

Williamsport Area Transportation Study Metropolitan Planning Organization

ANNUAL REPORT, STATE FISCAL
YEAR 2024-2025

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Italian:

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Urdu:

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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 Michael Hagen, Chief Clerk Director of Human Resources, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2102; fax number (570) 320-2135; email address mhagen@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 Michael Hagen, Chief Clerk Director of Human Resources, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2102; fax number (570) 320-2135; email address: mhagen@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 Michael Hagen, Chief Clerk Director of Human Resources, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2102; fax number (570) 320-2135; email address: mhagen@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

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, 2024 and June 30, 2025. All Technical Committee and Coordinating Committee meetings were held both in person and virtually. The April 28, 2025 Technical Committee and May 12, 2025 Coordinating Committee meetings were cancelled due to no actionable items being on the agenda.

Committee	Date	Time	Action Items
Technical Committee	Mon., Aug. 26, 2024	10:00 AM	<ul style="list-style-type: none"> 2023-2026 WATS TIP Amendment adding MPMS 120077 Maynard St. Bridge Lighting Upgrades (reaffirm e-ballot) 2023-2026 WATS TIP Amendment adding MPMS 121503 Market & Maynard Street Queue Pre-emption (reaffirm e-ballot) CSVT Implementation: US 15 Corridor Study
Coordinating Committee	Mon., Sept. 9, 2024	1:00 PM	<ul style="list-style-type: none"> 2023-2026 WATS TIP Amendment adding MPMS 120077 Maynard St. Bridge Lighting Upgrades (reaffirm e-ballot) 2023-2026 WATS TIP Amendment adding MPMS 121503 Market & Maynard Street Queue Pre-emption (reaffirm e-ballot) CSVT Implementation: US 15 Corridor Study
Transit Advisory Committee	Thurs., Oct. 17, 2024	2:00 PM	<ul style="list-style-type: none"> River Valley Transit Authority Service Update STEP, Inc. Service Update WATS MPO
Bicycle/Pedestrian Advisory Committee	Wed., Nov 13, 2024	1:00 PM	<ul style="list-style-type: none"> MPO Overview/Role of the BPAC Unified Planning Work Program Update 2025 Meeting Dates (April/October) Williamsport Bike Advisory Committee Initiatives
Technical Committee	Mon., Nov. 18, 2024	10:00 AM	<ul style="list-style-type: none"> WATS 25-28 TIP Amendment Hwy Safety MPMS 120852 WATS 25-28 TIP Amendment Market/Maynard Street MPMS 121503 WATS Secretary Approval to Sign future PM Letters Draft 2025-27 WATS UPWP Public Comment Period 2024 Coordinated Public Transit Human Services Plan Adoption 2023-24 WATS Annual Report 2023-24 WATS LTAP Annual Report 2025 WATS Technical Committee Dates Adoption
Coordinating Committee	Mon., Dec. 9, 2024	1:00 PM	<ul style="list-style-type: none"> WATS 25-28 TIP Amendment Hwy Safety MPMS 120852 WATS 25-28 TIP Amendment Market/Maynard Street MPMS 121503 WATS Secretary Approval to Sign future PM Letters Draft 2025-27 WATS UPWP Public Comment Period 2024 Coordinated Public Transit Human Services Plan Adoption 2023-24 WATS Annual Report 2023-24 WATS LTAP Annual Report 2025 WATS Coordinating Committee Dates Adoption
Technical Committee	Mon., Jan. 27, 2025	10:00 AM	<ul style="list-style-type: none"> Reaffirm E-ballot WATS 25-28 TIP MPMS 110772 Montour St. Connector 2025-27 WATS UPWP Adoption
Coordinating Committee	Mon., Feb. 10, 2025	1:00 PM	<ul style="list-style-type: none"> Reaffirm E-ballot WATS 25-28 TIP MPMS 110772 Montour St. Connector 2025-27 WATS UPWP Adoption
Bicycle/Ped. Advisory Committee	Wed., April 9, 2025	1:00 PM	<ul style="list-style-type: none"> River Walk Extension Update Williamsport Bike Advisory Committee Initiatives
Transit Advisory Committee	Thurs., May 15, 2025	2:00 PM	<ul style="list-style-type: none"> River Valley Transit Authority Service Update STEP, Inc. Service Update WATS MPO

WATS Committee Membership Meeting Participation

WATS Coordinating Committee Meeting Participation July 1, 2024 - June 30, 2025

Meeting Date		9/9/2024	12/9/2024	2/10/2025	5/12/2025
Attendance					Cancelled
Voting Membership	PennDOT District 3 Executive [Chair]	Present	Present	Present	
	PennDOT Deputy Secretary for Planning	Present	Present	Present	
	Lycoming County Commissioner	Present	Present	Present	
	Lycoming County Commissioner	Present	Present	Absent	
	City of Williamsport, Mayor	Absent	Absent	Absent	
	City of Williamsport, Council	Present	Absent	Absent	
	River Valley Transit Authority	Present	Present	Present	
	SEDA-COG Joint Rail Authority	Present	Present	Present	
	Williamsport Regional Airport	Absent	Absent	Absent	
	Lycoming County Boroughs Representative	Present	Present	Present	
	Lycoming County Association of Township Officials	Present	Absent	Present	
Non-voting Membership	Federal Highways Administration (USDOT FHWA)	Present	Present	Present	
	Federal Transit Administration (USDOT FTA)	Absent	Absent	Absent	
	U.S. Dept. of Housing & Urban Development	Absent	Absent	Absent	
	PA Department of Community & Economic Development	Absent	Present	Present	
Number of Other Attendees		12	10	9	

