix A: Demographic Profile Mapping

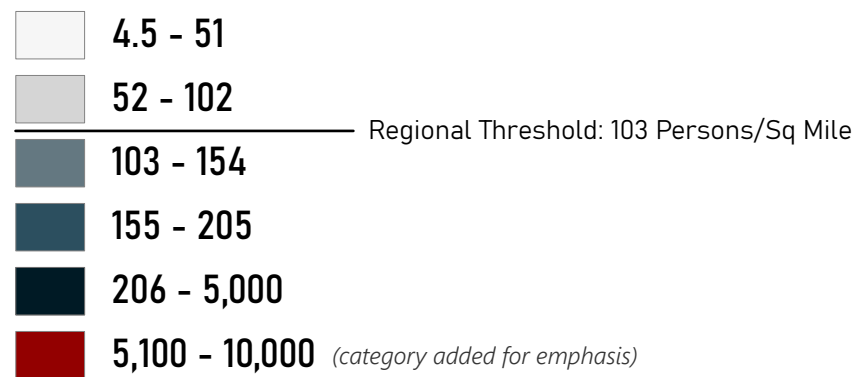
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# Population Density

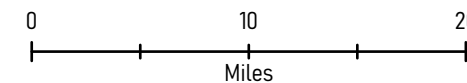
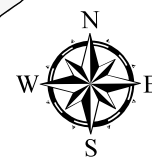
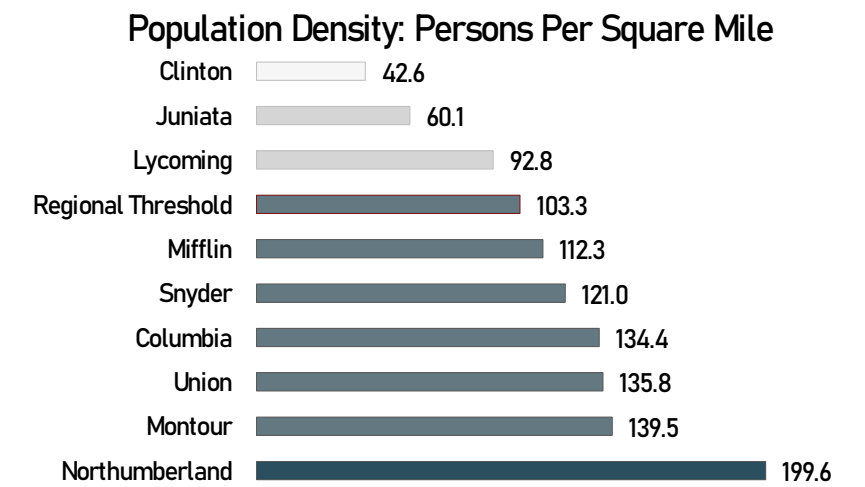


County Boundary

## Population Density (Persons per Square Mile) by Census Tract ACS 5-Year Estimates (2018-2022)

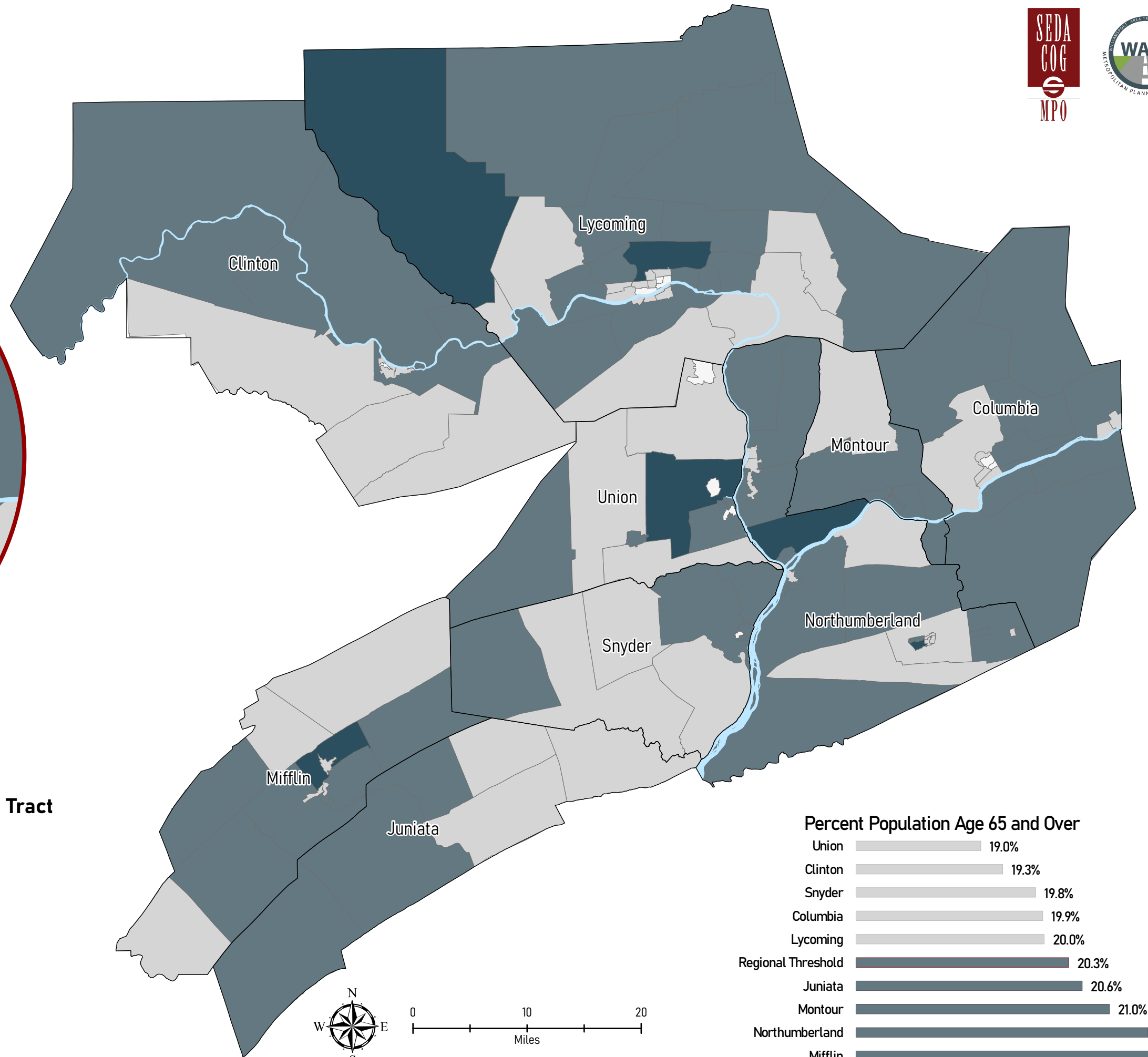
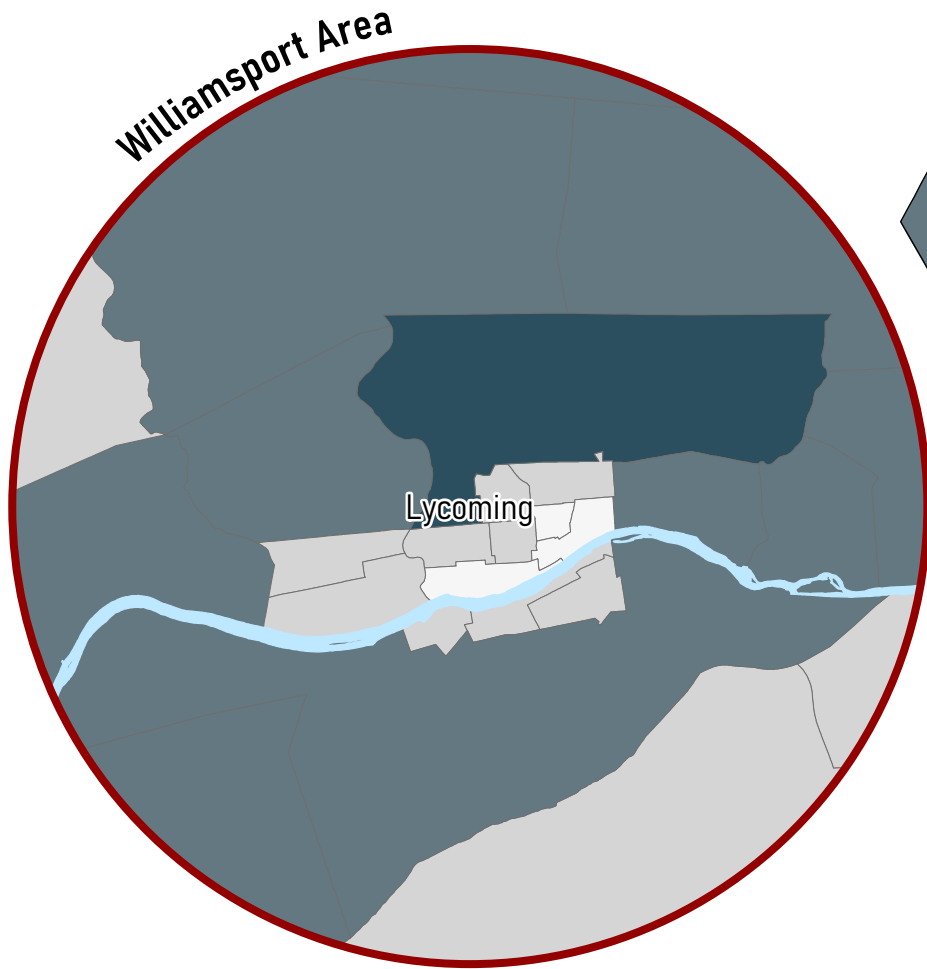


Margins of Error may be large due to small sample size in the ACS.



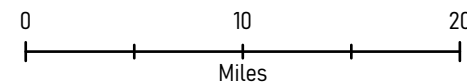
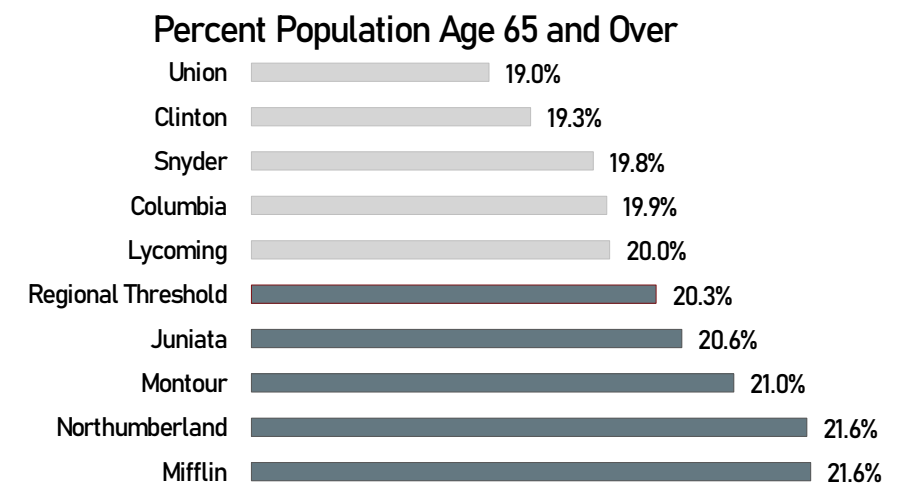
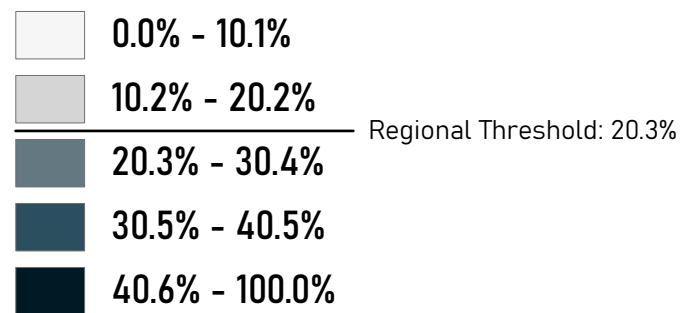
Sources: U.S. Census Bureau, PennDOT, SEDA-COG

# Population Age 65 and Over



County Boundary

## Percent Population Age 65 and Over by Census Tract ACS 5-Year Estimates (2018-2022)

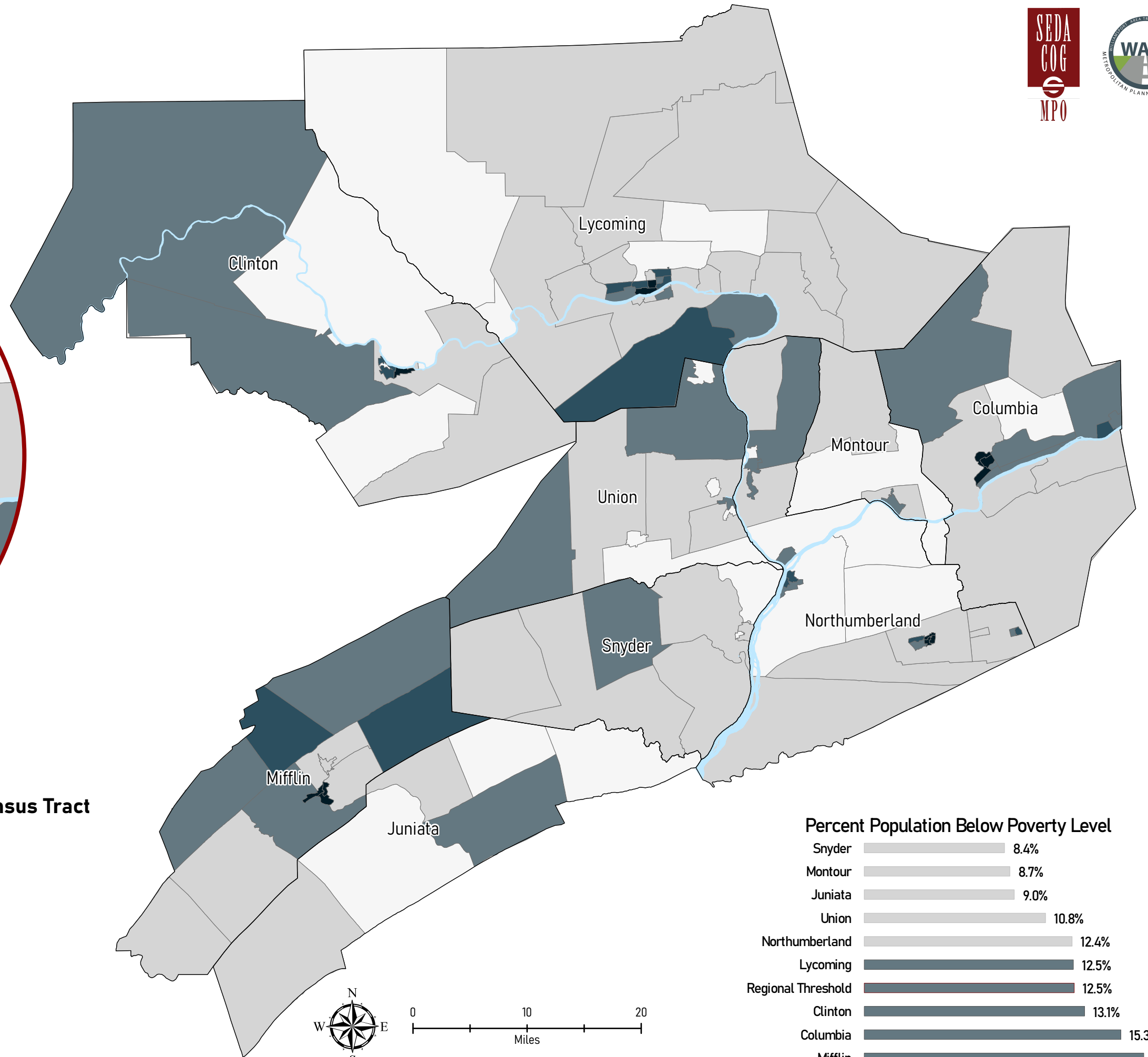
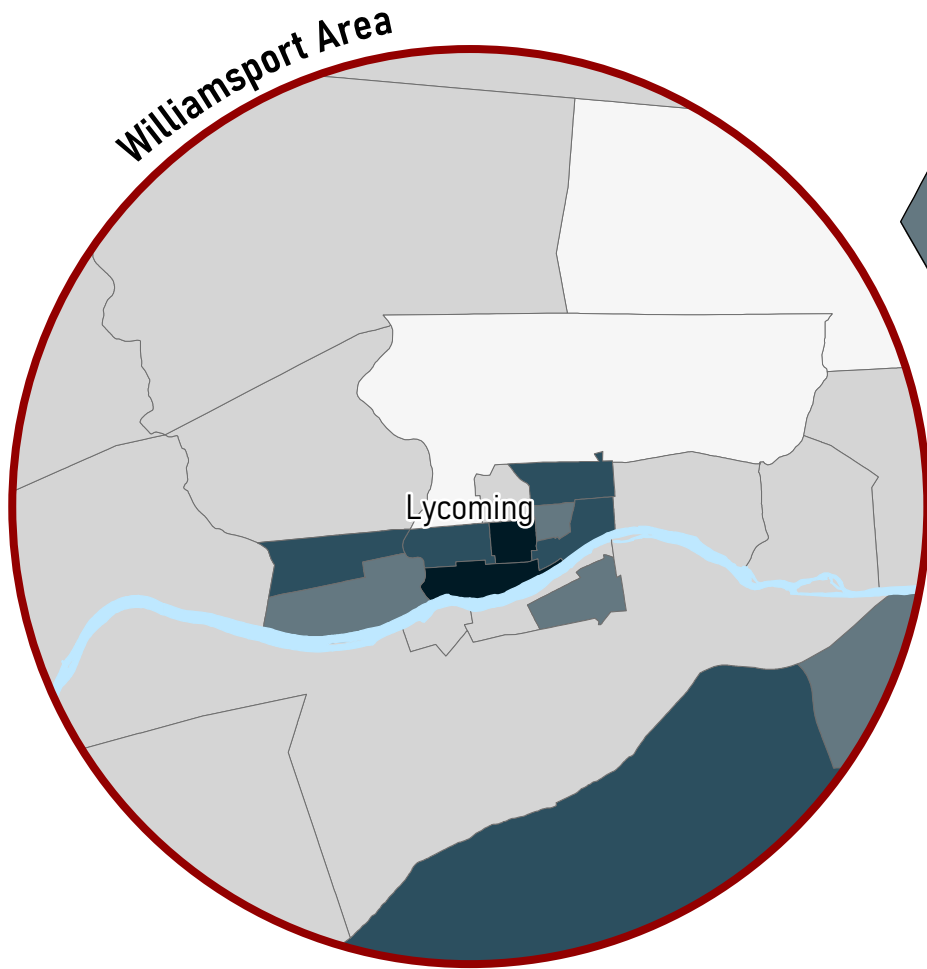


Margins of Error may be large due to small sample size in the ACS.

Sources: U.S. Census Bureau, PennDOT, SEDA-COG

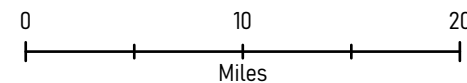
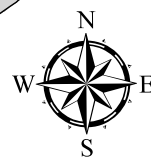
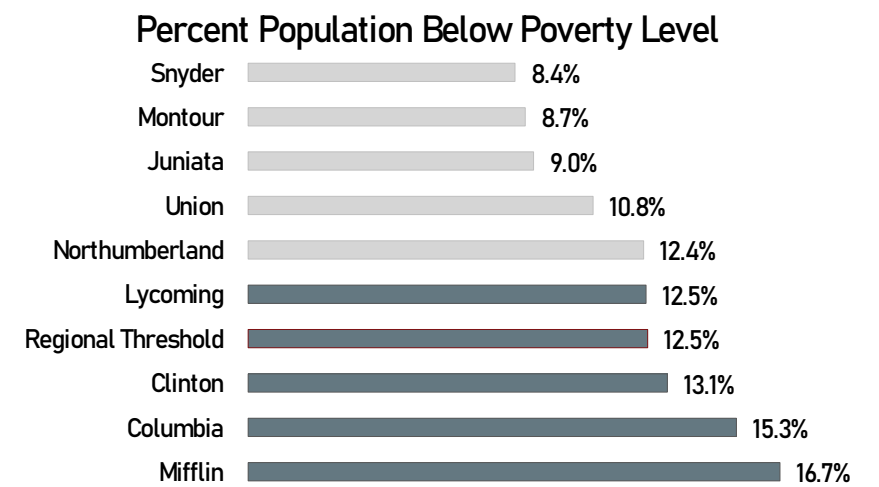
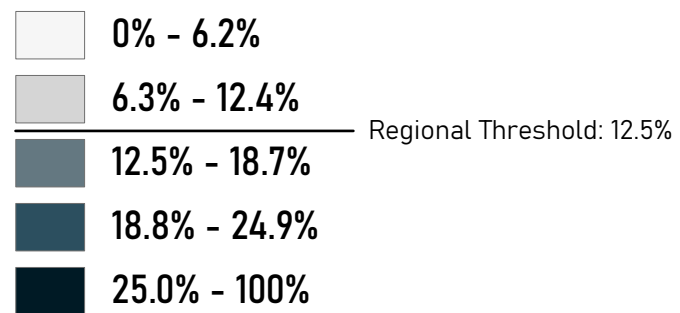