WATS Technical Committee Meeting Participation, July 1, 2024 - June 30, 2025

Meeting Date		8/26/2024	11/18/2024	1/27/2025	4/28/2025
Attendance					Cancelled
Voting Membership	PennDOT Program Center [Chair]	Present	Present	Present	
	PennDOT Engineering District 3-0	Present	Present	Present	
	Lycoming County Planning and Community Development, Director	Present	Present	Present	
	Lycoming County Planning Commission	Present	Absent	Present	
	River Valley Transit Authority	Present	Present	Present	
	City of Williamsport, Engineer/Community Development Director	Present	Present	Present	
	Williamsport Regional Airport	Present	Absent	Present	
	STEP, Inc. Transportation Manager	Present	Present	Present	
	SEDA-COG JRA Director	Present	Present	Present	
	Federal Highways Administration (USDOT FHWA)	Present	Present	Present	
Non-voting Membership	Federal Transit Administration (USDOT FTA)	Absent	Absent	Absent	
	PA Department of Community and Economic Development (DCED)	Present	Absent	Present	
	Fullington Trailways	Absent	Absent	Absent	
	Number of Other Attendees	9	7	9	

Staffing

On June 2, 2025 Emily Mrochko and Kellen Krape, the new transportation planners started at the Lycoming County Planning and Community Development Department. They are looking forward to their new roles with the PCD.

Administrative duties of the WATS MPO are conducted by staff of the Lycoming County Planning and Community Development Department. 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:

- Jenny Picciano, AICP, Director
 - Telephone: (570) 320-2136
 - Email: jpicciano@lyco.org
- Ed Feigles, Deputy Director
 - Telephone: (570) 320-2145
 - Email: efeigles@lyco.org
- Emily Mrochko, Transportation Planner
 - Telephone: (570) 320-2141
 - Email: emrochko@lyco.org

- WATS information is accessible on the Lycoming County website: <http://www.lyco.org/wats-mpo>
- The mailing address for the Lycoming County Department of Planning & Community Development: **48 West 3rd St. Williamsport, PA 17701**

Public Participation and Outreach

Public Participation Plan

The WATS MPO Public Participation Plan, adopted by Williamsport MPO on December 19, 2013 and amended on February 13, 2023, is designed to establish a process that provides timely information to the public, timely public notice of meetings, advisory committee appointments, and workshops, public access to key decisions, and early and continuing involvement of the public in developing transportation plans and transportation improvement programs. Engaging communities within Lycoming County is critical for all MPO efforts. WATS MPO has taken initiatives to improve and provide more opportunities for public participation and feedback, rather than only holding public meetings for projects. The following describes the WATS MPO's goals, public outreach, and engagement for the 2024-2025 Fiscal Year.

Goal:

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

Who is “the Public”?

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

Public Meetings:

As previously discussed, WATS committees held ten (10) public meetings in FY 2024-2025. All meetings were held both in person and via Microsoft Teams. The MPO advertised the dial-in information, meeting date and time, and meeting agendas and materials in the Williamsport Sun-Gazette, the [WATS MPO website](#), and multiple posts on the MPO social media sites.

Social Media:

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

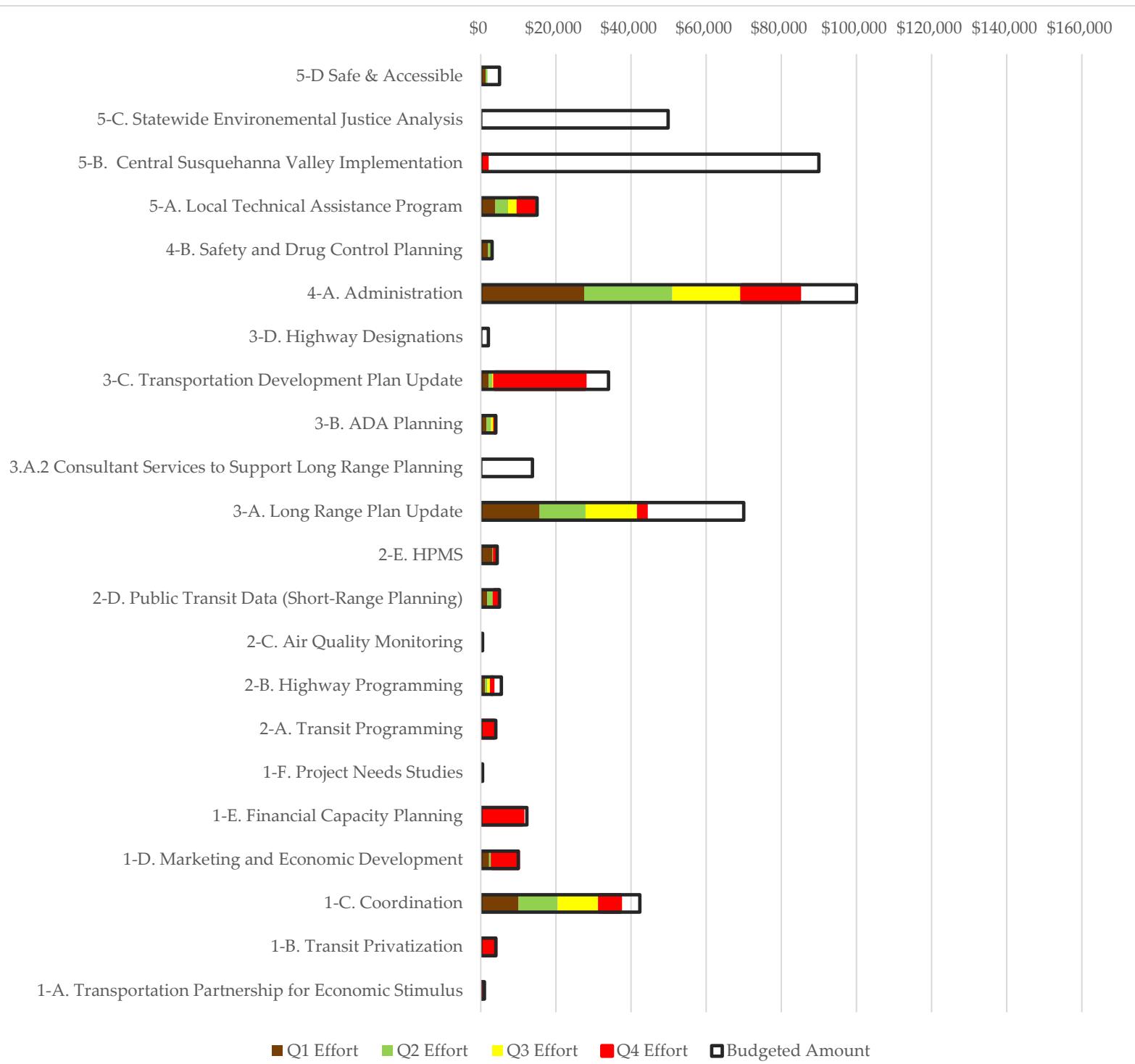
Platform	Link
Facebook	https://www.facebook.com/WATS-MPO-100877818070672/
Twitter	https://twitter.com/watsmpo
Instagram	https://www.instagram.com/wats_mpo/
LinkedIn	https://www.linkedin.com/company/wats-mpo/
Website	http://www.lyco.org/wats-mpo