# Population Below Poverty Level



County Boundary

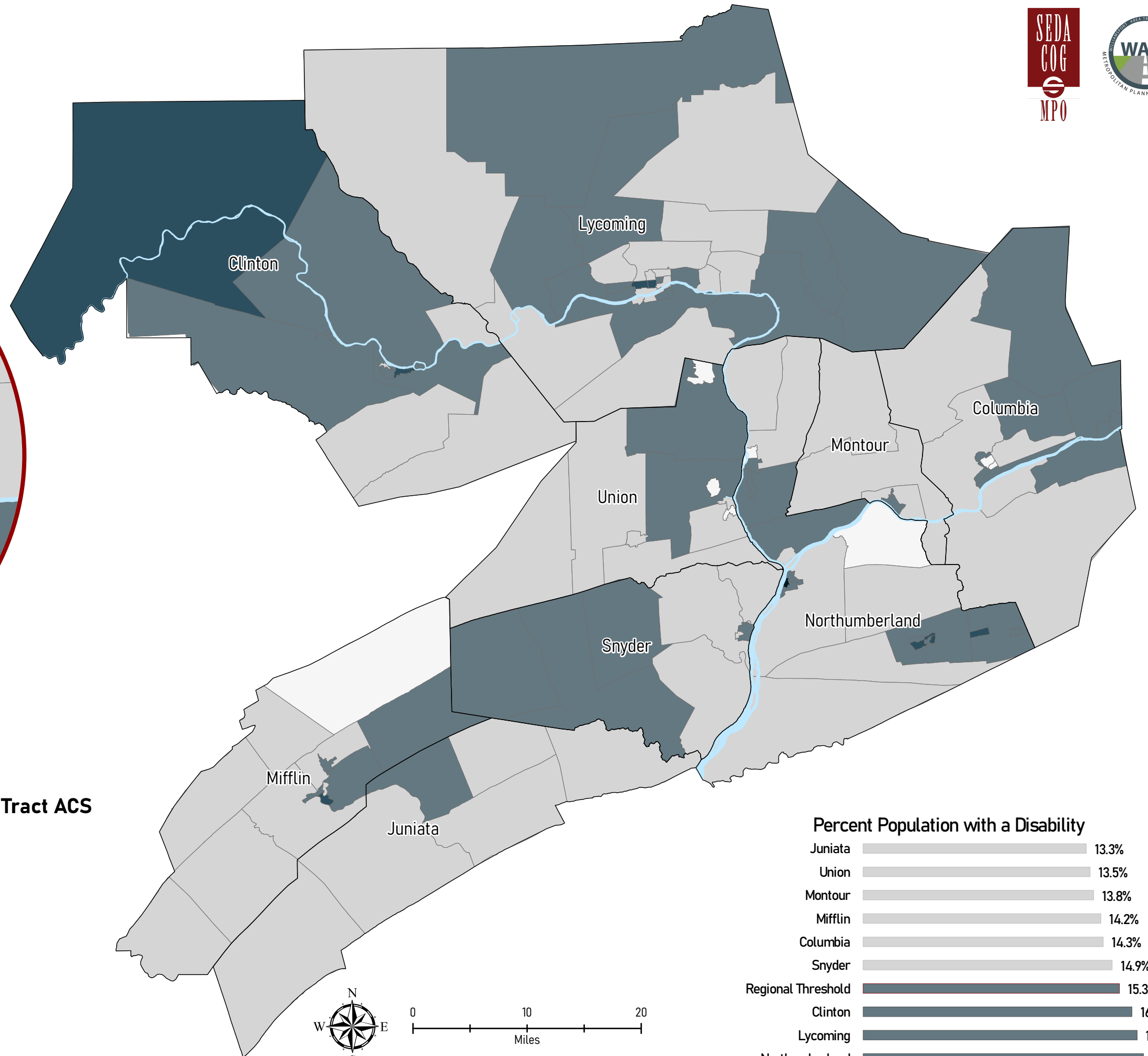
## Percent Population Below Poverty Level by Census Tract ACS 5-Year Estimates (2018-2022)



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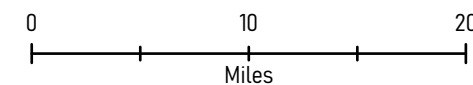
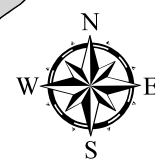
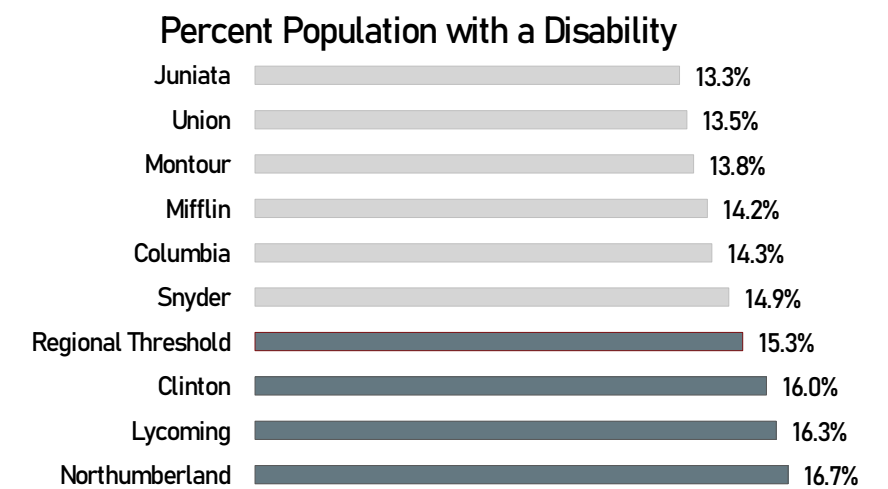
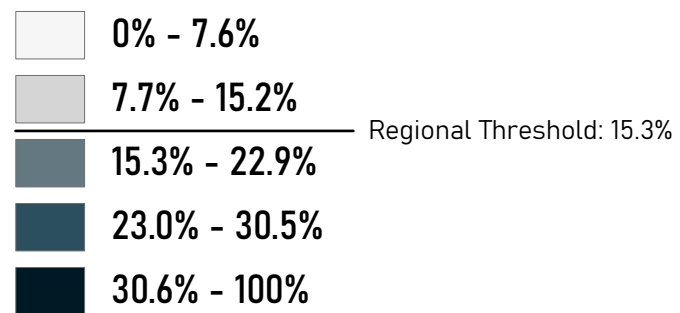
Sources: U.S. Census Bureau, PennDOT, SEDA-COG

# Population with a Disability



County Boundary

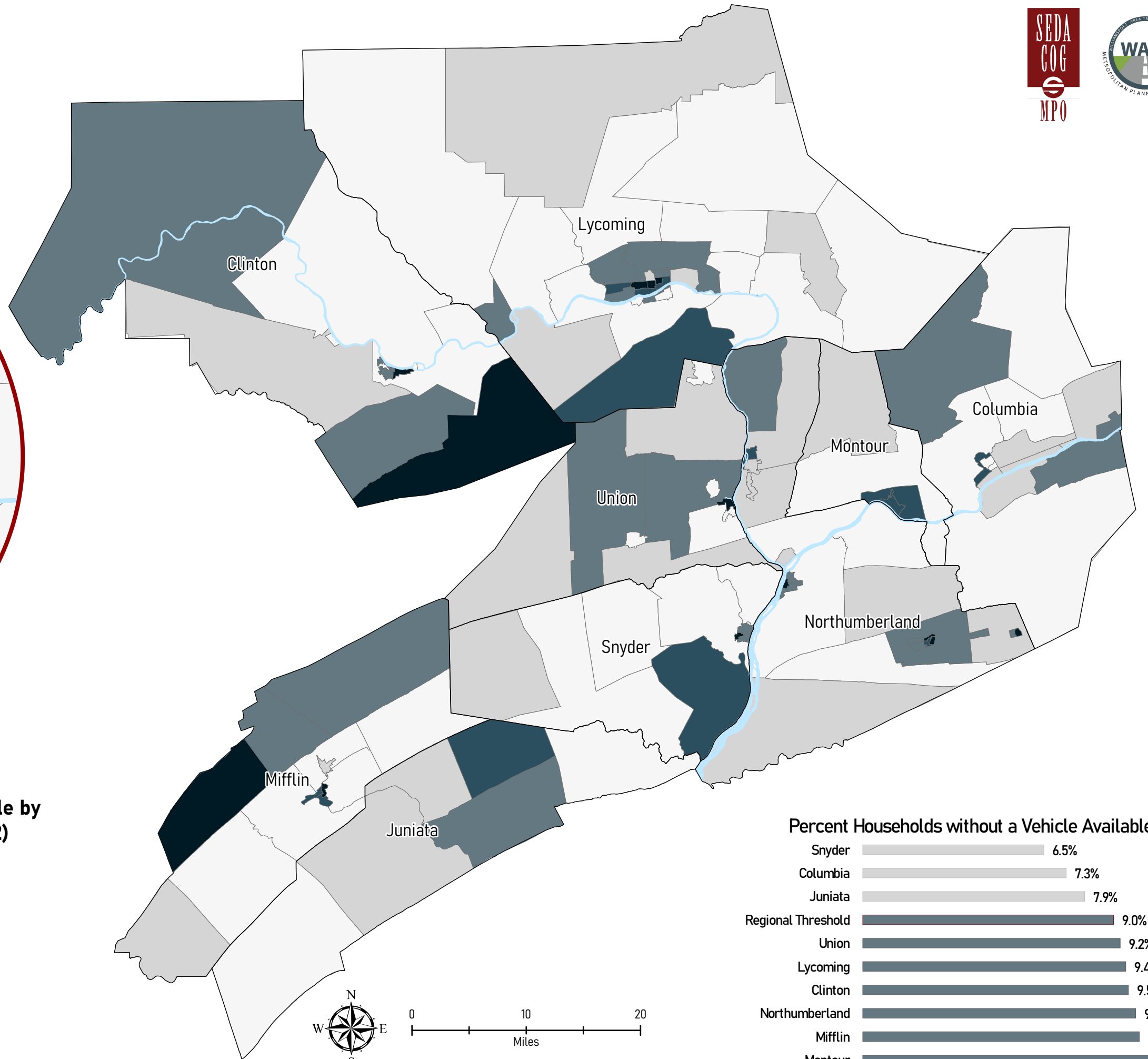
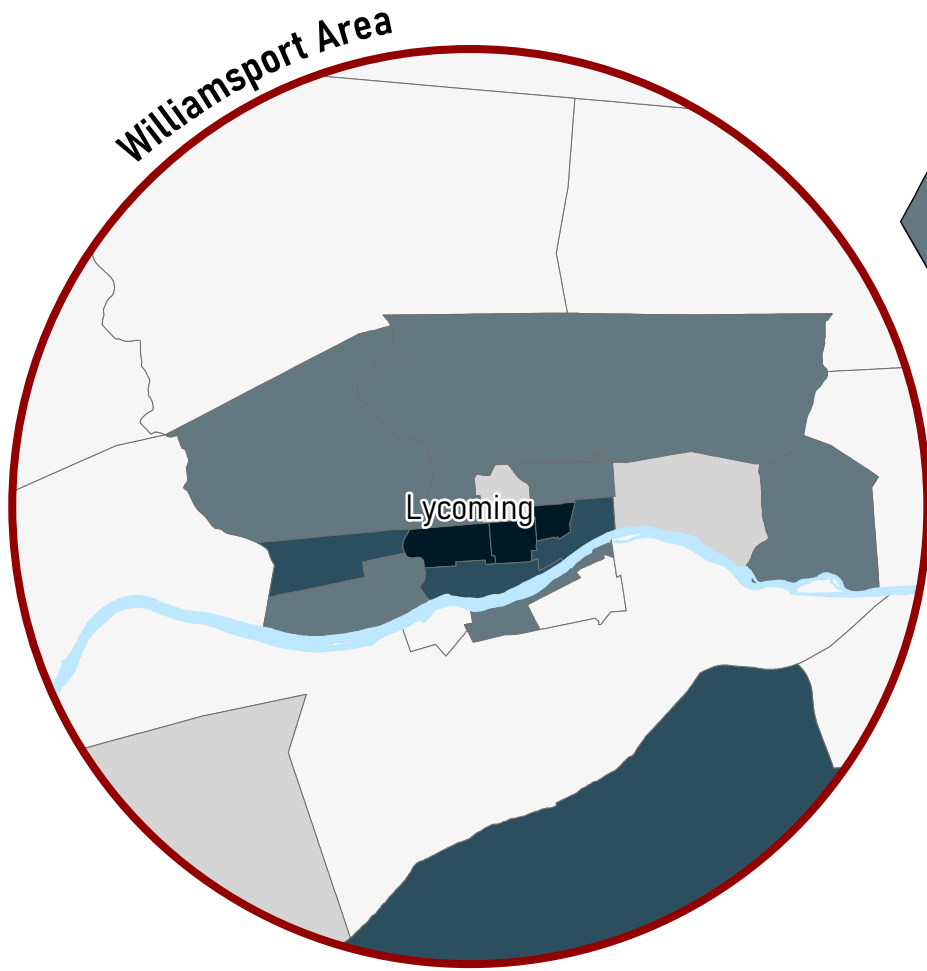
## Percent Population with a Disability by Census Tract ACS 5-Year Estimates (2018-2022)



Margins of Error may be large due to small sample size in the ACS.

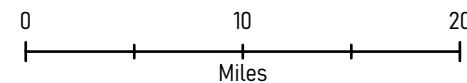
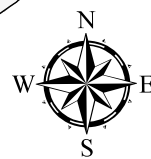
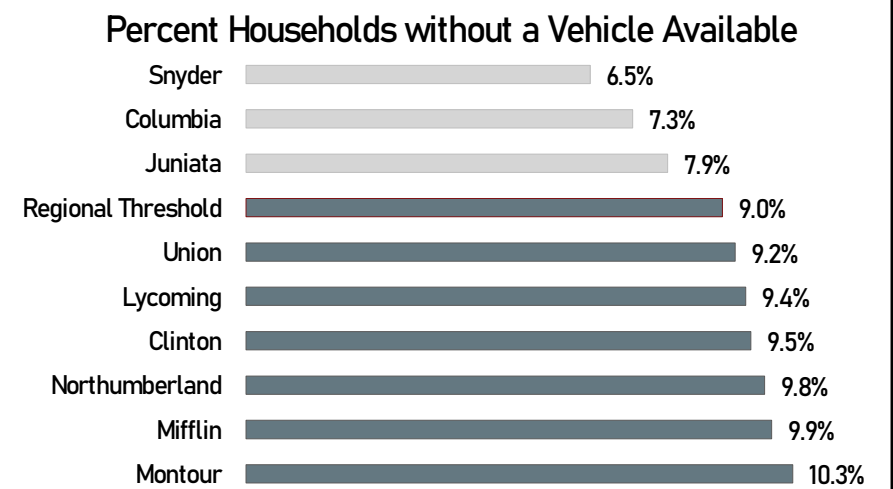
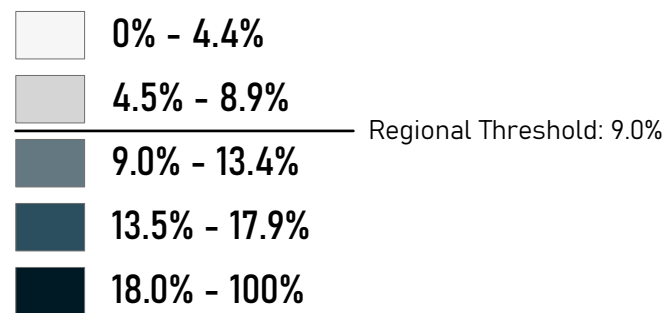
Sources: U.S. Census Bureau, PennDOT, SEDA-COG

# Households Without a Vehicle Available



County Boundary

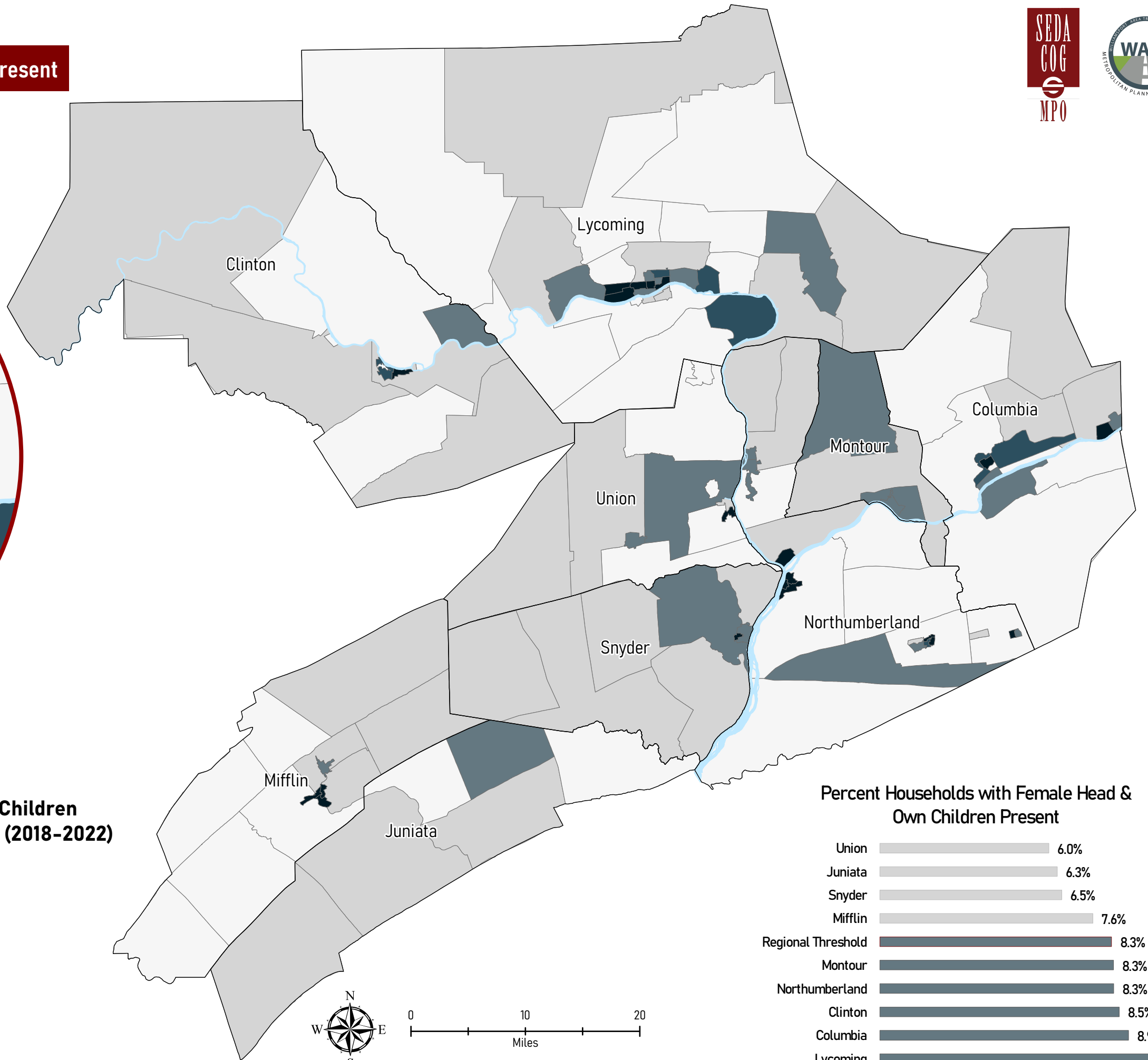
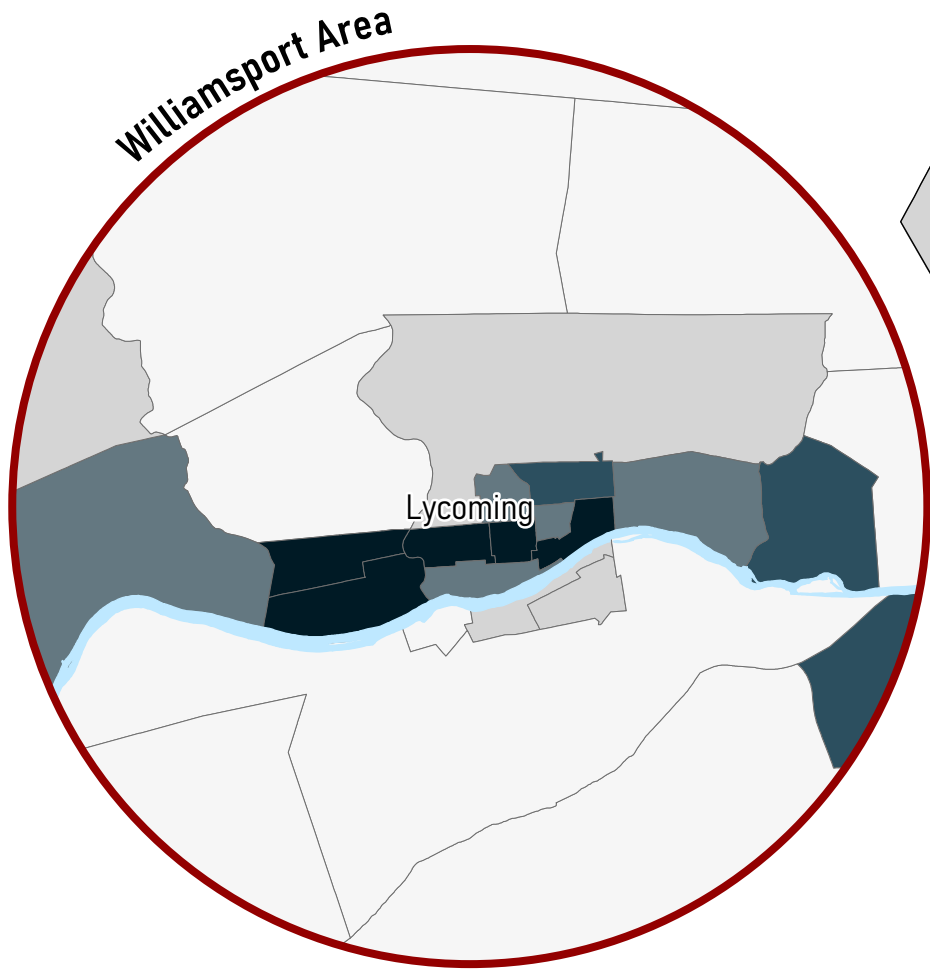
## Percent Households Without Access to a Vehicle by Census Tract ACS 5-Year Estimates (2018-2022)



Margins of Error may be large due to small sample size in the ACS.