Work Program

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

Summary of Work Tasks

Following are descriptions of the work tasks that WATS developed as part of the FY 2024-2025 Unified Planning Work program.



Local Technical Assistance Program

Program Overview

A Metropolitan Planning Organization (MPO) is a group of elected and appointed officials representing local, state, and federal governments along with other agencies, that have an interest or responsibility in local transportation systems. The MPO is responsible for creating a Long-Range Transportation Plan (LRTP) lyco.org/WATS-MPO/LRTP, a Transportation Improvement Program (TIP) lyco.org/WATS-MPO/TIP, and a Unified Planning Work Program (UPWP) 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 20th 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. 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.
4. The Williamsport MPO LTAP program has been analyzed in terms of number of courses offered, registrants and attendees.

LTAP Course Offerings

This section of the report provides summary information regarding the 2024-2025 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
Stop Signed and Intersection Traffic Controls	August 27, 2024	9
Road Surface Management	September 17, 2024	21
Traffic Calming	October 29, 2024	6
Winter Maintenance	November 12, 2024	12
Roadside Safety Features	April 21, 2025	9
Drones: Municipal Transportation Uses	May 6, 2025	8

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
2024-2025	6	82	65	11
20 Year Total	130	2,625	2,074	16

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 Department of Planning & Community Development continued working partnerships with many organizations to market the LTAP Program in 2024-2025 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 were finalized in 2024, then PCD conducted municipal outreach on the grant program, application process, and liquid fuels eligible activities. The County liquid fuels grant program received 6 applications and awarded grant funding to 3 municipalities.

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, 2024 -September 30, 2024)</i>	<i>\$3,894.49</i>
<ul style="list-style-type: none">LCPC staff conducted numerous LTAP administrative duties including promoting all LTAP virtual courses, Virtual Drop-In Sessions, spring 2024 in-person courses, and webinars.LCPC Staff prepared and submitted the 4th Quarter FY 2023-2024 LTAP quarterly report to PennDOT.LCPCS staff held the Stop Signs & Intersection Traffic Control course on Tuesday, August 27, 2024 with 10 attendees. The course was held at the Old Lycoming Volunteer Fire Department Fire Hall.LCPC Staff held the Road Surface Management course on Tuesday, September 17, 2024 with 21 attendees. The course was held at the Old Lycoming Volunteer Fire Department Fire Hall.LCPC Staff attended the LTAP Planning Partners virtual meeting on September 19, 2024.LCPC staff coordinated four (4) Technical Assistance visits on with Lycoming County, Lewis, and Washington Twp. MPO staff met with County officials on an active transportation bridge project. MPO staff met with Township officials to review a future road repair/drainage project on Barn Rd. As well as, two (2) bridge projects in Washington Twp.	

<i>Task 5-A Second Quarter Expenditures (October 1, 2024 - December 31, 2024)</i>	<i>\$3,356.72</i>
<ul style="list-style-type: none">LCPC staff conducted numerous LTAP administrative duties including promoting all LTAP virtual courses, Virtual Drop-In Sessions, fall 2024 in-person courses, and webinars.LCPC Staff prepared and submitted the 1st Quarter FY 2024-2025 LTAP quarterly report to PennDOT.LCPCS staff held the Traffic Calming course on Tuesday, October 29, 2024 with 10 attendees. The course was held at the Old Lycoming Volunteer Fire Department Fire Hall.	

- LCPC Staff held the Winter Maintenance course on Tuesday, November 12, 2024 with 12 attendees. The course was held at the Old Lycoming Volunteer Fire Department Fire Hall.
- LCPC staff coordinated one (1) Technical Assistance visits on with Clinton Twp. MPO staff met with Township officials and the Township Roadmaster to review a safety concern at a Twp. Road and PA54.