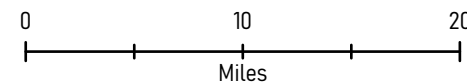
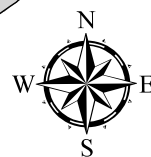
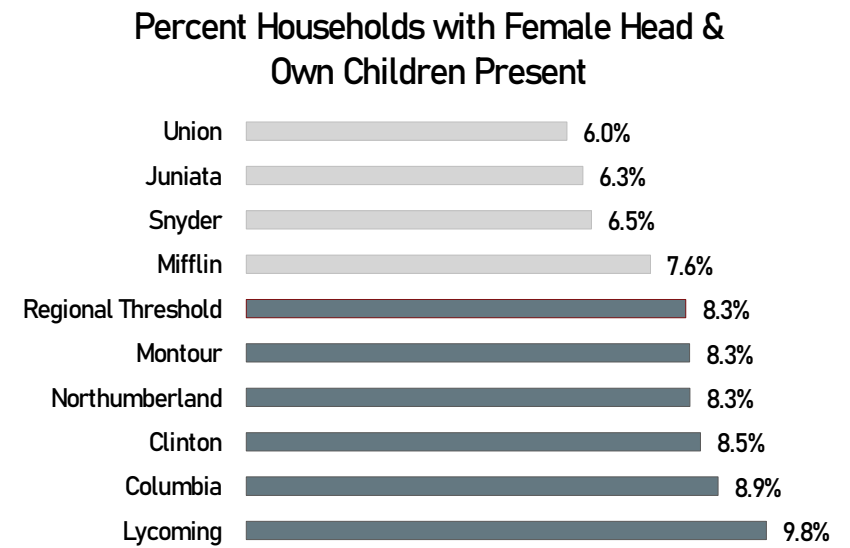
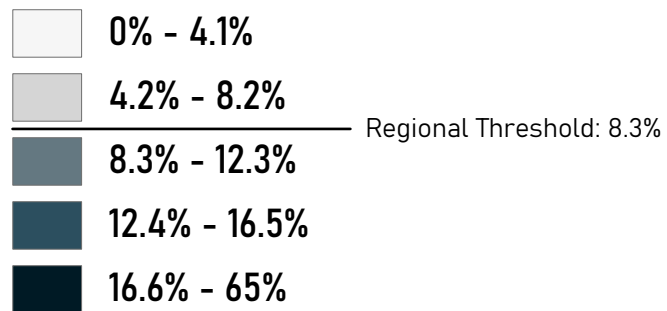
Sources: U.S. Census Bureau, PennDOT, SEDA-COG

# Female Headed Households with Own Children Present



County Boundary

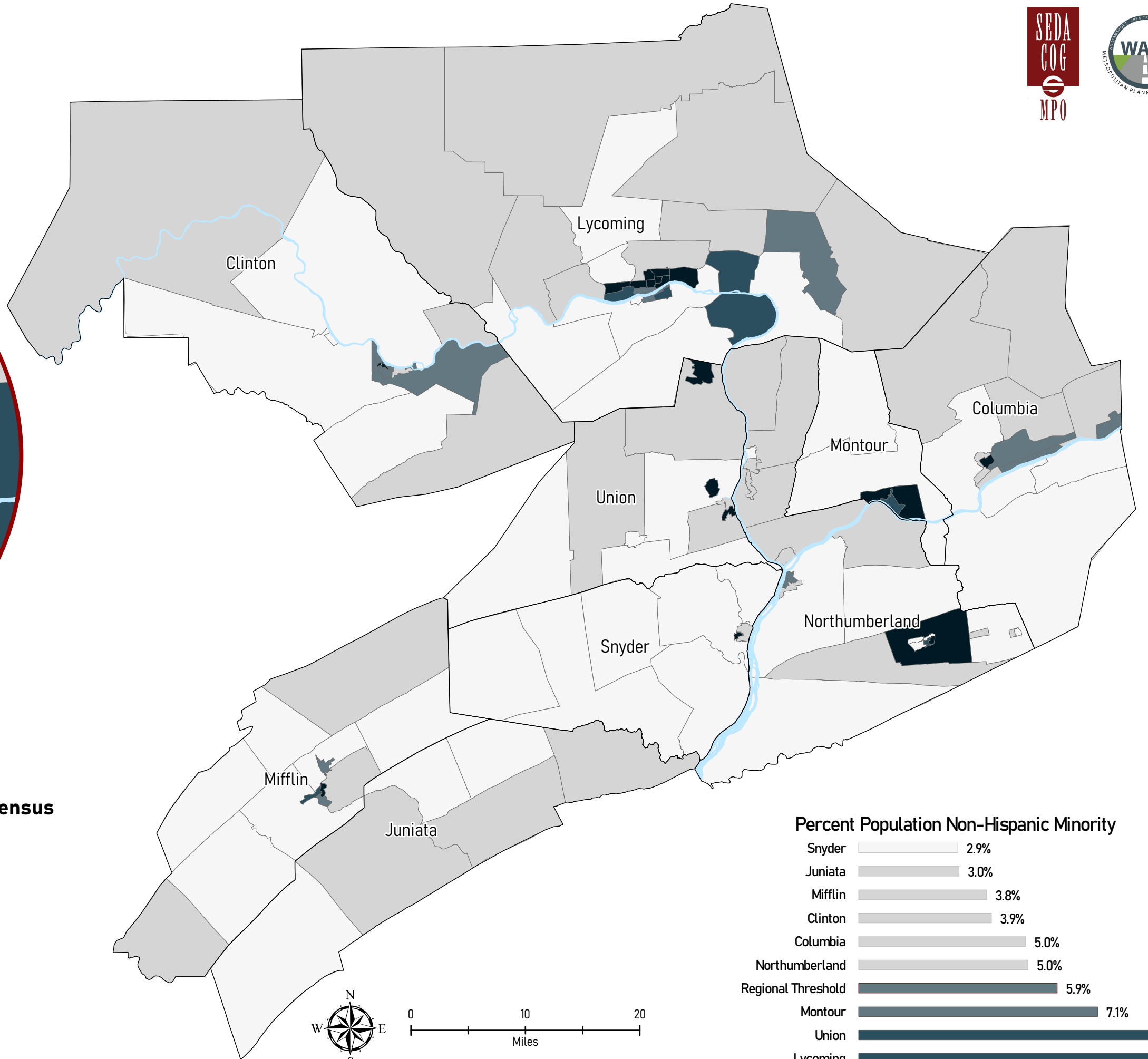
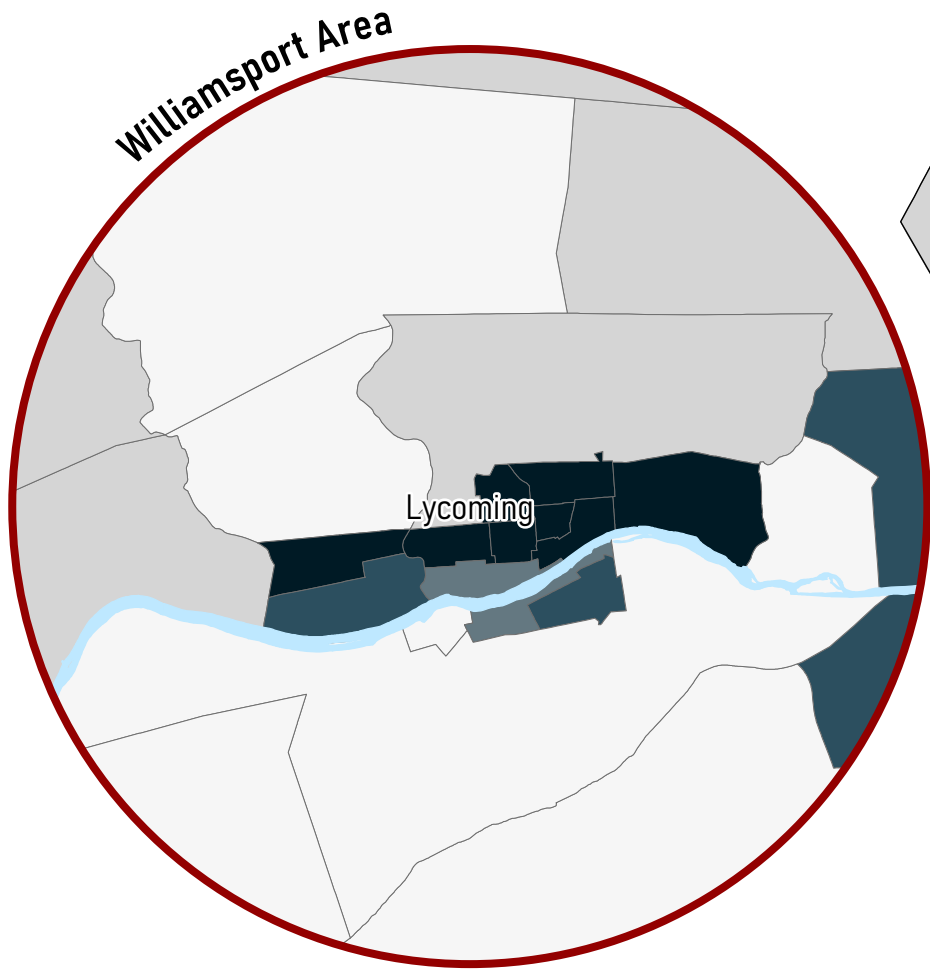
**Percent Female Headed Households with Own Children Present by Census Tract ACS 5-Year Estimates (2018-2022)**



Margins of Error may be large due to small sample size in the ACS.

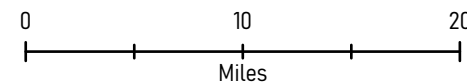
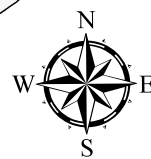
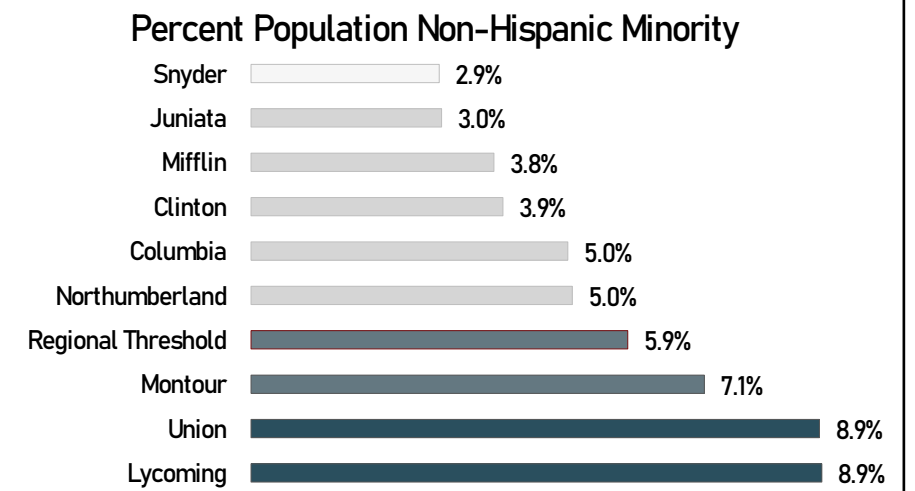
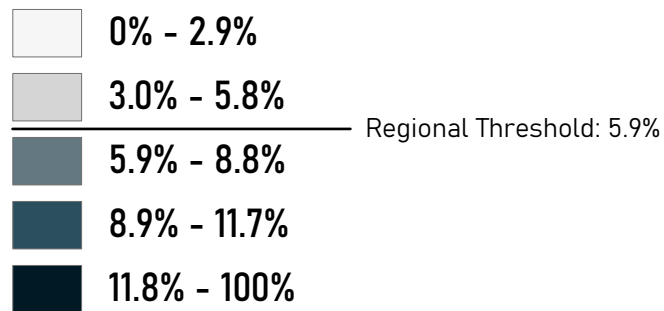
Sources: U.S. Census Bureau, PennDOT, SEDA-COG

# Population Non-Hispanic Minority



County Boundary

## Percent Population Non-Hispanic Minority by Census Tract ACS 5-Year Estimates (2018-2022)

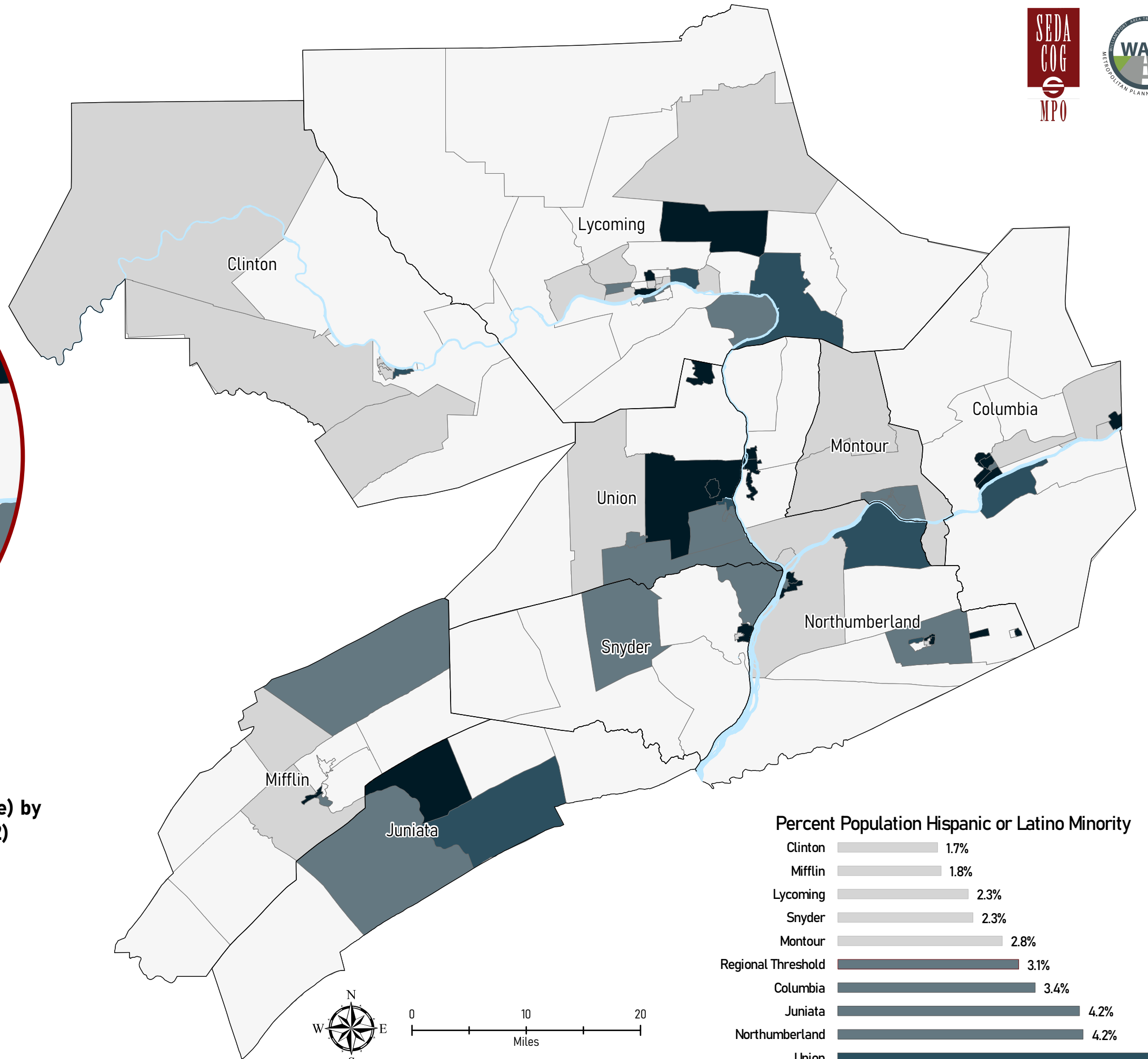
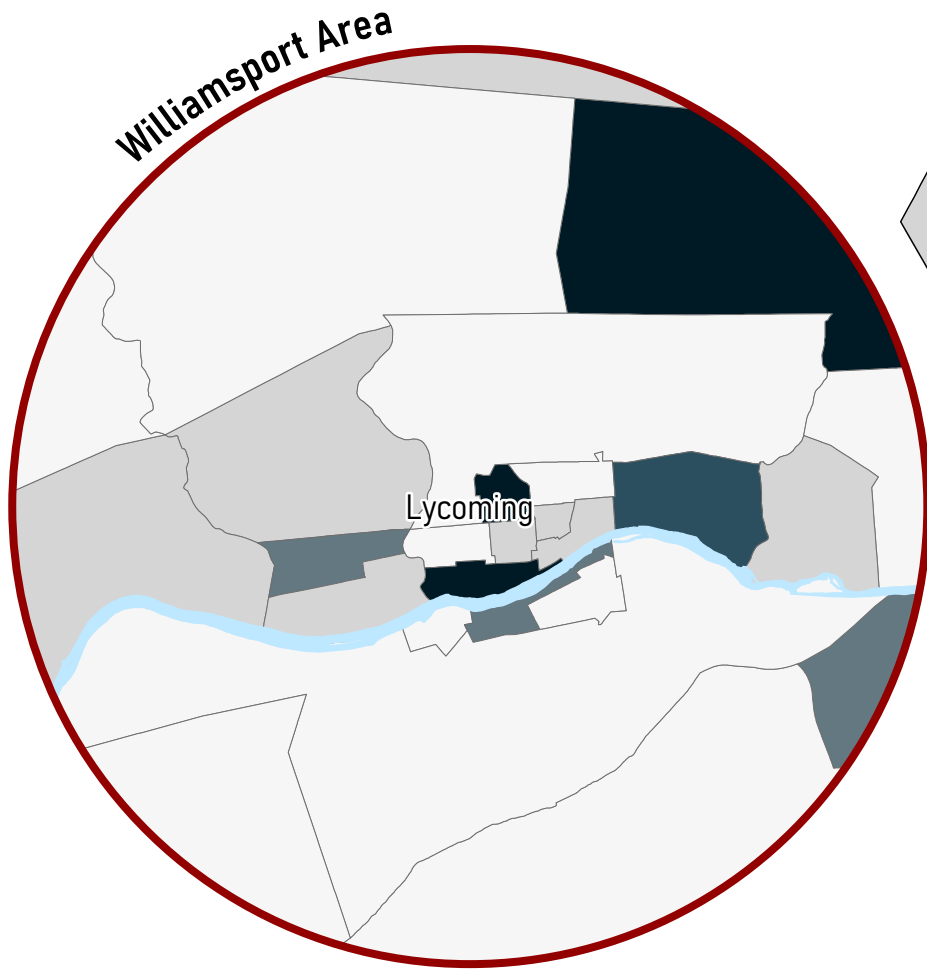


Margins of Error may be large due to small sample size in the ACS.

Sources: U.S. Census Bureau, PennDOT, SEDA-COG

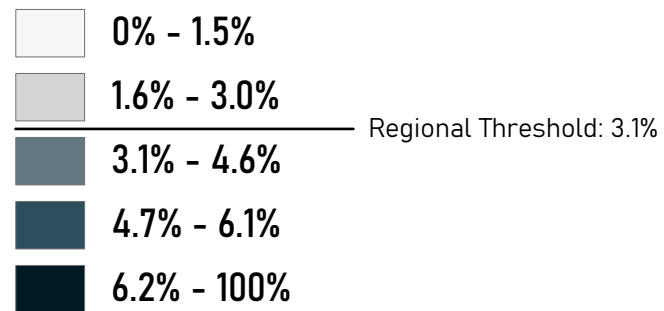


# Population Hispanic or Latino (any race)

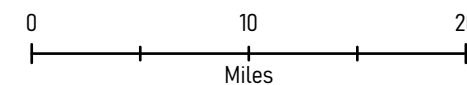
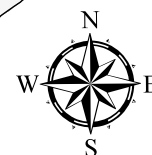
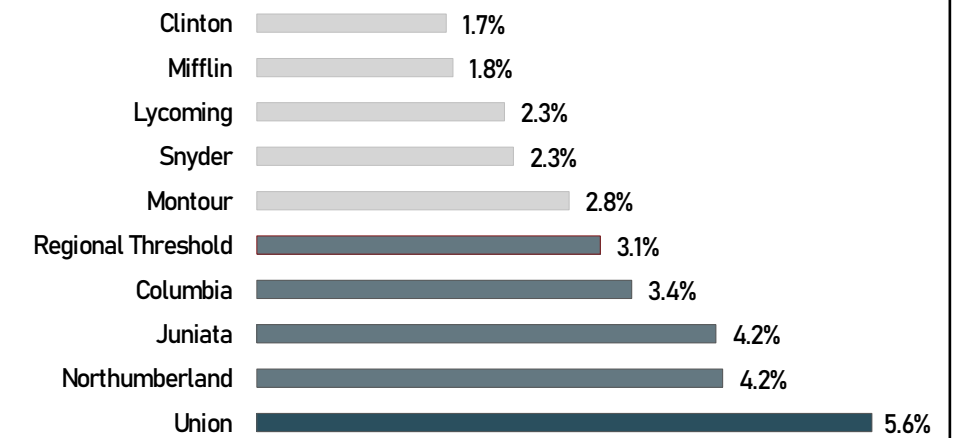