<i>Task 5-A Third Quarter Expenditures (January 1, 2025- March 31, 2025)</i>	<i>\$2,058.56</i>
• LCPC staff conducted numerous LTAP administrative duties including promoting all LTAP virtual courses, Virtual Drop-In Sessions, fall 2024 in-person courses, and webinars.	
• LCPC Staff prepared and submitted the 2nd Quarter FY 2024-2025 LTAP quarterly report to PennDOT.	
• LCPC staff coordinated three (3) Technical Assistance visits in the 3rd Quarter. LCPC staff met with Old Lycoming Twp. staff regarding a water run-off issue on Bottle Run Rd. on January 22, 2025.	
• LCPC staff met with Wolf Twp. on January 22, 2025 regarding a potential road buy-back that the Township is considering. The Township wanted guidance on required repairs/maintenance before deciding.	
• LCPC staff met with Hepburn Twp. on January 27, 2025 regarding a Township bridge that PennDOT District 3 stated needed to be closed until repairs could be made.	
• LCPC Staff attended the LTAP Asphalt Roads Maintenance course “dry run” Microsoft Teams meeting on February 26, 2025	

<i>Task 5-A Fourth Quarter Expenditures (April 1, 2025 – June 30, 2025)</i>	<i>\$4,342.72</i>
• LCPC staff conducted numerous LTAP administrative duties including promoting all LTAP virtual courses, Virtual Drop-In Sessions, spring 2025 in-person courses, and webinars.	
• LCPC Staff prepared and submitted the 3rd Quarter FY 2024-2025 LTAP quarterly report to PennDOT.	
• LCPC staff attended (1) technical assistance visit in Lewis Township on June 11, 2025.	
• LCPC Staff attended the LTAP Roadside Safety Features course on April 21, 2025.	
• LCPC Staff attended the LTAP Drone Municipal Users course on May 6, 2025.	
• LCPC staff attended the LTAP Secure Load Training course on May 9, 2025.	

FY 2024-2025 WATS MPO LTAP Task Budget Summary

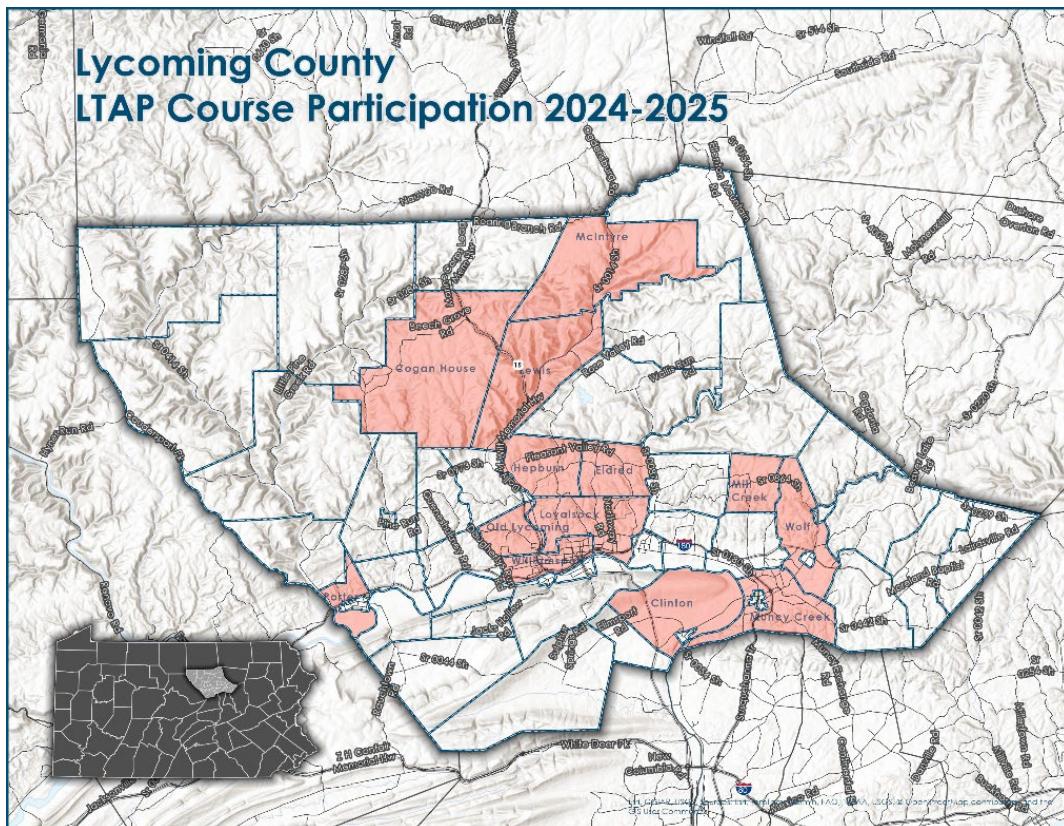
Total FY 2024-2025 Task 5-A Expenditures	\$15,000.00
Total FY 2024-2025 UPWP Task 5-A Budget	\$14,342.76
Budget Savings FY 2024-2025	\$657.24

Diversity of Course Offerings

Since the PCD began its partnership with PennDOT in 2005 to market LTAP courses in Lycoming County, we have offered 130 courses with 2,074 municipal officials in attendance. These courses yielded an average of 11 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 25% or 13 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.

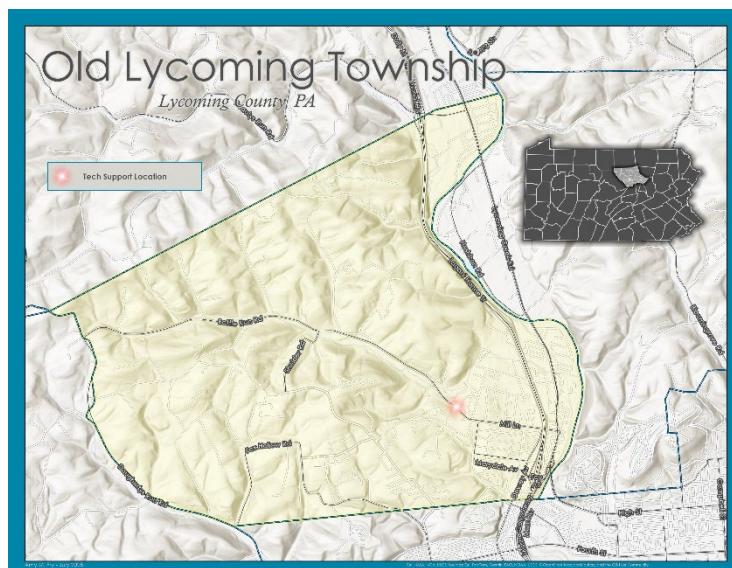
Technical Assistance

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 ten (10) requests for Technical Assistance visits during the 2024-2025 LTAP year.

Old Lycoming Township:

Bottle Run Road, PCD staff coordinated a LTAP Technical Assistance visit in January 2025 to discuss road runoff to an adjacent development. It was determined the stormwater is neither a PennDOT nor a Township issue. The water is shed off the roadway to keep them safe and passable. There is a swale on the downstream property that accepts the water

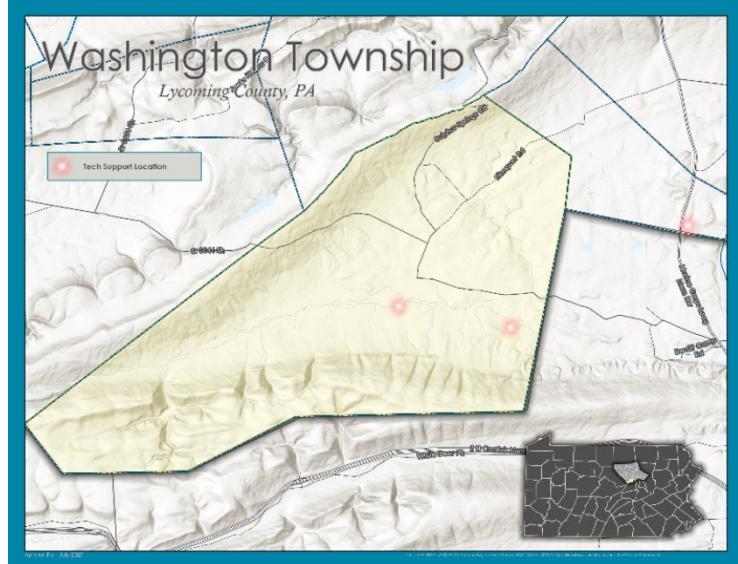


Washington Township:

Bob Drick Road, PCD staff coordinated a LTAP Technical Assistance visit in July 2024 to address a bridge issue on Bob Drick Road. PCD staff and LTAP engineer met with a township supervisor. The bridge is considered of high importance to the Township for emergency access during flood events.

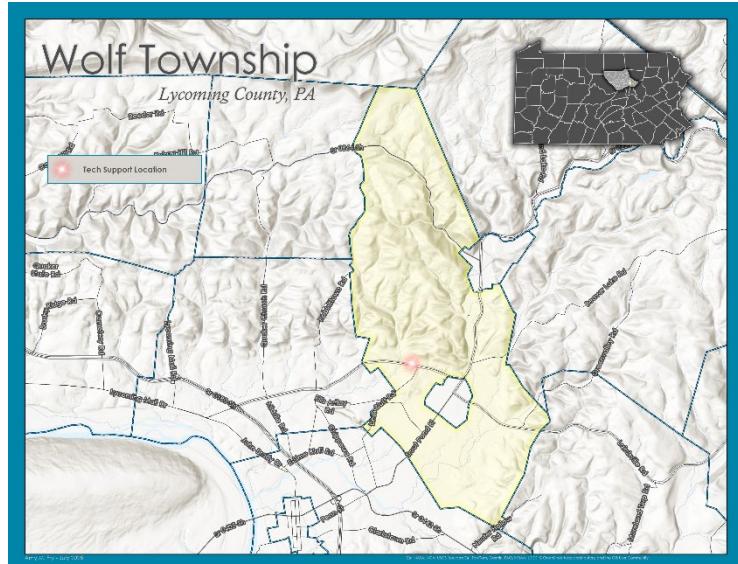
Washington Township:

Petersburg Road, PCD staff coordinated a LTAP Technical Assistance visit in August 2024. PCD staff met with Maintenance Engineer and Township staff. The Township was concerned about the state of the bridge after Tropical Storm Debby. Replacement of the bridge and extending the length were discussed.



Wolf Township:

Chel Road, PCD staff coordinated a LTAP Technical Assistance visit in January 2025. PCD staff met with the Maintenance Engineer, Township Supervisor, and the Township Secretary. The existing pavement continues to exhibit severe base failure and cracking throughout. The road should not be overlaid in its present condition.

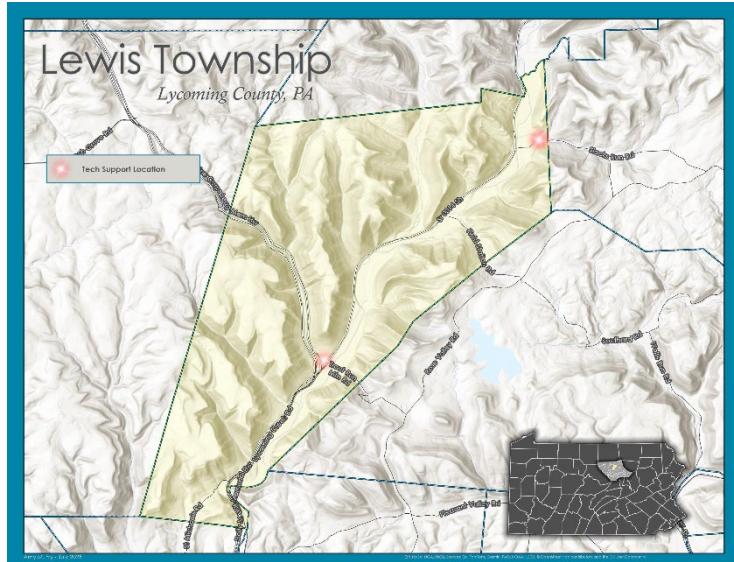


Lewis Township:

Barn Road, PCD staff coordinated a LTAP Technical Assistance visits in August 2024 and March 2025. The township is interested in PennDOT Retro-Reimbursement Program.