County Boundary

## Percent Population Hispanic or Latino (any race) by Census Tract ACS 5-Year Estimates (2018-2022)



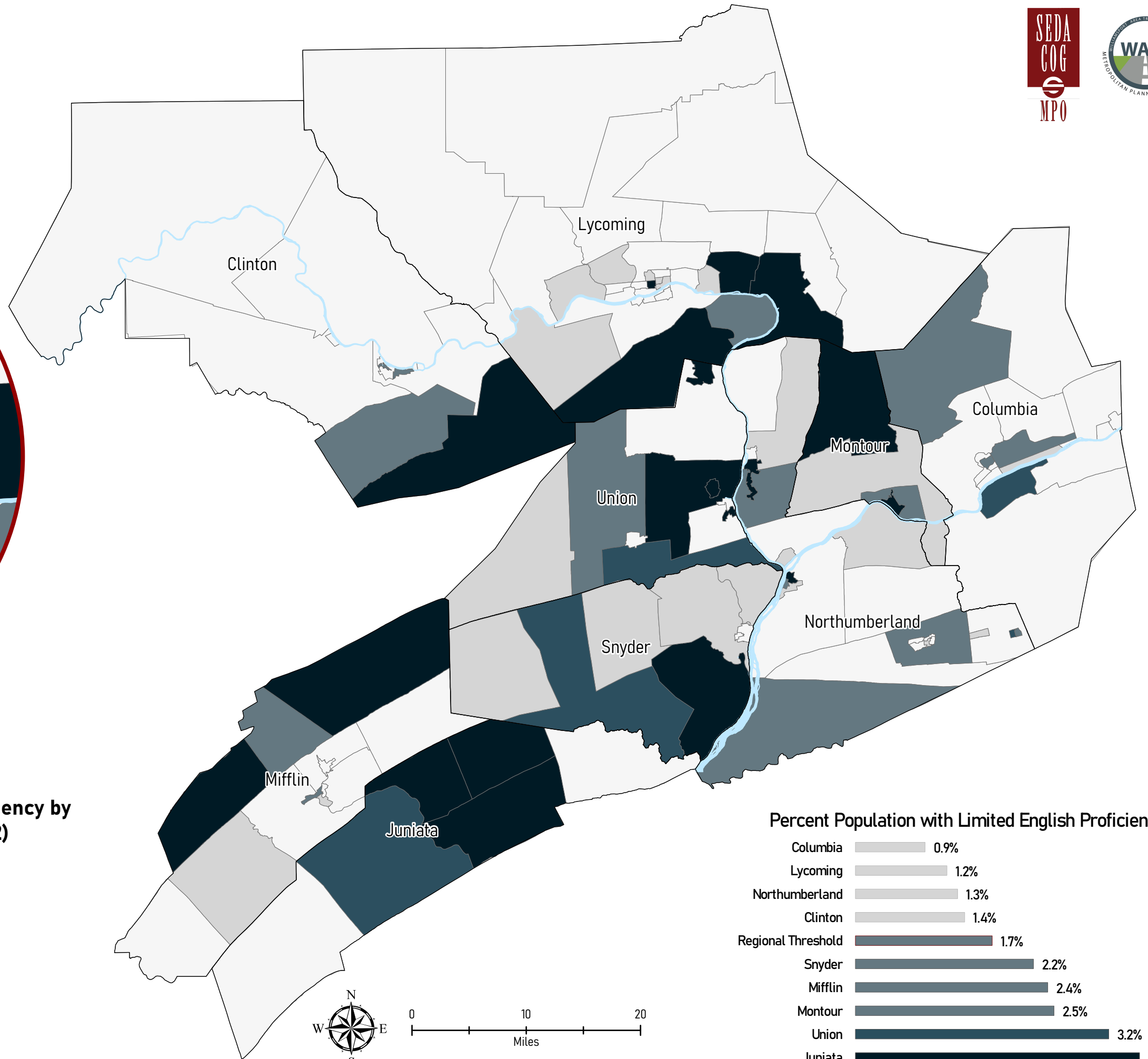
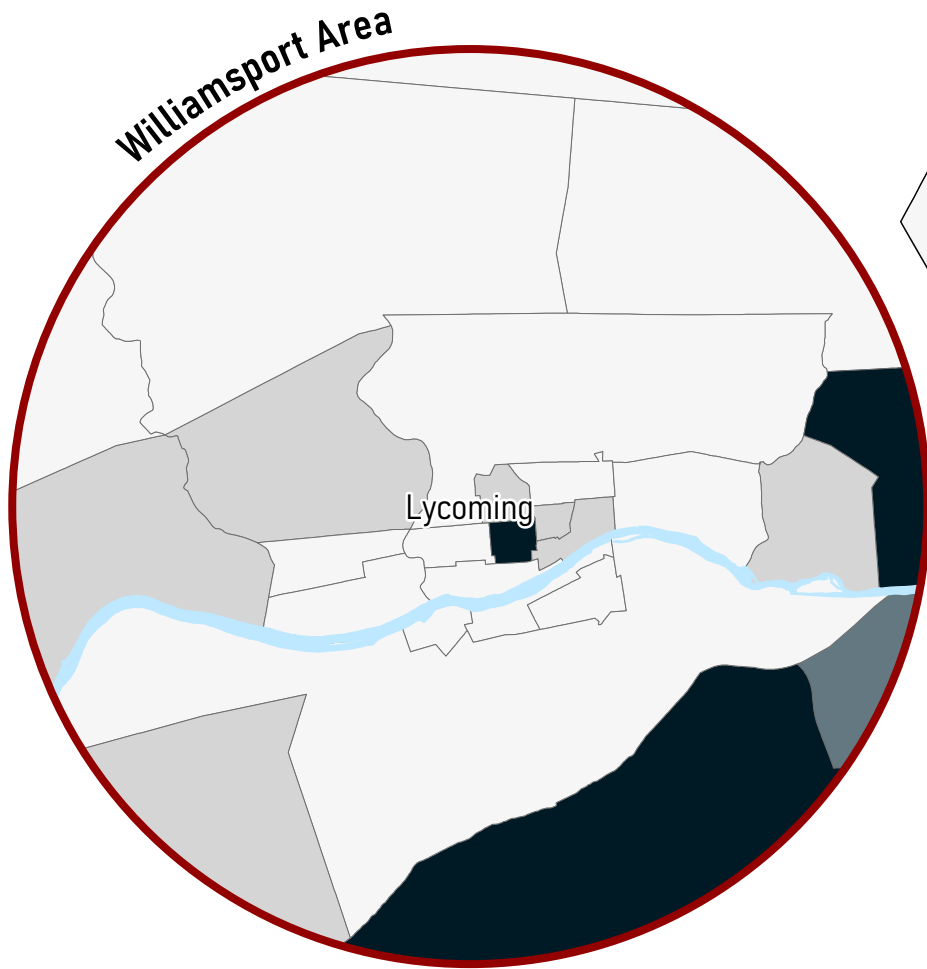
## Percent Population Hispanic or Latino Minority



Margins of Error may be large due to small sample size in the ACS.

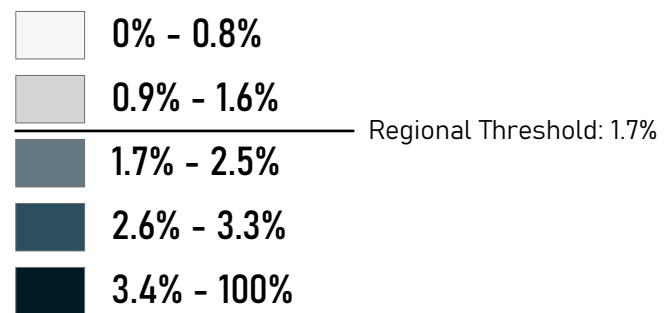
Sources: U.S. Census Bureau, PennDOT, SEDA-COG

# Population with Limited English Proficiency

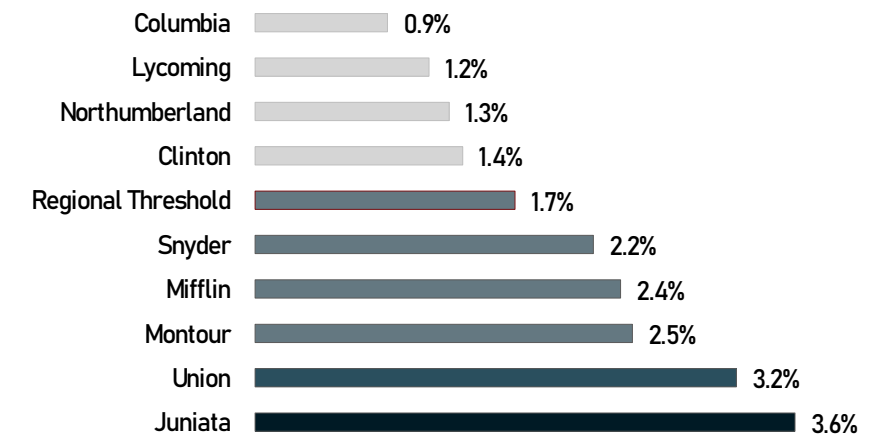


County Boundary

## Percent Population with Limited English Proficiency by Census Tract ACS 5-Year Estimates (2018-2022)

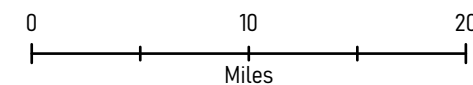
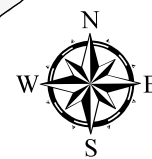


## Percent Population with Limited English Proficiency



\* Population 5 years and older.

Margins of Error may be large due to small sample size in the ACS.



Sources: U.S. Census Bureau, PennDOT, SEDA-COG



## Appendix B: Combined Stakeholder Participation

Invited Stakeholders				
Name	Title	Organization	Participated	Written Comments
<b>Senior Citizen Groups</b>				
Steven Gardner	Associate State Director for Communications	American Association of Retired People	X	
James Plankenhorn	President and CEO	Lycoming/Clinton Bi-County Office for the Aging and STEP		
Kathleen Lynn	Director	Columbia/Montour Aging Office	X	
Olivia Sims		Northumberland County Area Agency on Aging		
Ryan Miller			X	
Chelsea Reed	Director	Mifflin Juniata Area Agency on Aging	X	
Holly Kyle	Executive Director	Union Snyder Area Agency on Aging	X	
Tiffany Snook				
Greg Molter	Director	Montour County Human Services Department		
Melissa Stewart		Mifflin Juniata Human Services Department	X	
Allison Fisher				
Sue Auman		Union Snyder Community Action Agency	X	

<b>Invited Stakeholders</b>				
<b>Name</b>	<b>Title</b>	<b>Organization</b>	<b>Participated</b>	<b>Written Comments</b>
Tara Hough		Clinton County Assistance Office	X	
Kelly Parker	Transportation Program Coordinator	American Cancer Society		
<b>Human Services Agencies</b>				
Misty Dion	CEO	Center for Independent Living – Roads to Freedom of North Central PA	X	
Karen Koch		Center for Independent Living		
Melissa Walters	Office Manager	Clear Vision Residential		
Shelbie Eshelman	Office Manager	Hope Enterprises		
Susan Swartz	District Administrator	Office of Vocational Rehabilitation		
Brian Patchett	President/CEO	Northcentral Sight Services		
Shelly Stroble		Central Susquehanna Sight Services		
		Lycoming Valley Association for the Deaf		
Janetta Green	Acting CEO	Center for Independent Living of Central PA		

<b>Invited Stakeholders</b>				
<b>Name</b>	<b>Title</b>	<b>Organization</b>	<b>Participated</b>	<b>Written Comments</b>
Mary Lyn Cadman		CMSU Behavioral Health and Development Services		
Jessica Confer	Director, West Central Easter Seals	Easter Seals Society		
Jeffrey Iseman	Public Policy and Outreach Coordinator	Pennsylvania Statewide Independent Living Council	X	
<b>Nursing and Rehabilitation</b>				
Rebecca Fogelman	Loyalsock Administrator	Embassy of Loyalsock	X	
Sarah Finkbinder	Loyalsock Executive Director	Elmcroft of Loyalsock		
Jackie McElroy	Administrator	Hillside Senior Living Community		
Marcia Reed	Administrator	Insingers Personal Care		
Rhonda Riggle	Building Administrator	ProMedica Skilled Nursing Rehabilitation		
Bobbi Jo Thompson	Business Manager	Williamsport Rehabilitation & Nursing Center Bedrock Care – North	X	
Kelsey Ecker	Building Administrator	Williamsport Rehabilitation & Nursing Center Bedrock Care – South		

<b>Invited Stakeholders</b>				
<b>Name</b>	<b>Title</b>	<b>Organization</b>	<b>Participated</b>	<b>Written Comments</b>
Matt McLaughlin	President - Muncy Hospital	Muncy Valley Skilled Nursing & Rehabilitation Center		
Renee Moore	Person Care Home Administrator	Presbyterian Home at Williamsport		
Lauren Henry	Assistant Administrator	Rose View Nursing and Rehab		
Don Pote	Executive Director	The Williamsport Home		
Amber Depew	Public Relations Director	UPMC Susquehanna		
Jamie Evens	Director of Hospitality and Operations			
Sheila Packer		Evangelical Community Hospital – Community Health and Wellness	X	
Allison Clark	Community Benefit Coordinator	Geisinger Health System		
Deb Palmer		LIFE Geisinger		
Cymantha Santiago Nunez	Community Resource Navigator	UPMC North	X	
<b>Transit Providers</b>				
Michelle Holman		rabbittransit	X	
Beth Nidam			X	

<b>Invited Stakeholders</b>				
<b>Name</b>	<b>Title</b>	<b>Organization</b>	<b>Participated</b>	<b>Written Comments</b>
Cindy Sunderland		Call-A-Ride Service, Inc.	X	
Dan Merk	Program Manager, STEP Transportation	STEP, Inc.	X	
Todd Wright		River Valley Transit Authority		
Jack Spade		Lower Anthracite Transportation System	X	
Jennifer Corman	Director of Business Development	Fullington Trailways		
		Lyft		
		Uber Technologies		
<b>Veterans Services</b>				
Todd Warner	Director	Clinton County Dept. of Veterans Affairs		
W. Michael McMunn	Director	Lycoming County Dept. of Veterans Affairs		
Bridget Kingston		Columbia County Dept. of Veterans Affairs		
Dennis Hutchings	Director	Juniata County Dept. of Veterans Affairs		
James Conway	Director	Mifflin County Dept. of Veterans Affairs		

<b>Invited Stakeholders</b>				
<b>Name</b>	<b>Title</b>	<b>Organization</b>	<b>Participated</b>	<b>Written Comments</b>
Timothy Wright	Veteran's Service Officer	Montour County Dept. of Veterans Affairs	X	
David Royer	Veterans Affairs Director	Snyder County Dept. of Veterans Affairs		
J.D. Kerstetter	Director	Union County Dept. of Veterans Affairs		
Samantha Cossman	Regional Program Outreach Coordinator	PA Dept of Military and Veterans Affairs	X	
Jennifer Spidler	Regional Program Outreach Coordinator	PA Department of Military and Veterans Affairs	X	
<b>Tribal Nations</b>				
John Johnson	Governor	Absentee		
Devon Frazier	THPO	Shawnee Tribe of Oklahoma		
Clint Halftown	Section 106	Cayuga Nation		
Deborah Dotson	Tribal President	Delaware Nation of Oklahoma		
Katelyn Lucas	Historic Preservation			
Brad KillsCrow	Chief	Delaware Tribe		
Susan Bachor	Historic Preservation			
Glenna Wallace	Chief	Eastern Shawnee of Oklahoma		
Stacie Cutbank	THPO	Oneida Nation		
Sidney Hill	Chief	Onondaga Nation		

<b>Invited Stakeholders</b>				
<b>Name</b>	<b>Title</b>	<b>Organization</b>	<b>Participated</b>	<b>Written Comments</b>
Rickey Armstrong	President	Seneca Nation of Indians		
William Fisher	Chief	Seneca-Cayuga Tribe of Oklahoma		
Cassie Harper	Tribal Administrator	Shawnee Tribe		
Roger Hill	Chief	Tonawanda Band of Seneca		
Leo Henry	Chief	Tuscarora Nation		
<b>Dialysis Centers</b>				
Dr. Evan Norfolk	Nephrologist	Geisinger Nephrology	X	
Kimberly Connor		Geisinger	X	
Amber Kurzawa		Danville Dialysis	X	
Kelly Schraeder		Berwick Dialysis	X	
<b>Other</b>				
Rachael Ulmer	Williamsport Site Administrator	CareerLink		
Timothy Mahoney	Coalition Coordinator	Lycoming County Health Improvement Coalition		
		Office of Vocational Rehabilitation		



## Appendix C: Survey Questions

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### Current Transportation Service Use

1. How often do you currently use public transportation (e.g., CARS, LATS, RVTA, STEP, rabbittransit, Stop Hopper)?

- Daily
- Weekly
- Monthly
- A few times per year
- Never

2. What transportation service do you normally ride/use in the region?

- Call-A-Ride (CARS)
- Lower Anthracite Transit System (LATS)
- River Valley Transit Authority (RVTA)
- fixed-route (regular bus)
- STEP shared-ride
- rabbittransit shared-ride
- Stop Hopper
- Uber/Lyft/taxi
- Other (please specify): \_\_\_\_\_

3. For the majority of your local trips, how do you travel most often? Please select one.

- Drive alone
- Ride with a spouse or other family member
- Ride with volunteers/carpool
- Use public transportation (CARS, LATS, RVTA, STEP, rabbittransit, Stop Hopper)
- Take a taxi/Uber/Lyft
- County or human service agency (Area Agency on Aging, etc.) provides transportation
- Walk
- Bike
- Other (please specify): \_\_\_\_\_

4. If your primary source of transportation is not available, how do you travel? Please select one.

- Drive alone
- Ride with a spouse or other family member
- Ride with volunteers/carpool
- Use public transportation (CARS, LATS, RVTA, STEP, rabbittransit, Stop Hopper)
- Take a taxi/Uber/Lyft
- County or human service agency (Area Agency on Aging, etc.) provides transportation
- Walk
- Bike

- Other (please specify): \_\_\_\_\_

5. If you have never used or no longer use public transportation, please indicate the reasons. Check all that apply.

- Service is not frequent enough
- Travel takes too long
- Service is not offered to the locations I need
- Service is not reliable
- Fares are expensive
- Too far to walk to a bus stop
- I prefer to drive
- I am not aware of the public transportation services available
- Not applicable (I currently use public transportation)
- Other (please specify): \_\_\_\_\_

6. If you currently use public transportation (or expect to use public transportation in the future), what are your top three trip purposes? Please select at most 3 options.

- Medical appointments
- Education
- Employment/training
- Religious
- Senior services
- Grocery
- Shopping
- General Shopping
- Family/friend visits
- Recreation/entertainment
- Not applicable (I don't use public transportation)
- Other (please specify): \_\_\_\_\_

7. How much do you currently pay for each one-way public transportation trip?

- Nothing (\$0)
- Less than \$1
- \$1.00 to \$1.50
- \$1.50 to \$2.00
- More than \$2

8. What is the most that you are willing to pay for a one-way public transportation trip?

- Nothing (\$0)
- Less than \$1
- \$1.00 to \$1.50
- \$1.50 to \$2.00
- More than \$2.00

9. How much do you spend on public transportation each month? (Skip if not applicable)

10. In the past six months, have any household members missed any of the following due to a lack of transportation? Please check all that apply.

- Work
- Medical appointment
- Grocery Shopping
- General Shopping
- Family/friend visits
- Entertainment
- Social service appointment
- Education
- Religious service
- Not applicable (transportation needs have been met)

11. During which of the following time periods do you MOST need transportation services?

- Monday through Friday, daytime (6 am to 6 pm)
- Monday through Friday, evenings (6 pm to 10 pm)
- Monday through Friday, nights (10 pm to 7 am)
- Weekends (Saturdays and Sundays, anytime)

### **Improvements to Public Transportation Services**

12. There are many strategies to improve public transportation and a limited amount of funding. Please mark the importance to you of the following strategies (Not important, important, very important):

- Improve information about available public transportation services and routes
- More service in rural areas
- More service during evenings and weekends
- More out of county/out of region service
- Lower the cost of public transportation
- Improve comfort of ride/bus
- Provide immediate information if ride will be late
- Shorten wait times for return trips
- Prioritize medical appointments
- Expand Stop Hopper service
- Increase reliability

13. How do you hear about transportation services available to you? Check all that apply.

- Word of mouth
- Social Media
- Newspaper or other advertising
- County Assistance Office
- Senior Center Case worker or other government referral
- Internet search
- PA 211

- PA 511
- Find My Ride PA
- Other (please specify): \_\_\_\_\_

14. Which of the following are the best ways to let people know about transportation services in your community? Check all that apply.

- Direct mailings to your home
- Newspaper
- Radio
- Television
- Websites
- Social media
- Inserts with municipal/utility bills
- Not interested
- Other (please specify): \_\_\_\_\_

15. Please identify any specific locations that you need to or would like to travel to that you cannot get to today.

16. Do you have other suggestions to improve transportation to meet your needs?

17. Please tell us about a time when transportation was a challenge for you or those you assist. Include where your trip started, where you were going, and why this trip was a challenge.

### Demographic Characteristics

18. What is your home zip code?

19. What is your gender?

- Male
- Female
- Transgender
- Non-binary/non-conforming
- Prefer not to answer

20. What is your age?

- Under 18
- 18 to 64
- 65 to 74
- 75 to 84
- 85+

21. What best describes your race?

- American Indian, Alaska Native or First Nations
- Asian
- Black or African American
- Hispanic or Latinx
- Native Hawaiian or Other Pacific Islander
- Middle Eastern or North African
- White/Caucasian
- Other (please specify): \_\_\_\_\_

22. What is your ethnicity?

- Hispanic
- Non-Hispanic

23. Are you a person with a disability or other chronic condition?

- Yes
- No
- Prefer not to answer

24. Are you a military veteran?

- Yes
- No

25. How well do you speak English?

- Not at all
- Not well
- Well
- Very well

26. Do you have a smartphone?

- Yes
- No

27. Do you have access to a car or other vehicle?

- Yes, I own a car and drive myself.
- Yes, a family member or friend has a car and drives me.
- Yes, I borrow a car and drive myself.
- No, I do not have access to a car that is running, licensed, and insured.

28. What is your annual household income?

- Less than \$15,000
- \$15,001 to \$25,000
- \$25,001 to \$40,000
- \$40,001 to \$75,000
- \$75,001 to \$100,000
- Over \$100,000

29. What government services do you participate in? Check all that apply.

- Medicaid (Medical Assistance)
- Medicare
- Supplemental Nutritional Assistance Program (SNAP)
- Area Agency on Aging (AAA)
- Housing Assistance (HUD)
- Temporary Assistance for Needy Families (TANF)
- Childcare Subsidy (CCIS)
- Veterans Affairs (VA)
- Head Start
- CareerLink or other employment program
- None
- Other (please specify): \_\_\_\_\_

## Appendix D: Agency & Rider Interview Guides

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### Agency Interview Questions

1. How does your agency provide transportation assistance?
  - a. Operate vehicles to transport clients
  - b. Contract with a third party to provide transportation service to clients
    - i. Identify the third parties with which you contract
  - c. Subsidize transportation by providing clients with bus fare, mileage reimbursement, or cash
  - d. Arrange for transportation by assisting clients with trip planning and information on transportation options
    - i. Identify the transportation providers that clients use when you provide the above assistance
2. What transportation programs/services are working well for your clients?
3. What transportation programs/services are not working well for your clients? Is the answer client-dependent—based specifically on the client or the type of disability/need?
4. What are the significant transportation issues/complaints related to:
  - a. Persons with disabilities accessing services, etc.
  - b. Generally accessing jobs/employment
5. What methods do you currently use to inform residents/clients about your transportation services?
  - a. Are there other methods that would be more effective in informing residents/clients about your transportation services—what are they?
6. Do the majority of your clients have reliable access to the internet or a smartphone?
7. Cost of transportation service
  - a. Has your agency modified its transportation assistance due to changes in the cost of transportation over the past year
  - b. Have your clients modified transportation use due to changes in the cost of transportation over the past year
8. Do your clients need transportation services with which your agency does not assist?
  - a. Give examples of those transportation services needs
  - b. Are your clients able to access other transportation that meets those needs



9. What are other transportation needs in your service area that are not being adequately met, along with recommended solutions?
10. What changes are needed in transportation to better meet the needs of persons with disabilities, low-income persons, veterans, and older adults?
11. Please identify specific transportation consumers (name and phone/email) who would be willing to be interviewed about their experiences

## **Passenger Experience Questions**

### **INTRODUCTION:**

- Updating the regional plan for transportation services in Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, Union, and Lycoming Counties.
- The Plan describes the current transportation services as well as gaps in transportation services—needs that are not being met right now.
- Part of that work depends on understanding current transportation from a passenger’s perspective.

### **QUESTIONS:**

#### **Background**

- For some background information, could you tell us a bit about yourself and the transportation services that you use
  - How did you first find out about transportation that could take you to doctor appointments, grocery shopping, the senior center, the hairdresser, etc.?
  - Generally, where do you go on rabbittransit? How often do you use the service?
  - Tell us a few things that you really like or enjoy about the transportation service.
  - Tell us a few things that are bothersome or inconvenient about the transportation service.
  - Are there trips that you would like to take but are too expensive?
  - Do you have a smartphone?
  - If you have a smartphone and there were a mobile app to schedule trips, would you use it?
- Have you used Find My Ride (FMR) Schedule or Apply?
- Tell us more about your experience using \_\_\_\_ transportation
  - When you need or want to go somewhere, how do you choose whether to use XYZ transportation or some other form of transportation?
  - After you have decided to use XYZ transportation, what is your next step—calling to reserve a trip?

#### **Scheduling**

- Tell us about reserving a trip
  - Is it easy to get through on the telephone?
- Do you have to wait through many rings or is the call answered quickly?
- How long does it take to make the reservation?
- Is there anything about making the reservation that is bothersome or that you appreciate?

- Prior to the trip – how do you know when the vehicle will be coming/will arrive to pick you up so that you can be ready?
- Do you pay for your trips? If so, how and is that process easy?

### **Trip Experience**

- When the vehicle arrives, how do you know that it is at your home?
- Does the driver help you to exit your home?
- Does the driver help you to enter the vehicle?
- Is the ride pleasant/comfortable?
- Do you feel safe with the driver?
- Are there any stops in between your pickup and destination?
  - Are there stops that are reasonable and add only a few minutes?
  - Are there stops that add significant time to the trip?
- Is there anything about the ride that bothers you?
- When you reach your destination, does the driver help you to exit the vehicle?
- On the return trip, how long do you normally wait for the vehicle after your scheduled pick up time?

Tell us about your overall experiences with XYZ's transportation service

- Either generally or specifically a really good experience
- Either generally or specifically a really bad experience
- Do you have an alternative option for any trips that you need to make?
- If this service was not available, how would you travel?
- What kinds of technology devices do you use regularly?
  - Landline phone
  - Cell phone
  - Tablet
  - Computer with internet service
- Do you expect to use different devices in the next five years?
- What can public transit providers do to get more riders?
- How would you encourage family or friends to ride public transit service?
- Should local elected officials support public transportation?

# Appendix E: Online Survey Results

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# Central PA Transit User Survey For the SEDA-COG MPO/WATS MPO Coordinated Plan

90 Responses

20:23 Average time to complete

Closed Status

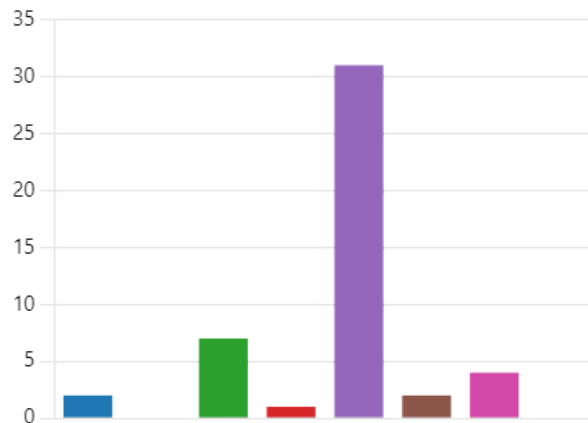
1. How often do you currently use public transportation (e.g., CARS, LATS, RVTA, STEP, rabbittransit, Stop Hopper)?

Daily	9
Weekly	20
Monthly	7
A few times per year	11
Never	43



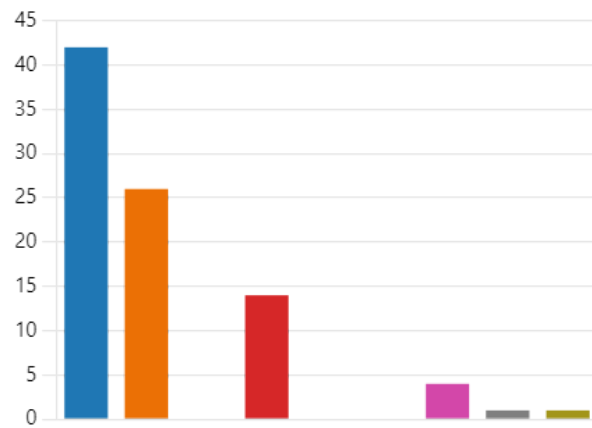
2. What transportation service do you normally ride/use in the region?

Call-A-Ride (CARS)	2
Lower Anthracite Transit System...	0
River Valley Transit Authority (R...	7
STEP shared-ride	1
rabbittransit shared-ride	31
Stop Hopper	2
Uber/Lyft/taxi	4
Other	0



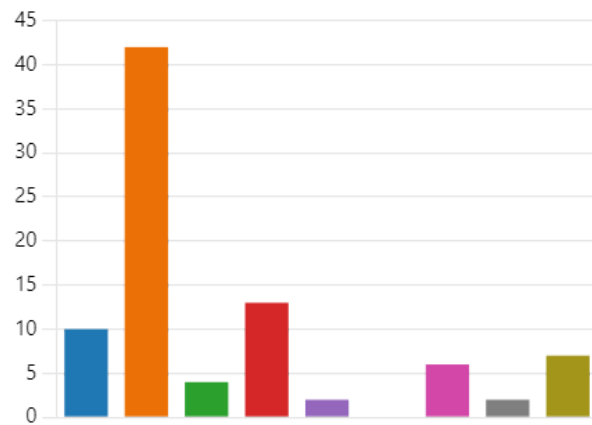
3. For the majority of your local trips, how do you travel most often? Please select one.

● Drive alone	42
● Ride with a spouse or other fam...	26
● Ride with volunteers/carpool	0
● Use public transportation (CARS...	14
● Take a taxi/Uber/Lyft	0
● County or human service agenc...	0
● Walk	4
● Bike	1
● Other	1



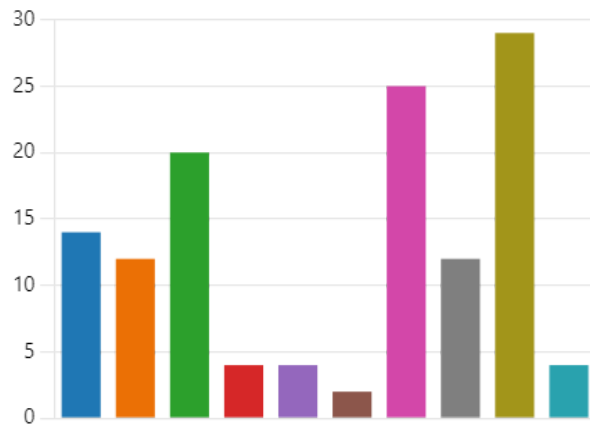
4. If your primary source of transportation is not available, how do you travel? Please select one.

● Drive alone	10
● Ride with a spouse or other fam...	42
● Ride with volunteers/carpool	4
● Use public transportation (CARS...	13
● Take a taxi/Uber/Lyft	2
● County or human service agenc...	0
● Walk	6
● Bike	2
● Other	7



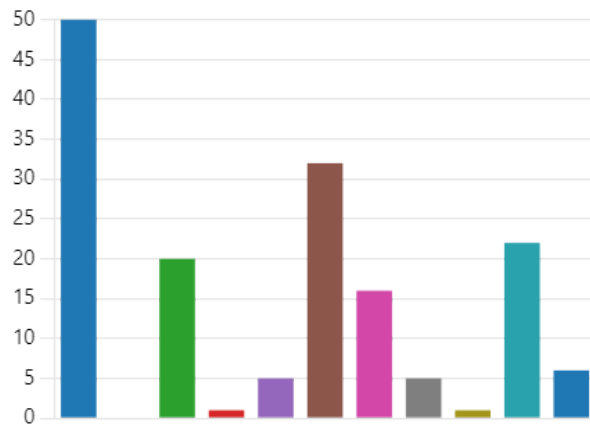
5. If you have never used or no longer use public transportation, please indicate the reasons. Check all that apply.

● Service is not frequent enough	14
● Travel takes too long	12
● Service is not offered to the loca...	20
● Service is not reliable	4
● Fares are expensive	4
● Too far to walk to a bus stop	2
● I prefer to drive	25
● I am not aware of the public tra...	12
● Not applicable (I currently use p...	29
● Other	4



6. If you currently use public transportation (or expect to use public transportation in the future), what are your **top three** trip purposes?

● Medical appointments	50
● Education	0
● Employment/training	20
● Religious	1
● Senior services	5
● Grocery Shopping	32
● General Shopping	16
● Family/friend visits	5
● Recreation/entertainment	1
● Not applicable (I don't use public transportation)	22
● Other	6



7. How much do you currently pay for each one-way public transportation trip?

● Nothing (\$0)	38
● Less than \$1	9
● \$1.00 to \$1.50	5
● \$1.50 to \$2.00	8
● More than \$2	14



8. What is the most that you are willing to pay for a one-way public transportation trip?

● Nothing (\$0)	8
● Less than \$1	12
● \$1.00 to \$1.50	17
● \$1.50 to \$2.00	17
● More than \$2.00	26



9. How much do you spend on public transportation each month? (Skip if not applicable)

27  
Responses

Latest Responses  
"0"

"\$ 1.50 for each round trip appointment. Sometimes there are 2 appoint..."

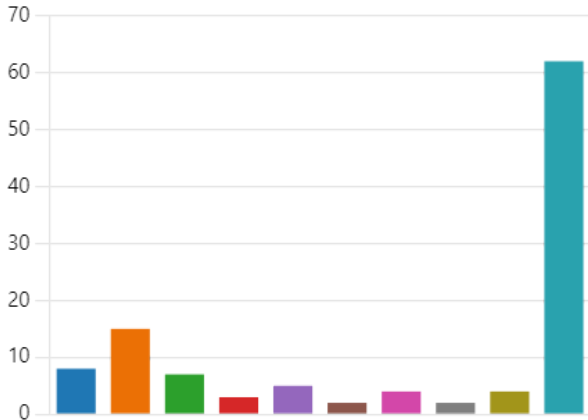
1 respondents (4%) answered 10 for this question.

**appointments in a month**  
**Transportation available 1500**  
**10 500 2000**  
**round**  
**trip appointment**  
**taxi rabbit**



10. In the past six months, have any household members missed any of the following due to a lack of transportation? Please check all that apply.

- Work 8
- Medical appointment 15
- Grocery Shopping 7
- General Shopping 3
- Family/friend visits 5
- Entertainment 2
- Social service appointment 4
- Education 2
- Religious service 4
- Not applicable (transportation n... 62



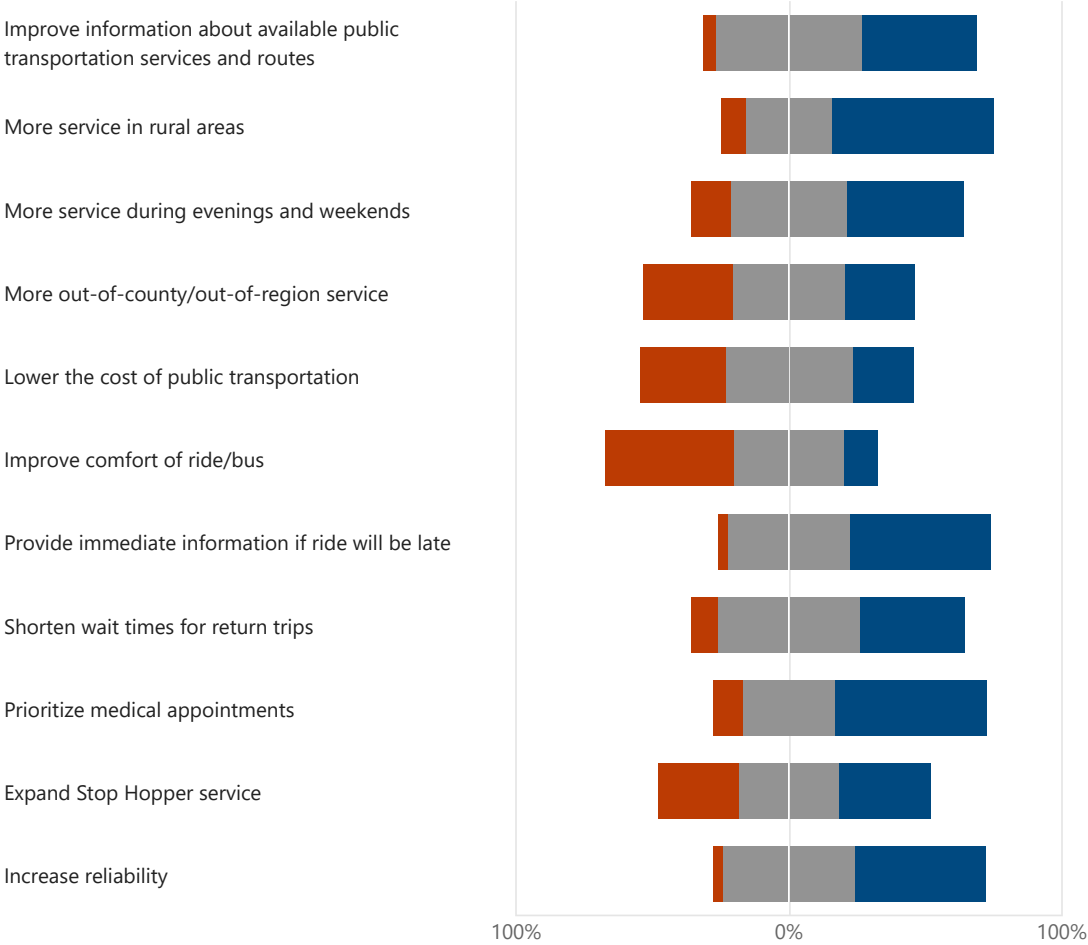
11. During which of the following time periods do you MOST need transportation services?

- Monday through Friday, daytim... 61
- Monday through Friday, evenin... 5
- Monday through Friday, nights (... 2
- Weekends (Saturdays and Sund... 9



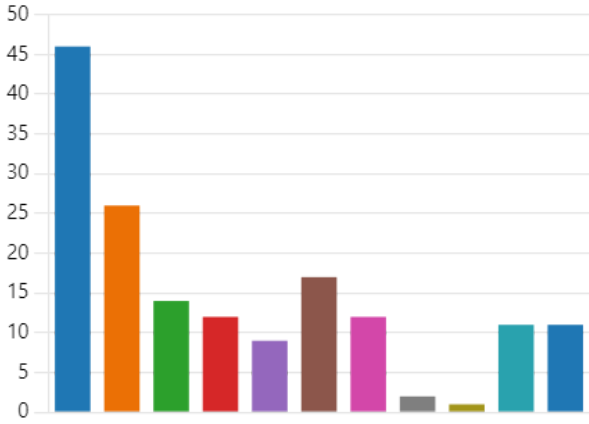
12. There are many strategies to improve public transportation and a limited amount of funding. Please mark the importance to you of the following strategies:

■ Not Important   
 ■ Important   
 ■ Very Important



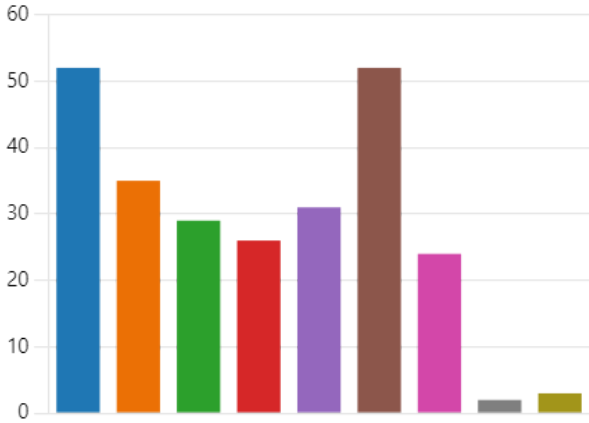
13. How do you hear about transportation services available to you? Check all that apply.

● Word of mouth	46
● Social Media	26
● Newspaper or other advertising	14
● County Assistance Office	12
● Senior Center	9
● Case worker or other governme...	17
● Internet search	12
● PA 211	2
● PA 511	1
● Find My Ride PA	11
● Other	11



14. Which of the following are the best ways to let people know about transportation services in your community? Check all that apply.

● Direct mailings to your home	52
● Newspaper	35
● Radio	29
● Television	26
● Websites	31
● Social media	52
● Inserts with municipal/utility bills	24
● Not interested	2
● Other	3



15. Please identify any specific locations that you need to or would like to travel to that you cannot get to today.

40  
Responses

Latest Responses

"The grocery store and a ride on Thursday at 11:00 a.m. to get to court"  
"Fermamagh Township to Mifflintown Food Store, Lewistown for shoppin..."  
"I only use it for my eye appointments. They are always at the same buil..."

5 respondents (13%) answered **none** for this question.



16. Do you have other suggestions to improve transportation to meet your needs?

36  
Responses

Latest Responses

"It should be able to go to isolated areas where I'm located"  
"Run bus in rural areas for people that can't drive or don't have family a..."  
"I like it that RabbitTransit lets me know by text / phone call that my rid..."

6 respondents (17%) answered **service** for this question.



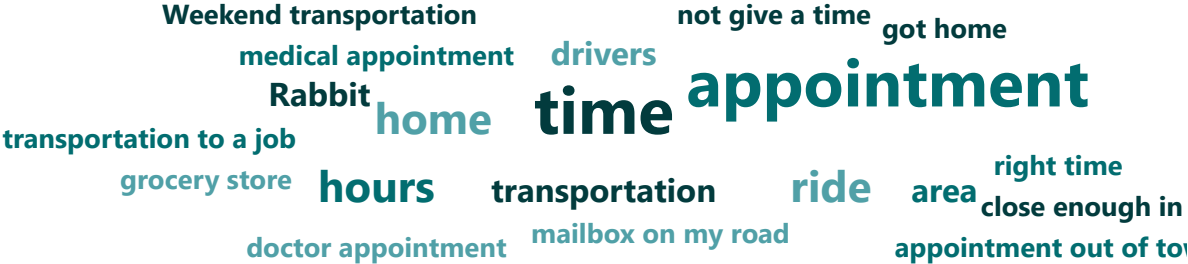
17. Please tell us about a time when transportation was a challenge for you or those you assist. Include where your trip started, where you were going, and why this trip was a challenge.

30  
Responses

Latest Responses

" always a challenge for me because I live in an isolated area so I have tr...  
"Rural areas of Mifflintown that people don't have family or friends to ta...  
"Trip starts at my home & goes to Danville Geisinger Eye Institute. A nei...

6 respondents (20%) answered **time** for this question.



18. What is your home zip code?

87  
Responses

Latest Responses

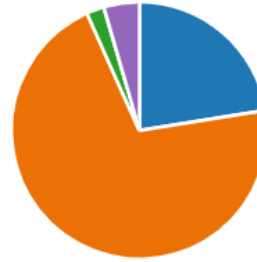
"17856"  
"17059"  
"17815"

12 respondents (14%) answered **17701** for this question.



19. What is your gender?

Male	20
Female	63
Transgender	2
Non-binary/non-conforming	0
Prefer not to answer	4



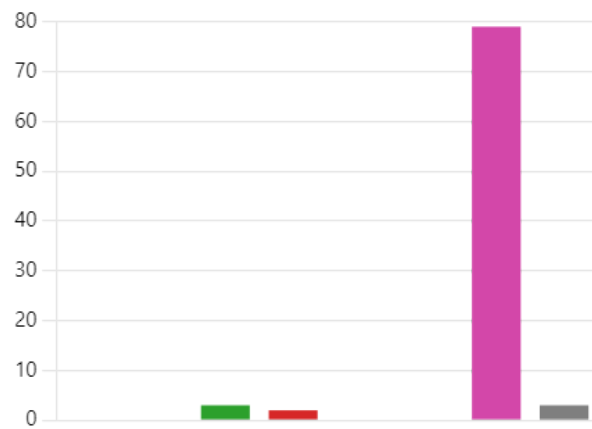
20. What is your age?

Under 18	0
18 to 64	55
65 to 74	18
75 to 84	13
85+	3



21. What best describes your race?

American Indian, Alaska Native ...	0
Asian	0
Black or African American	3
Hispanic or Latinx	2
Native Hawaiian or Other Pacific...	0
Middle Eastern or North African	0
White/Caucasian	79
Other	3



22. What is your ethnicity?

Hispanic	2
Non-Hispanic	80



23. Are you a person with a disability or other chronic condition?

● Yes	39
● No	42
● Prefer not to answer	8



24. Are you a military veteran?

● Yes	10
● No	76



25. How well do you speak English?

● Not at all	0
● Not well	0
● Well	8
● Very well	80



26. Do you have a smartphone?

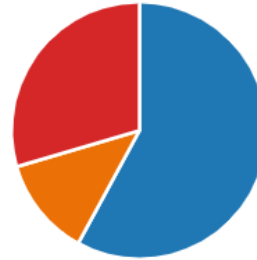
● Yes	77
● No	10





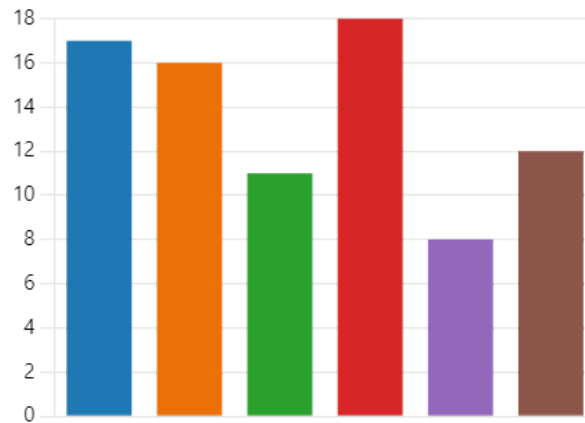
27. Do you have access to a car or other vehicle?

- Yes, I own a car and drive myself. 51
- Yes, a family member or friend h... 11
- Yes, I borrow a car and drive my... 0
- No, I do not have access to a ca... 26



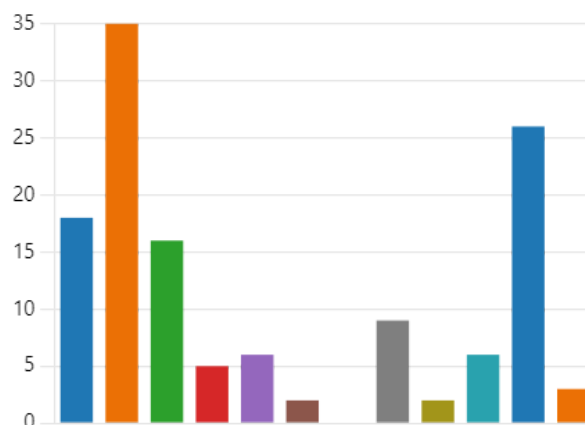
28. What is your annual household income?

- Less than \$15,000 17
- \$15,001 to \$25,000 16
- \$25,001 to \$40,000 11
- \$40,001 to \$75,000 18
- \$75,001 to \$100,000 8
- Over \$100,000 12



29. What government services do you participate in? Check all that apply.

- Medicaid (Medical Assistance) 18
- Medicare 35
- Supplemental Nutritional Assist... 16
- Area Agency on Aging (AAA) 5
- Housing Assistance (HUD) 6
- Temporary Assistance for Needy... 2
- Childcare Subsidy (CCIS) 0
- Veterans Affairs (VA) 9
- Head Start 2
- CareerLink or other employmen... 6
- None 26
- Other 3



# Appendix F: Written Comments

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# 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>.

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## Introduction – About WATS

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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

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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:

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- 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

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### Public Participation Plan

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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

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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"?

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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:

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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.

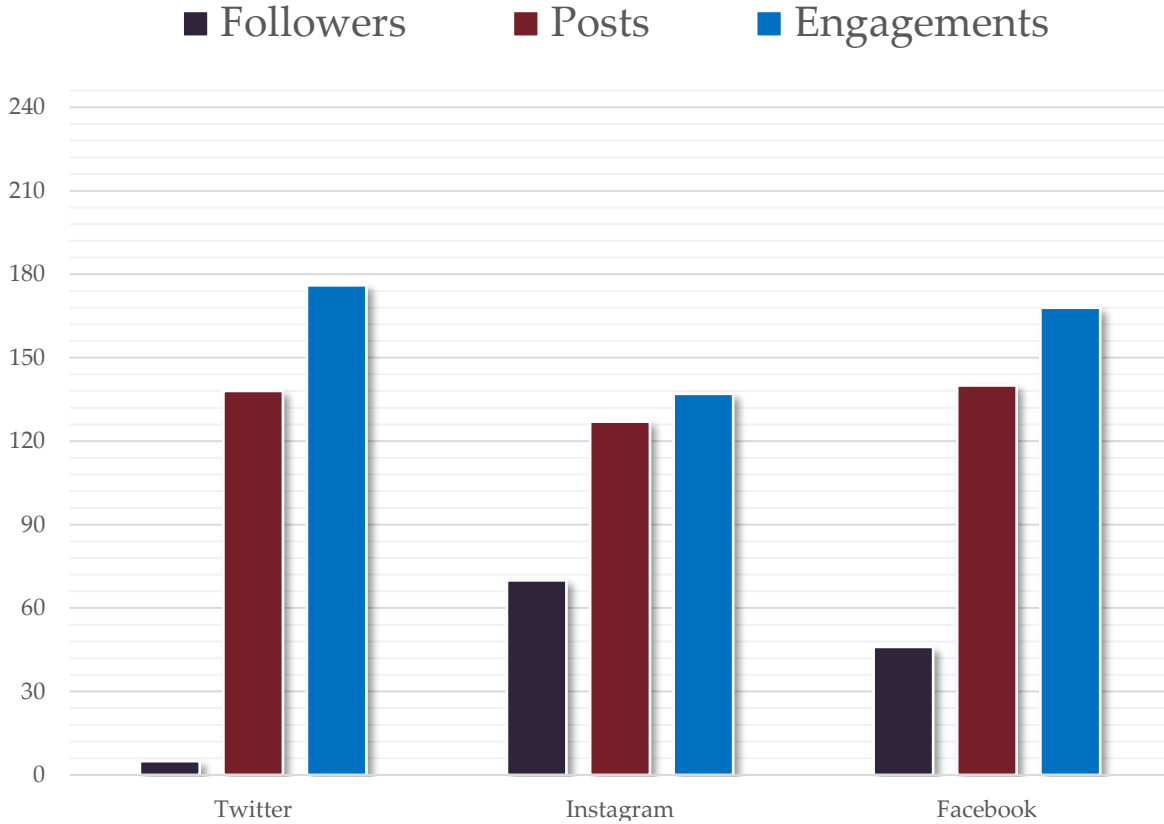
## Social Media:

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

## WATS Social Media Reach

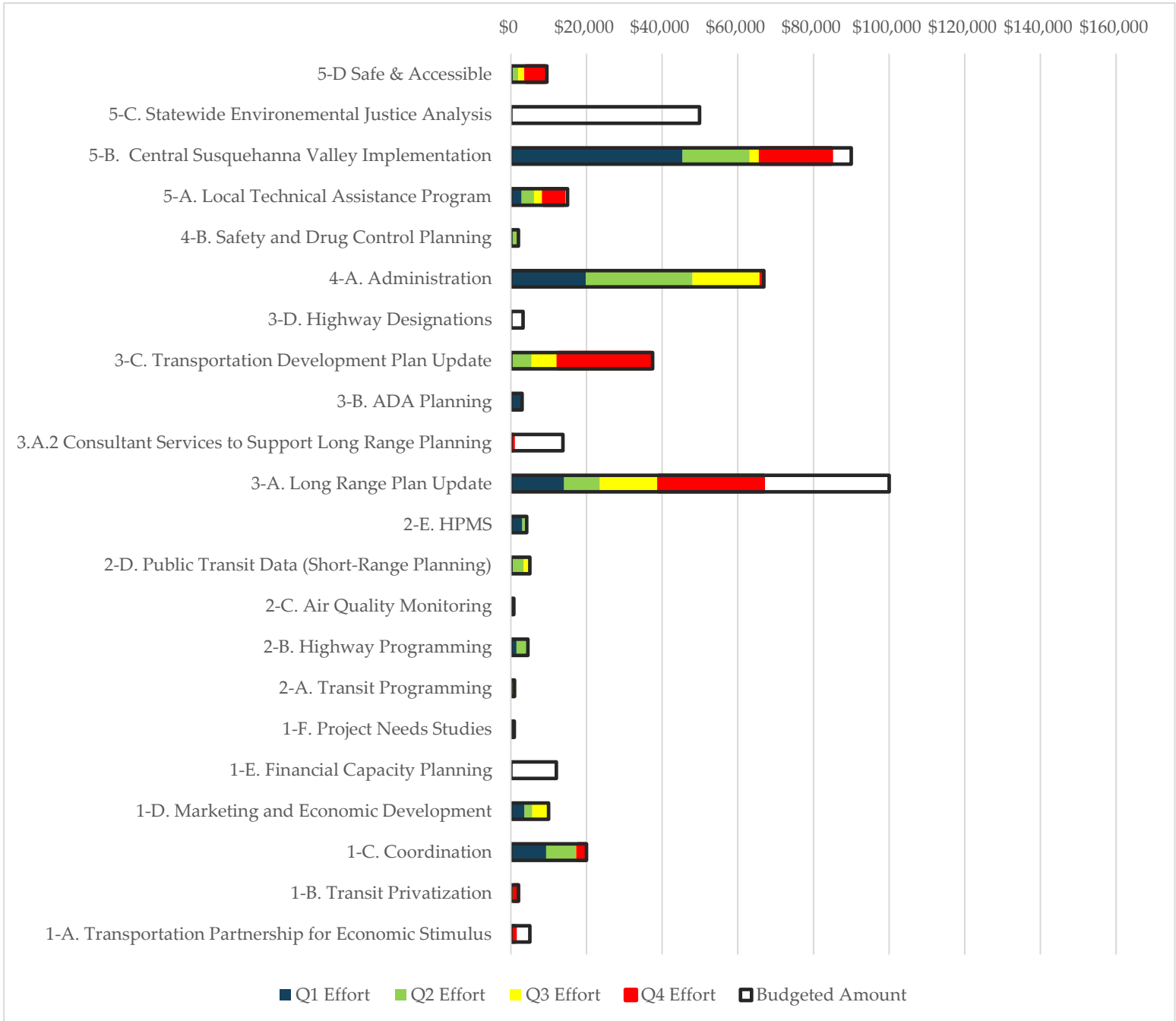


## Work Program

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

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### 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>

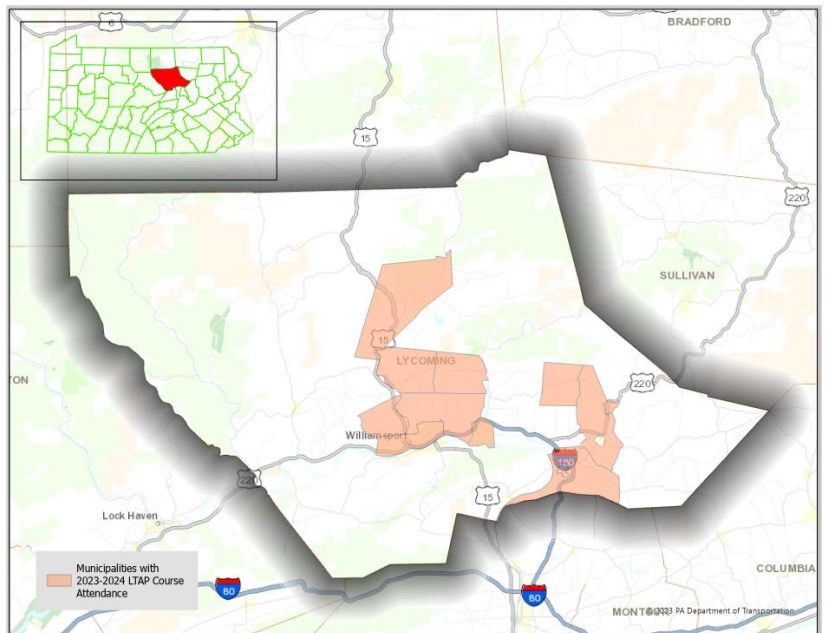
Program Success Stories

*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.

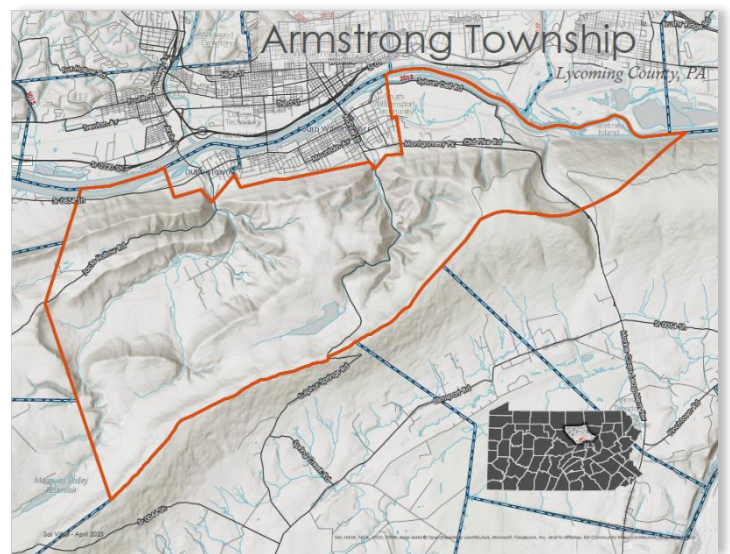
#### Technical Assistance

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

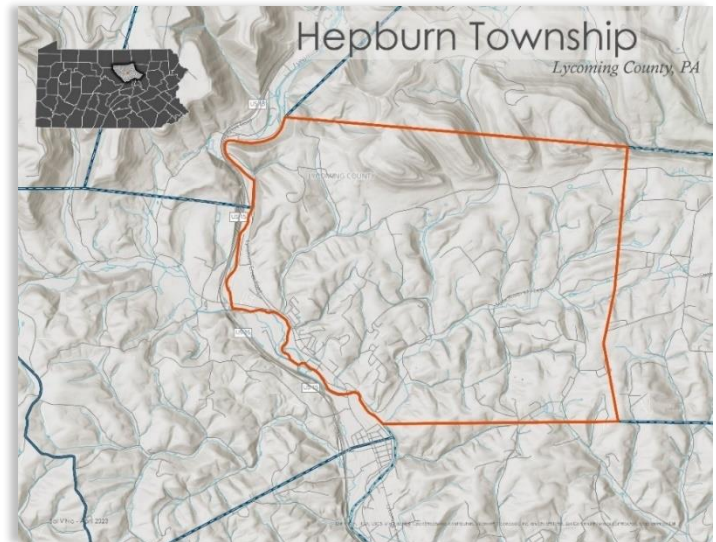




construction, and guiderail needs/improvements. Currently, the Township is finalizing design of the bridge with their design firm, and is working with the local utility companies on access/relocating infrastructure.

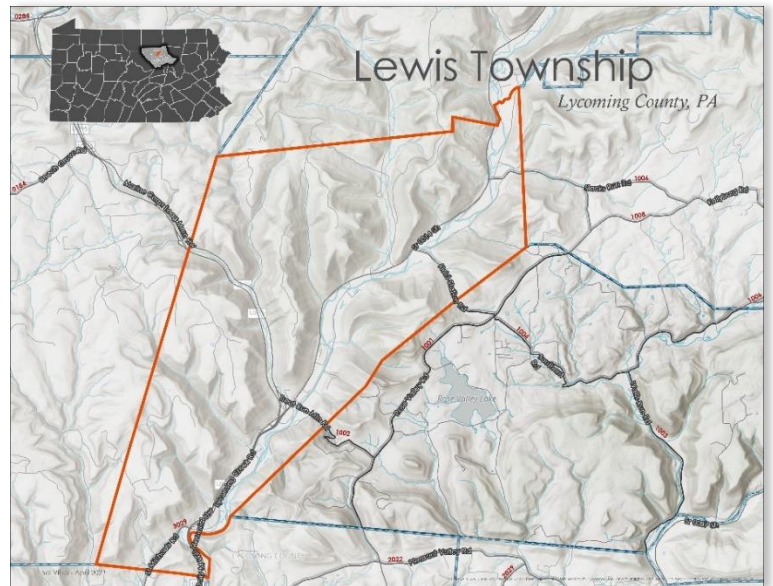
**Hepburn Twp.:**

*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.



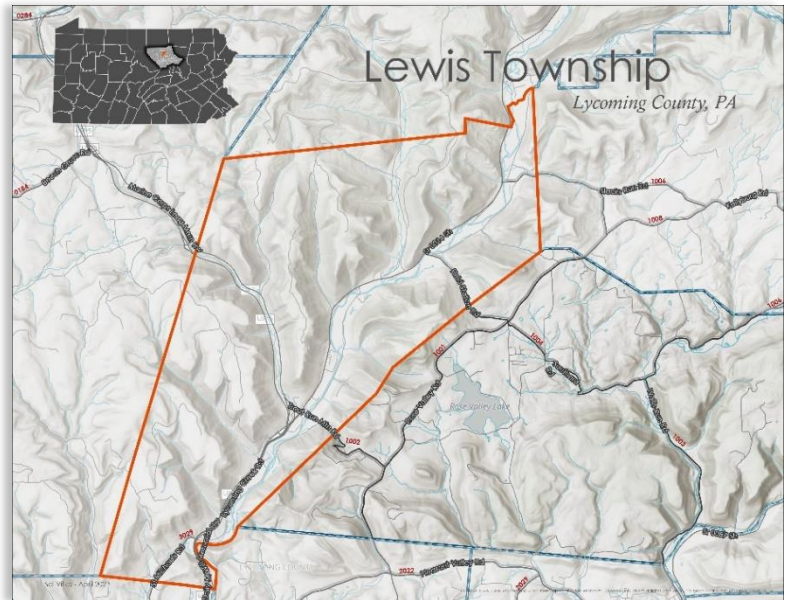
**Lewis Township:**

*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.



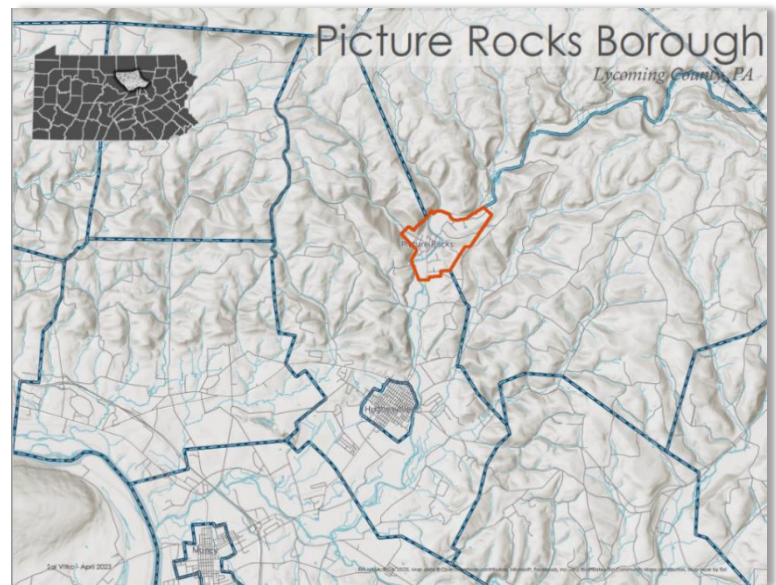
**Lewis Township:**

*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:**

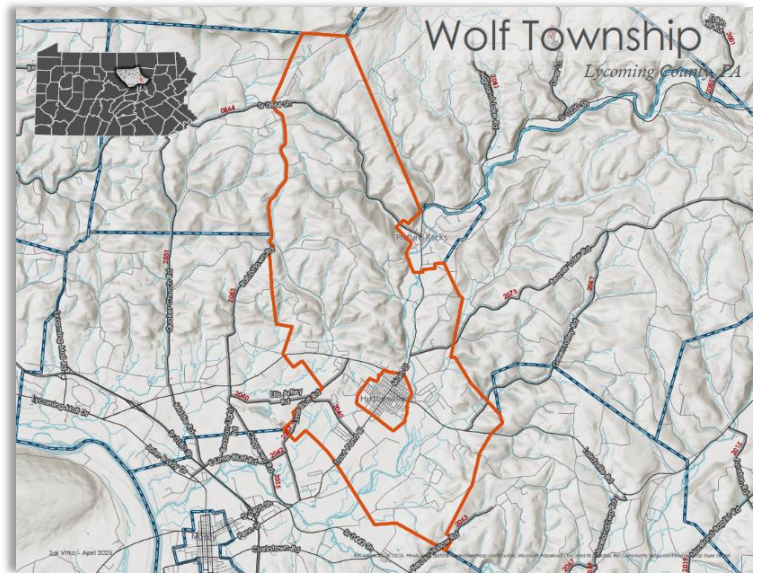
*Water Street Technical Assistance*, PCD staff coordinated a LTAP Technical Assistance visit in Picture Rocks Borough in November 2023. PCD staff and a LTAP engineers met with Borough Council members to review a potential streambank stabilization project on Water Street. The LTAP engineer provided the 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

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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:

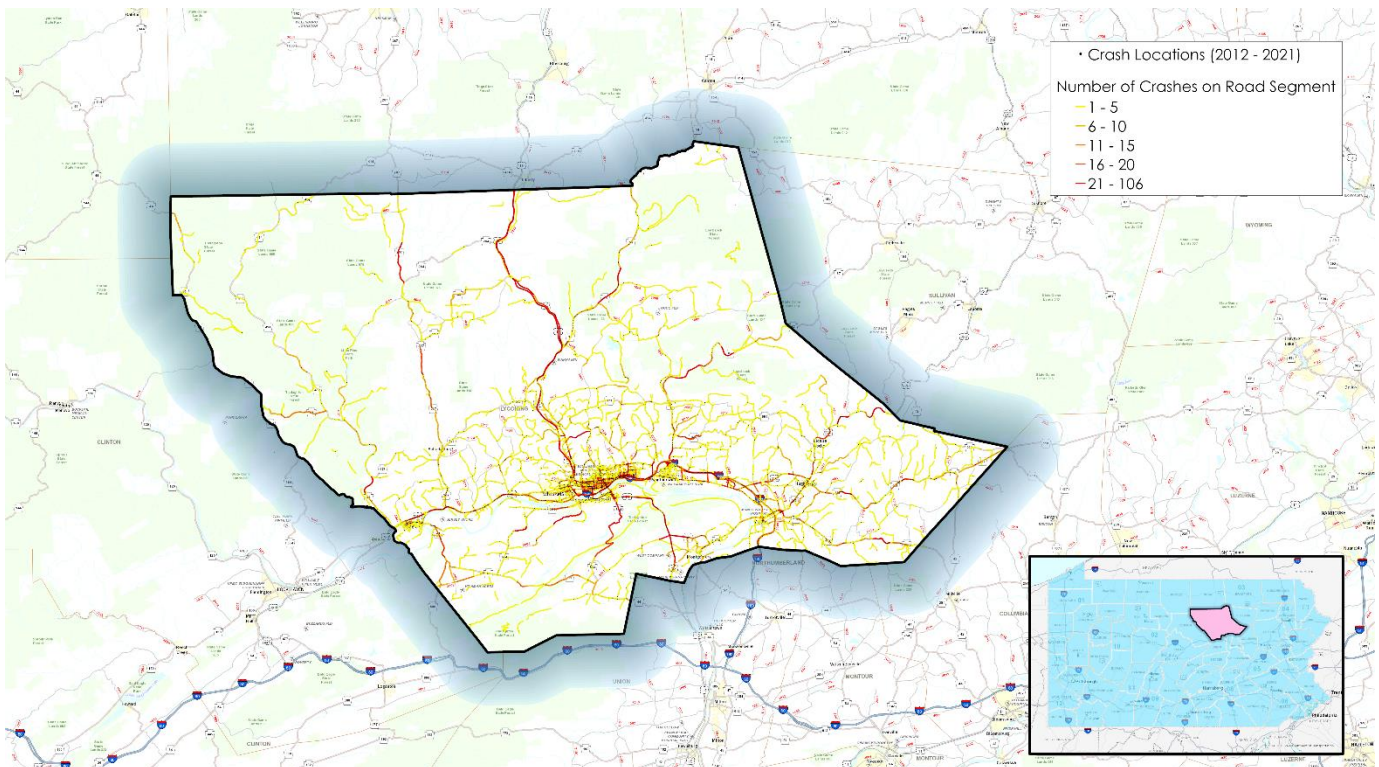
PM-1 Performance Measures	Statewide Target, 2020-2024	WATS Target, 2020-2024	Statewide Baseline, 2018-2022	WATS Baseline, 2018-2022
Number of Fatalities	1,165.1	13.1	1,157.4	12.8
Fatality Rate (per 100 Million Miles Traveled)	1.219	1.371	1.182	1.303
Number of Serious Injuries	4,721.0	31.0	4,682.4	34.8
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

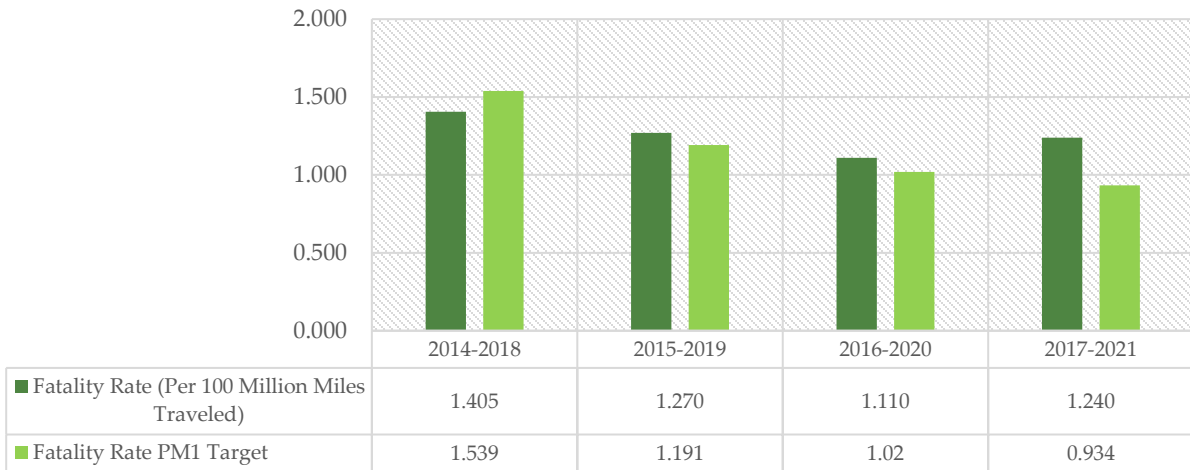
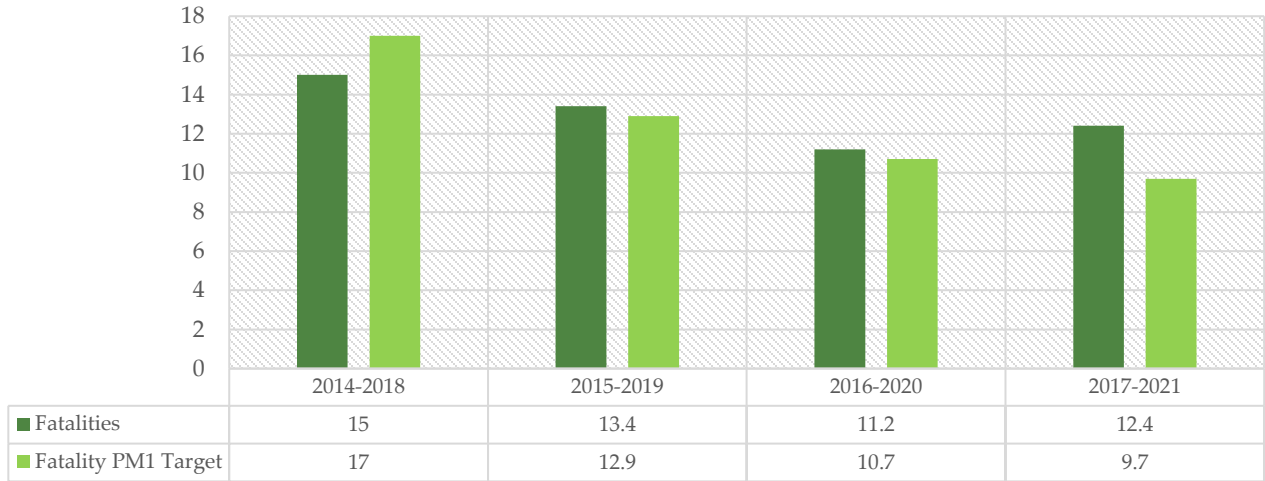
A key component of effective performance-based planning is tracking the measures through time and analyzing available data to identify patterns or trends. This tells us how the decisions we make are impacting the transportation system of Lycoming County and provides a more informed approach when making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

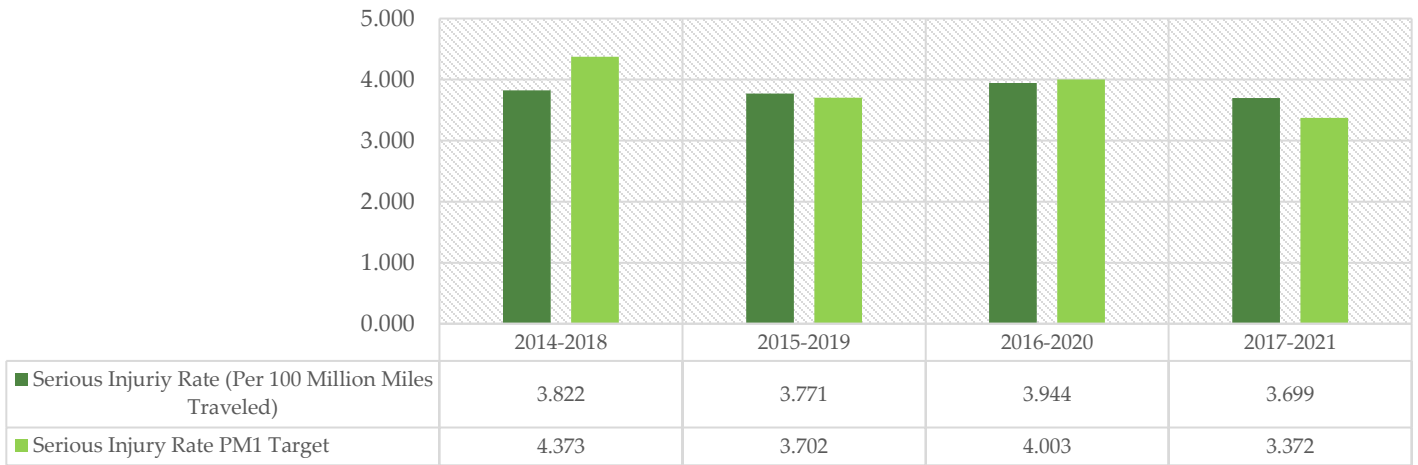
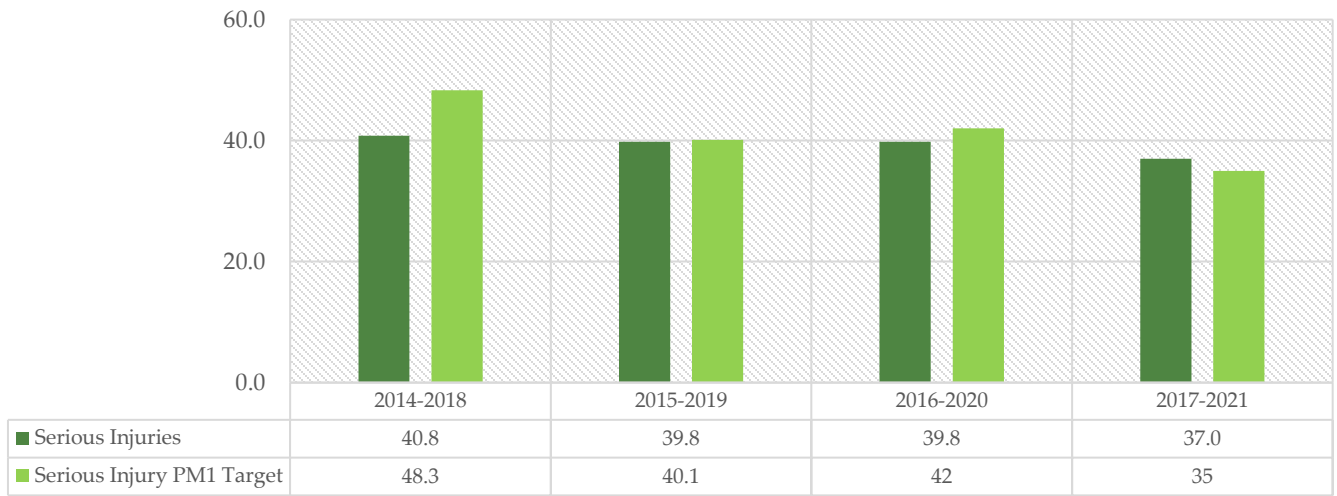
### Reportable Crash Locations, 2012-2022



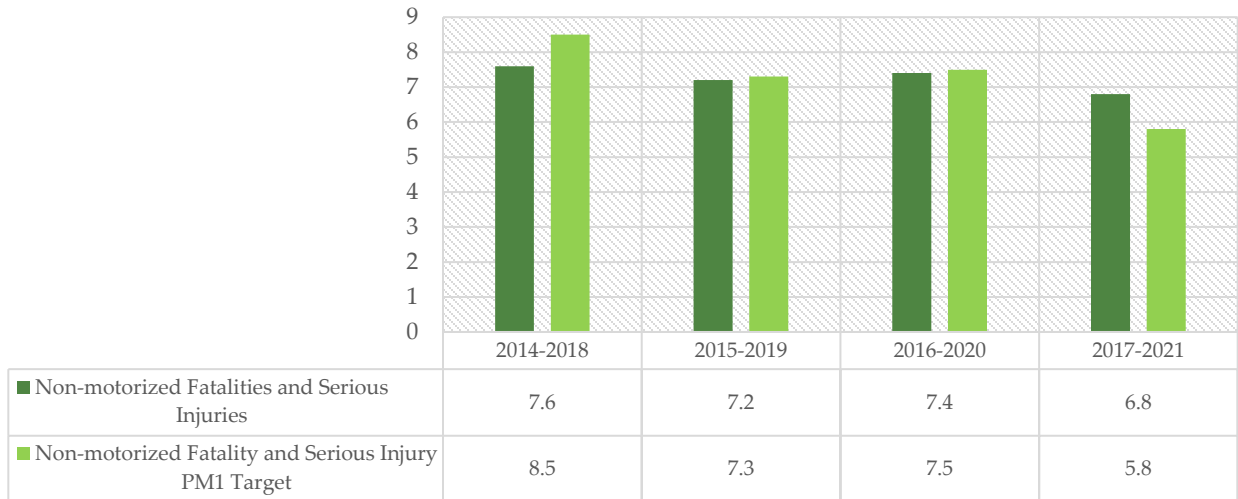
*Crash Fatality Trends 2014-2021*



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.

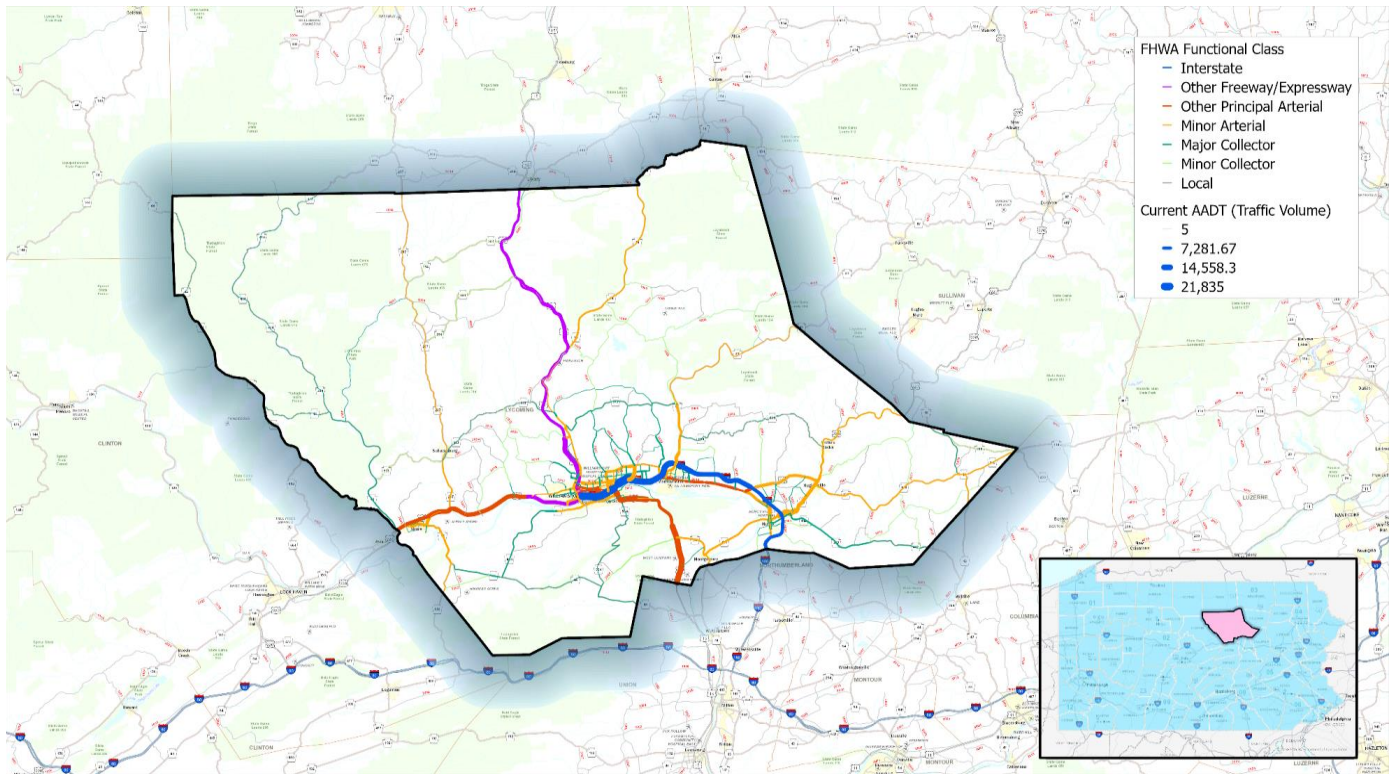
Bridge condition is derived from the component condition scores (0-10) from National Bridge Inventory Standards (NBIS). Culvert structures receive one unitary rating score while all other bridge structures receive a composite rating score based on inspections of the deck, superstructure, and substructure. 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>
Interstate reliability	89.5%	89.5%	100%
NHS Reliability	88.0	88.0	97.4%
Truck reliability index	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

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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

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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.

Williamsport Area Transportation Study  
Metropolitan Planning Organization

WILLIAMSPORT AREA  
TRANSPORTATION STUDY MPO

2023-2024 LOCAL TECHNICAL  
ASSISTANCE PROGRAM ANNUAL  
REPORT



**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.

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

Simplified Chinese:

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

Traditional Chinese:

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

Arabic:

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

Burmese:

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

**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

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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>.

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## Williamsport MPO 2023-2024 LTAP Annual Report

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Agency:	Lycoming County Department of Planning & Community Development	Phone:	(570) 320-2140
Address:	48 West Third Street Williamsport, PA 17701	Fax:	(570) 320-2135

### MISSION STATEMENT

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The Lycoming County Department of Planning & Community Development (PCD) proposes to collaborate with PennDOT during 2023-2024 to work with all 52 municipalities in Lycoming County to identify their training needs and arrange for delivery of this training in a strategic and cost-effective manner to properly maintain and upgrade Lycoming County's local transportation network.

### PROGRAM OVERVIEW

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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](http://lyco.org/WATS-MPO/LRTP), a Transportation Improvement Program (TIP) [lyco.org/WATS-MPO/TIP](http://lyco.org/WATS-MPO/TIP), and a Unified Planning Work Program (UPWP) [lyco.org/WATS-MPO/UPWP](http://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

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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.

<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	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 2023-2024 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 2023-2024 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)*

<i>Task 5-A First Quarter Expenditures (July 1, 2023-September 30, 2023)</i>	<i>\$2,871.18</i>
<ul style="list-style-type: none"> <li>• 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.</li> <li>• LCPC Staff prepared and submitted the 4<sup>th</sup> Quarter FY 2022-2023 LTAP quarterly report to PennDOT.</li> <li>• 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.</li> <li>• 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.</li> <li>• LCPC Staff attended the LTAP Drone Course working group kick-off meeting on Wednesday, August 23, 2023.</li> <li>• 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.</li> <li>• 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.</li> </ul>	
<i>Task 5-A Second Quarter Expenditures (October 1, 2023 - December 31, 2023)</i>	<i>\$3,223.91</i>
<ul style="list-style-type: none"> <li>• 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.</li> <li>• LCPC Staff held the LTAP Stormwater Operations &amp; Management course on October 10, 2023, with 7 attendees. The course was held at the Old Lycoming Twp. Volunteer Fire Hall.</li> <li>• 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.</li> <li>• 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.</li> </ul>	

- 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.

**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>

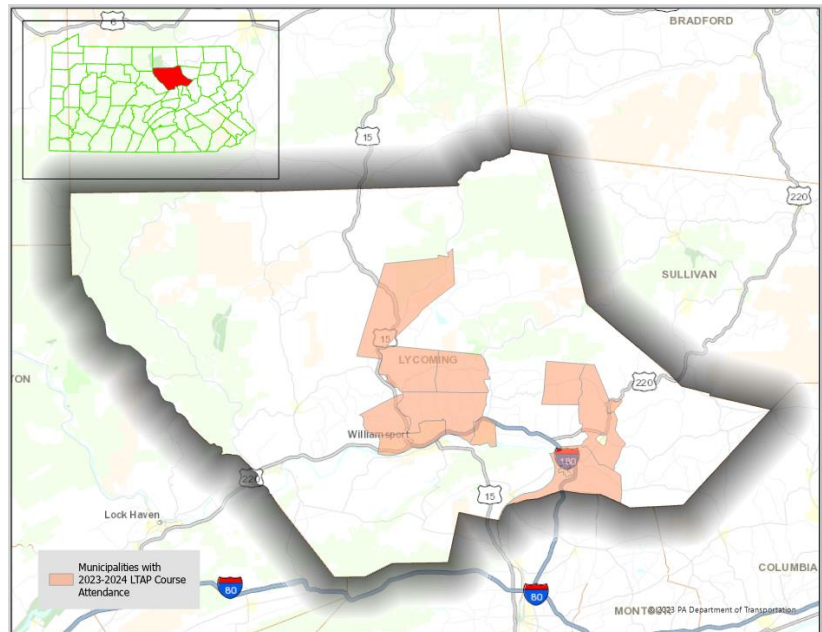
**PROGRAM SUCCESS STORIES**

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 2024 & 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.

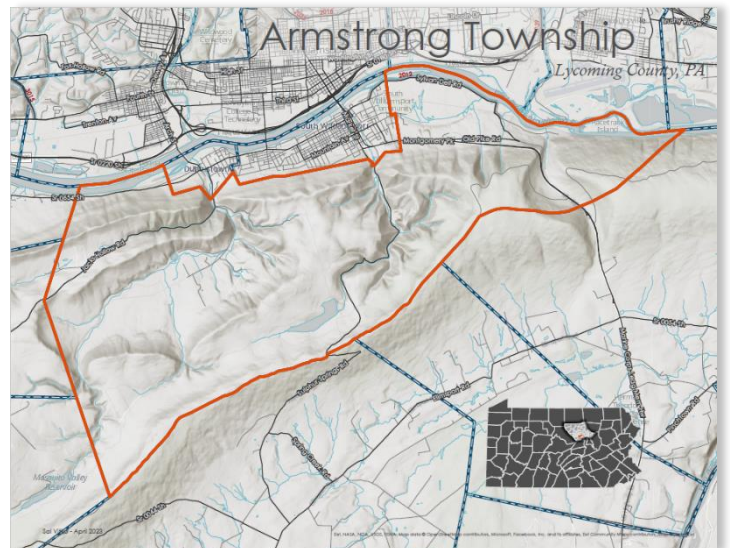
### Technical Assistance

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:

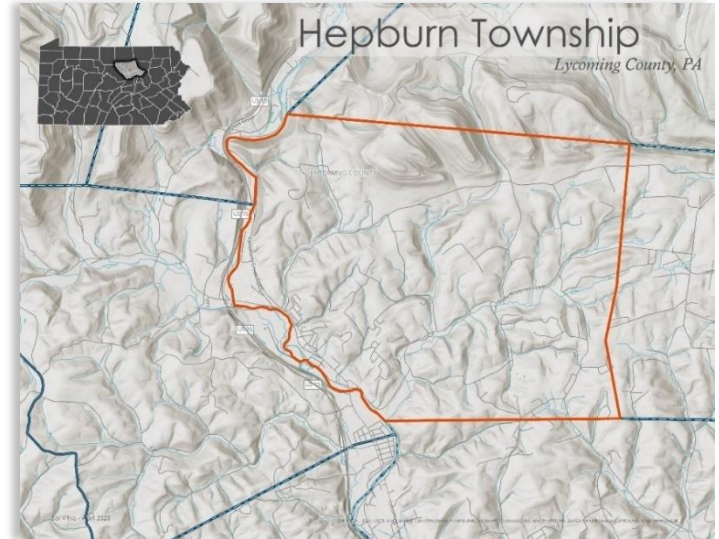
*Mosquito Valley Road Technical Assistance*, PCD staff coordinated two LTAP Technical Assistance visit in Armstrong Twp. in July 2023 to address a bridge project the Twp. is trying to move forward. The first visit on July 13, 2023 addressed the bridge structure, detour route, coordination with local 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.



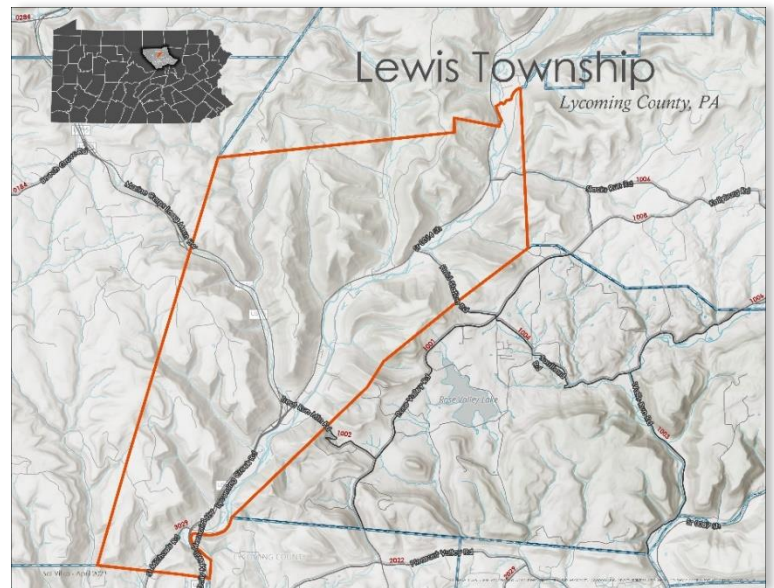


**Hepburn Twp.:**

*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.

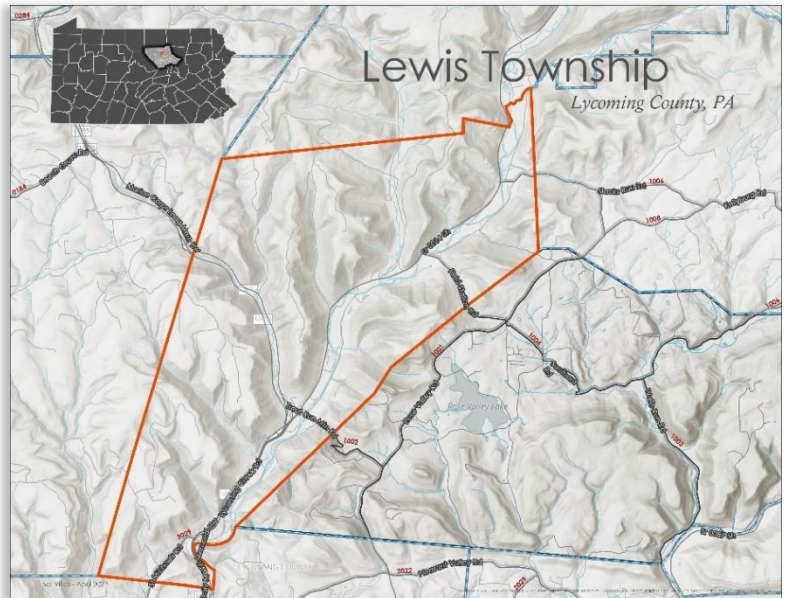
**Lewis Township:**

*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.

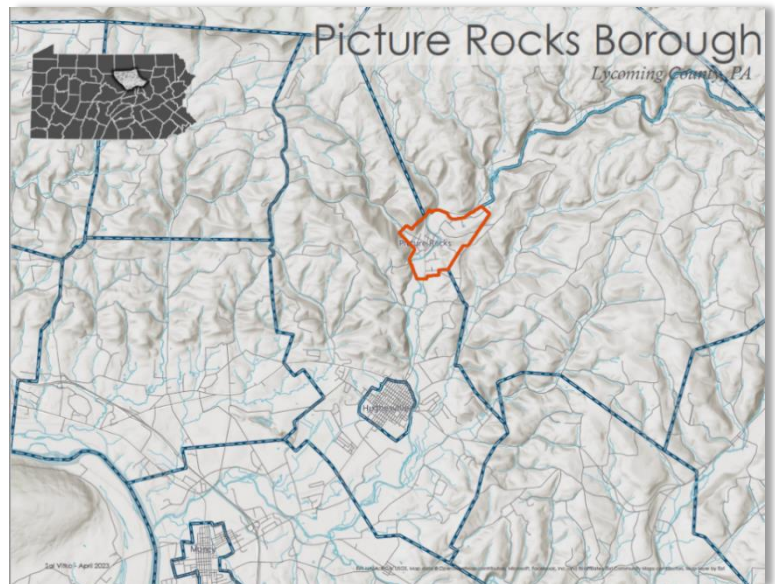


**Lewis Township:**

*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:**

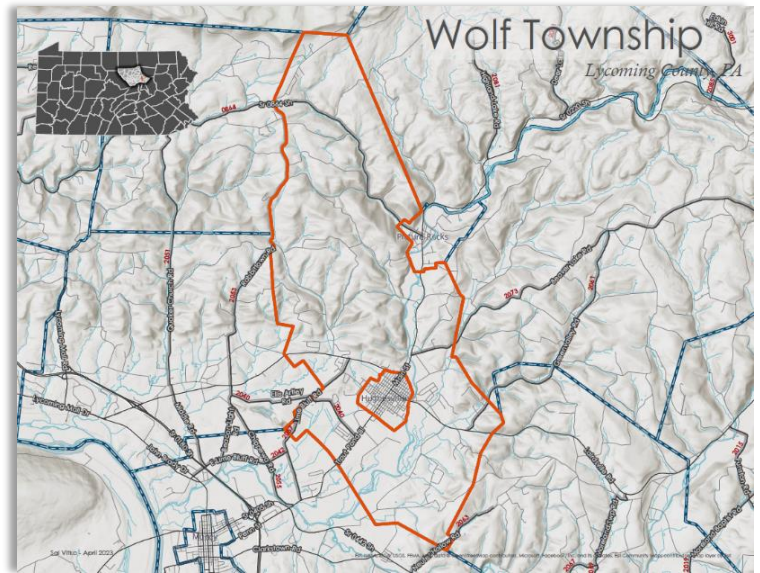
*Water Street Technical Assistance*, PCD staff coordinated a LTAP Technical Assistance visit in Picture Rocks Borough in November 2023. PCD staff and a LTAP engineers met with Borough Council members to review a potential streambank stabilization project on Water Street. The LTAP engineer provided the 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.



WATS Coordinating Committee Members

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



WATS Technical Committee Members

STEP, Inc.  
City of Williamsport  
River Valley Transit Authority  
Williamsport Regional Airport  
SEDA-COG Joint Rail Authority  
PennDOT Engineering District 3-0  
Lycoming County Planning Commission  
Lycoming County Planning & Community Development  
PennDOT Center for Program Development & Management

# WILLIAMSPORT AREA TRANSPORTATION STUDY COORDINATING COMMITTEE

## 2025 PUBLIC MEETING DATE SCHEDULE

DATE	TIME
<b>February 10, 2025</b>	<b>1:00 PM</b>
<b>May 12, 2025</b>	<b>1:00 PM</b>
<b>September 8, 2025</b>	<b>1:00 PM</b>
<b>December 8, 2025</b>	<b>1:00 PM</b>

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

Lyco. Conference Room  
Lycoming County Third Street Plaza Building, 3<sup>rd</sup> Floor  
33 West Third Street  
Williamsport, PA 17701

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

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

For Williamsport

Overall Change Amount: \$2,072,997

Action ID	Commit Date	Action Type	Change Amount
136018	08/13/2024	Administrative Action	\$-38,250

**Narrative:**

WATS MPO. Federal, State, Local (BOF, 183, LOC)

MA NONZERO Balance due to the removal of local funds

MPMS # 103952 & 112414 - FD, ROW & CON Phases. Remove phases due to Other - projects being pushed out as part of the 2025 TIP update.

From

103952 CON BOF Remove -240,000 in FFY 2026  
 103952 CON BOF Remove -240,000 in FFY 2025  
 103952 CON LOC Remove -15,000 in FFY 2026  
 103952 CON LOC Remove -15,000 in FFY 2025  
 103952 CON 183 Remove -45,000 in FFY 2026  
 103952 CON 183 Remove -45,000 in FFY 2025  
 112414 FD BOF Remove -40,000 in FFY 2026  
 112414 FD BOF Remove -80,000 in FFY 2025  
 112414 FD LOC Remove -2,500 in FFY 2026  
 112414 FD LOC Remove -5,000 in FFY 2025  
 112414 FD 183 Remove -7,500 in FFY 2026  
 112414 FD 183 Remove -15,000 in FFY 2025  
 112414 ROW BOF Remove -12,000 in FFY 2026  
 112414 ROW LOC Remove -750 in FFY 2026  
 112414 ROW 183 Remove -2,250 in FFY 2026

To

68713 CON BOF Increased by 292,000 in FFY 2026  
 68713 CON BOF Increased by 320,000 in FFY 2025  
 68713 CON 185 Increased by 54,750 in FFY 2026  
 68713 CON 185 Increased by 60,000 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
103952	Lycoming		LBR	T-557 over Gregs Run	CON	\$-600,000
112414	Lycoming		LBR	T-776 over English Run	FD	\$-150,000
112414	Lycoming		LBR	T-776 over English Run	ROW	\$-15,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$726,750

Action ID	Commit Date	Action Type	Change Amount
136025	08/13/2024	Administrative Action	\$0

**Narrative:**

WATS MPO. State Funds (185)

MPMS # 117884 & 117886 - PE Phases. Removing phases - projects are being pushed out as part of 2025 TIP update.

From

117884 PE 185 Remove -150,000 in FFY 2026  
 117884 PE 185 Remove -100,000 in FFY 2025  
 117886 PE 185 Remove -50,000 in FFY 2026  
 117886 PE 185 Remove -50,000 in FFY 2025

To

68713 CON 185 Increased by 200,000 in FFY 2026  
 68713 CON 185 Increased by 150,000 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
117884	Lycoming	15	255	SR 15 over Black Hole Creek	PE	\$-250,000
117886	Lycoming	44	099	SR 44 over Upper Pine Bottom Run	PE	\$-100,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$350,000

Action ID	Commit Date	Action Type	Change Amount
136033	08/13/2024	Administrative Action	\$41,997

**Narrative:**

WATS MPO. Federal, State, Local (BOF, 183, Local)

MA NON ZERO Balance due to the addition of local funds

MPMS 6083 CON-Increase to meet the updated estimate

From

68713 CON BOF Decreased by -226,235 in FFY 2026  
 68713 CON BOF Decreased by -445,715 in FFY 2025  
 68713 CON 185 Decreased by -42,419 in FFY 2026  
 68713 CON 185 Decreased by -83,572 in FFY 2025

To

6083 CON BOF Increased by 226,235 in FFY 2026  
 6083 CON BOF Increased by 445,715 in FFY 2025  
 6083 CON LOC Increased by 14,140 in FFY 2026  
 6083 CON LOC Increased by 27,857 in FFY 2025  
 6083 CON 183 Increased by 42,419 in FFY 2026  
 6083 CON 183 Increased by 83,572 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-797,941

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
6083	Lycoming		LBR	T-665 over German Run	CON	\$839,938

Action ID	Commit Date	Action Type	Change Amount
136100	08/16/2024	Administrative Action	\$0

**Narrative:**

WATS MPO. Federal Funds (NHPP)

MPMS # 6899 - CON Phase. Increase due to Updated estimate from PM

From

68713 CON NHPP Decreased by -200,000 in FFY 2025

To

6899 CON NHPP Increased by 200,000 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-200,000

**To: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
6899	Snyder	522	073	SR 522 over Beaver Creek	CON	\$200,000

Action ID	Commit Date	Action Type	Change Amount
136109	08/16/2024	Administrative Action	\$0

**Narrative:**

68016 CON NHPP Decreased by -200,000 in FFY 2024

68713 CON NHPP Increased by 200,000 in FFY 2024

**From: SEDA-COG/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item	CON	\$-200,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$200,000

Action ID	Commit Date	Action Type	Change Amount
136271	08/28/2024	Amendment	\$0

**Narrative:**

Amendment to the 2023-26 Statewide and Williamsport TIPs adding the CON phase for the LVRR RRX Loyal Sock Ave and Commerce Park Drv project. RRX Reserve utilized as source of funds to maintain fiscal constraint.

98255 CON RRX Decreased by -1,260,000 in FFY 2024

118259 CON RRX Add 1,260,000 in FFY 2024

**From: STWD Items/District 99-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
98255	Central Office			RRX Reserve	CON	\$-1,260,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
118259	Lycoming		17R	LVRR RRX Loyal Sock Ave and Commerce	CON	\$1,260,000

Action ID	Commit Date	Action Type	Change Amount
136360	09/03/2024	Administrative Action	\$0

**Narrative:**

WATS MPO. Federal Funds (NHPP)

MPMS 93732 UTL-Increase due to Updated estimate from PM

Funding used is NHPP (Federal)

From

68713 CON NHPP Decreased by -715,000 in FFY 2024

To

93732 UTL NHPP Add 715,000 in FFY 2024

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-715,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
93732	Lycoming	220	122	PA 287 to West Fourth Street	UTL	\$715,000

Action ID	Commit Date	Action Type	Change Amount
136436	09/06/2024	Administrative Action	\$0

**Narrative:**

110180 FD-Switch from BOF to 185 and increase

- 68713 CON BOF Increased by 100,000 in FFY 2024
- 68713 CON 185 Decreased by -17,500 in FFY 2024
- 68713 CON 185 Decreased by -102,500 in FFY 2025
- 110180 FD BOF Decreased by -100,000 in FFY 2024
- 110180 FD 185 Increased by 17,500 in FFY 2024
- 110180 FD 185 Increased by 102,500 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-20,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
110180	Lycoming	973	041	PA 973 over North Fork Tombs Run	FD	\$20,000

Action ID	Commit Date	Action Type	Change Amount
136450	09/06/2024	Administrative Action	\$0

**Narrative:**

WATS MPO. FEDERAL Funds (NHPP)

Moving funds between years

- 68713 CON NHPP Decreased by -228,294 in FFY 2024
- 68713 CON NHPP Increased by 228,294 in FFY 2025
- 116904 CON NHPP Increased by 228,294 in FFY 2024
- 116904 CON NHPP Decreased by -228,294 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$0

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
116904	Lycoming	15	244	Wavy Section between SRs 184 and 284	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
136452	09/06/2024	Administrative Action	\$0

**Narrative:**

WATS MPO. Federal Fund (BOF)

Advance project phase program funding from FFY 2025 to FFY 2024, to utilize line item funds.

- 68713 CON BOF Decreased by -100,000 in FFY 2024
- 68713 CON BOF Increased by 100,000 in FFY 2025
- 117924 CON BOF Increased by 100,000 in FFY 2024
- 117924 CON BOF Decreased by -100,000 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$0

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
117924	Lycoming	284	014	Lycoming Off System Epoxy Group 1	CON	\$0

Action ID	Commit Date	Action Type	Change Amount
136453	09/06/2024	Administrative Action	\$0

**Narrative:**

WATS MPO. State Funds (581)

MPMS 122142 STY-Add Study phase for SR 14 roundabout

From

68713 CON 581 Decreased by -50,000 in FFY 2024

68713 CON 581 Decreased by -10,000 in FFY 2025

To

122142 STUDY 581 Add 50,000 in FFY 2024

122142 STUDY 581 Add 10,000 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-60,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
122142	Lycoming	14	137	SR 14 Roundabout Study	STUDY	\$60,000

Action ID	Commit Date	Action Type	Change Amount
136492	09/12/2024	Administrative Action	\$0

**Narrative:**

WATS MPO. Federal funds (NHPP)

MPMS 1121677 CON-Increase phase program amount to cover low bid and CE&I costs.

From

68713 CON NHPP Decreased by -35,000 in FFY 2025

To

121677 CON NHPP Increased by 35,000 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-35,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
121677	Lycoming	180	157	Faxon to Maynard Expansion Dams	CON	\$35,000

Action ID	Commit Date	Action Type	Change Amount
136522	09/17/2024	Administrative Action	\$2,058,000

**Narrative:**

Advancing funds due to August Redistribution. Funds returned to reserve line item.

99003 CON STP Decreased by -2,058,000 in FFY 2026

99003 CON STP Increased by 2,058,000 in FFY 2024

68713 CON STP Increased by 2,058,000 in FFY 2026

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
99003	Lycoming	220	166	Water Street to Steele Lane	CON	\$0

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$2,058,000

Action ID	Commit Date	Action Type	Change Amount
136636	10/03/2024	Administrative Action	\$0

**Narrative:**



Decrease due to conversions and encumbrances occurred on the previous TIP, creating the opportunity to return funds to the regional line item.

- 87918 CON 185 Decreased by -490,000 in FFY 2025
- 99003 CON STP Decreased by -1,900,000 in FFY 2026
- 99290 CON 581 Decreased by -1,870,000 in FFY 2025
- 102641 CON HSIP Decreased by -602,000 in FFY 2026
- 116904 CON NHPP Decreased by -600,000 in FFY 2025
- 117278 CON 185 Remove -150,000 in FFY 2025
- 117923 CON BOF Remove -270,285 in FFY 2025
- 117924 CON BOF Decreased by -978,000 in FFY 2025
- 120077 PE CRP Remove -50,000 in FFY 2025
- 68713 CON BOF Increased by 1,248,285 in FFY 2025
- 68713 CON CRP Increased by 50,000 in FFY 2025
- 68713 CON HSIP Increased by 602,000 in FFY 2026
- 68713 CON NHPP Increased by 600,000 in FFY 2025
- 68713 CON STP Increased by 1,900,000 in FFY 2026
- 68713 CON 185 Increased by 640,000 in FFY 2025
- 68713 CON 581 Increased by 1,870,000 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
87918	Lycoming	44	064	SR 44 over Lawshe Run	CON	\$-490,000
99003	Lycoming	220	166	Water Street to Steele Lane	CON	\$-1,900,000
99290	Lycoming	87	112	I-180 to PA 973	CON	\$-1,870,000
102641	Lycoming	220	181	Tivoli to Glen Mawr Curves	CON	\$-602,000
116904	Lycoming	15	244	Wavy Section between SRs 184 and 284	CON	\$-600,000
117278	Lycoming	44	094	Pine Creek Valley Epoxy Overlay Group	CON	\$-150,000
117923	Lycoming	1005	037	SR 1005 over Plunketts Creek	CON	\$-270,285
117924	Lycoming	284	014	Lycoming Off System Epoxy Group 1	CON	\$-978,000
120077	Lycoming	2066	008	Maynard Street Bridge Lighting Upgrades to	PE	\$-50,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$6,910,285

Action ID	Commit Date	Action Type	Change Amount
137014	10/22/2024	Administrative Action	\$0

**Narrative:**

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

From:

- 68713 CON 185 Decreased by -30,000 in FFY 2025

To:

- 110180 ROW 185 Add 30,000 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-30,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
110180	Lycoming	973	041	PA 973 over North Fork Tombs Run	ROW	\$30,000

Action ID	Commit Date	Action Type	Change Amount
137016	10/22/2024	Administrative Action	\$0

**Narrative:**

- 68713 CON 185 Decreased by -10,000 in FFY 2025
- 97623 ROW 185 Add 10,000 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-10,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
97623	Lycoming	284	008	PA 284 over Blacks Creek	ROW	\$10,000

Action ID	Commit Date	Action Type	Change Amount
137027	10/22/2024	Administrative Action	\$0

**Narrative:**

WATS MPO, District 3-0. Federal BOF involved.

**From:**

68713 CON BOF Decreased by -200,000 in FFY 2025

**To:**

97623 FD BOF Add 200,000 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-200,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
97623	Lycoming	284	008	PA 284 over Blacks Creek	FD	\$200,000

Action ID	Commit Date	Action Type	Change Amount
137115	10/24/2024	Administrative Action	\$11,250

**Narrative:**

WATS MPO. Federal, State Funds (BOF, 185)

MA NON ZERO Balance due to the addition of local funds

Increase phase program amount to cover Low Bid Cost and Advance Construct.

68713 CON BOF Decreased by -180,000 in FFY 2025

68713 CON 185 Decreased by -33,750 in FFY 2025

6083 CON BOF Increased by 180,000 in FFY 2025

6083 CON LOC Increased by 11,250 in FFY 2025

6083 CON 183 Increased by 33,750 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-213,750

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
6083	Lycoming		LBR	T-665 over German Run	CON	\$225,000

Action ID	Commit Date	Action Type	Change Amount
137187	10/30/2024	Administrative Action	\$0

**Narrative:**

WATS MPO. Federal Funds (NHPP)

MPMS # 115026 - PE Phase. Increase due to Updated estimate from PM

68713 CON NHPP Decreased by -600,000 in FFY 2025

115026 PE NHPP Increased by 600,000 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-600,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
115026	Lycoming	15	222	Skyline Dr to Old Pike Rd	PE	\$600,000

Action ID	Commit Date	Action Type	Change Amount
137241	10/31/2024	Administrative Action	\$0

**Narrative:**

119523 CON NHPP Decreased by -2,624,000 in FFY 2026  
119523 CON NHPP Decreased by -300,000 in FFY 2025  
68713 CON NHPP Increased by 2,624,000 in FFY 2026  
68713 CON NHPP Increased by 300,000 in FFY 2025

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
119523	Lycoming	15	261	I-180 to SR 2014 NB and SB	CON	\$-2,924,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$2,924,000