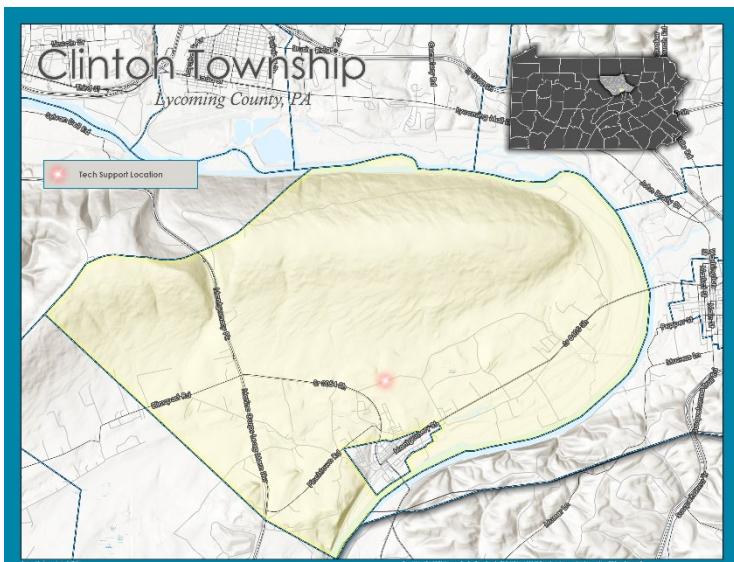
Lewis Township:

Truman Road, PCD staff coordinated a LTAP Technical Assistance visit in June 2025. PCD staff met with Larson Design Group, 2 Lewis Township staff, and the Maintenance Engineer. Lewis Township was devastated by Tropical Storm Debby in August 2024. The Truman Road bridge was believed to have lifted during the flooding. Larson Design completed an inspection of the bridge after Tropical Storm Debby in September 2024. The township wants to convert the bridge from a traffic bridge to a pedestrian bridge.



Clinton Township:

Fritz Station Road, PCD staff coordinated a LTAP Technical Assistance visit in August 2024. This visit was with the Maintenance Engineer and PCD staff. The purpose was to observe the railroad bridge that is to be included in the future "land swap."

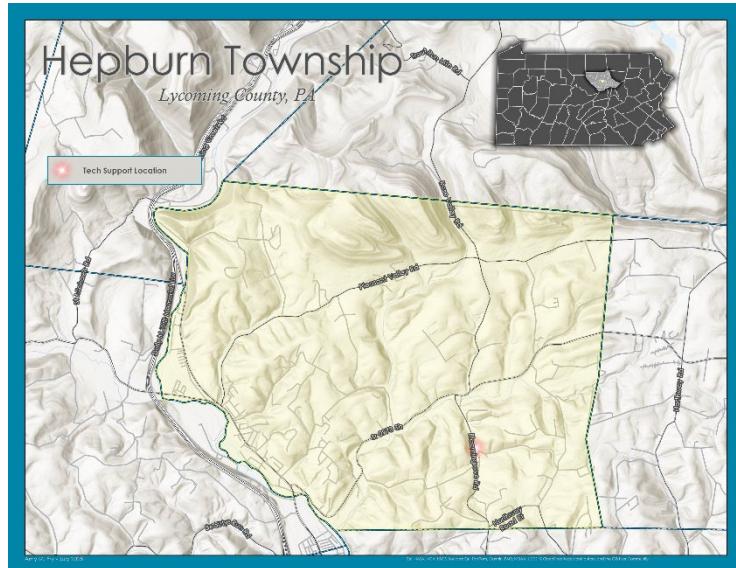


Clinton Township:

Brouse Road, PCD staff coordinated a LTAP Technical Assistance visit in November 2024. PCS staff, township officials, and the Safety Engineer met at the intersection of Brouse, Old, and SR 54. With the potential of a new Montgomery High School on Old Road, the Township's safety concerns with the intersection were discussed.

Hepburn Township:

Schoolhouse Road, PCD staff coordinated a LTAP Technical Assistance visit in January 2025. PCD met with the Maintenance Engineer and the Hepburn Township Road department. The concrete culvert at the north end of School House Road was closed by the Township due to structural concerns. The maintenance engineer's opinion was to replace with a new concrete box culvert.



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

Performance Measures

Performance based planning and programming

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

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

For the first time, the statewide and metropolitan long-range transportation plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. It is important to note that the US Department of Transportation Secretary is required to establish criteria for the evaluation of the new performance-based planning processes. This process is to

consider whether States developed appropriate performance targets and made progress toward achieving the targets. The legislation requires the Secretary to provide reports to Congress evaluating the overall effectiveness of performance-based planning and the effectiveness of the process in each State and for each MPO. MAP-21 established seven national performance goals:

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

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

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

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

Measures of safety performance

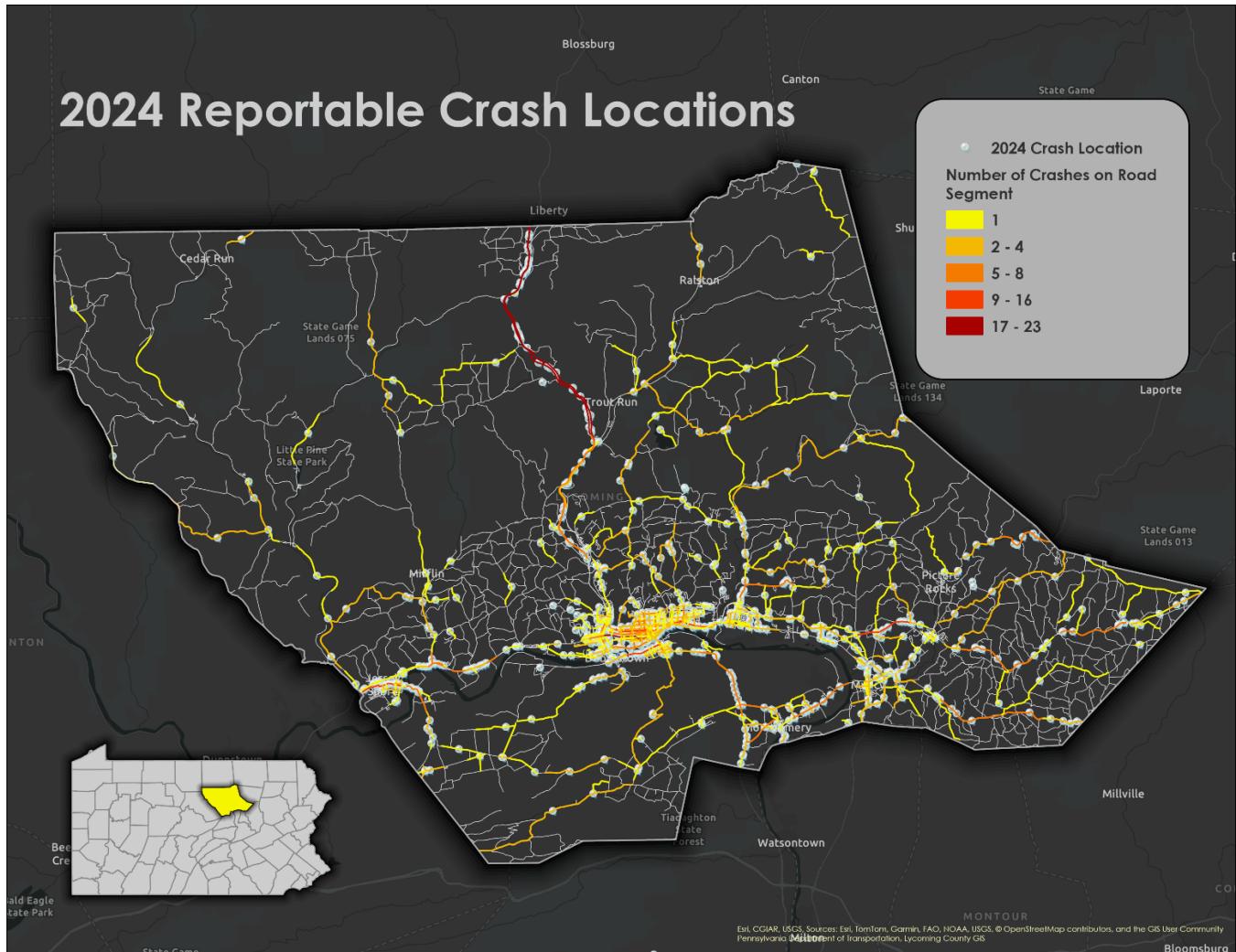
There are five performance measures established to track highway safety:

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

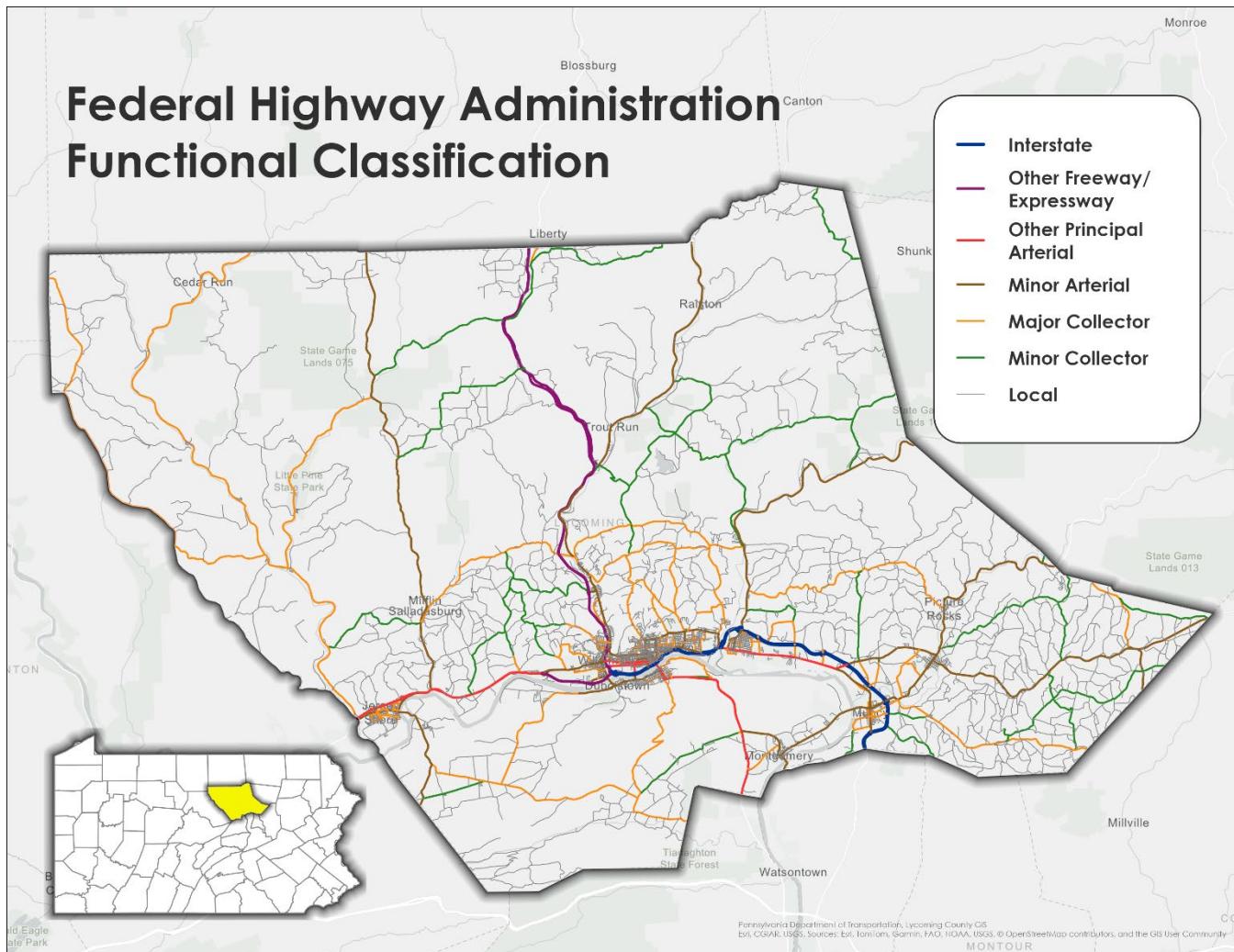
The most recently available baseline values and proposed targets for these performance measures statewide and for WATS are given below:

PM-1 Performance Measures	Statewide Target, 2021-2025	WATS Target, 2021-2005	Statewide Baseline, 2019-2023	WATS Baseline, 2019-2023
Number of Fatalities	1,192.8	14.0	1,161.2	13.4
Fatality Rate (per 100 Million Miles Traveled)	1.186	1.398	1.183	1.373
Number of Serious Injuries	4,832.6	35.8	4,738.6	34.4
Serious Injury Rate (per 100 Million Miles Traveled)	4.806	3.575	4.828	3.524
Number of Non-motorized Fatalities and Serious Injuries	916.8	4.4	833.4	5.4

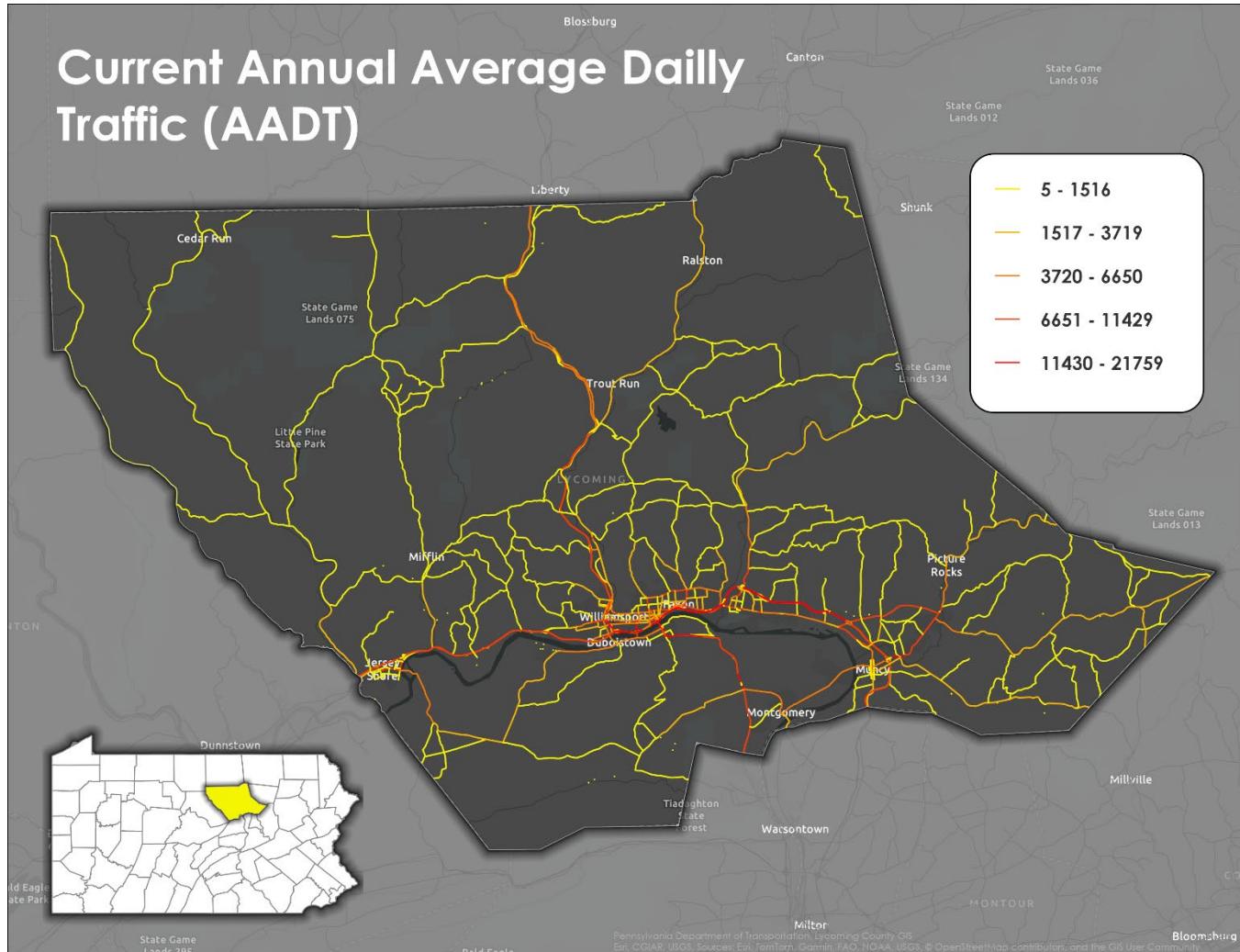
Reportable Crash Locations, 2024



Federal Highway Administration Functional Classification Map



Current Annual Average Daily Traffic (AADT):



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
Percentage Interstate pavement in Good condition	77.96%	93.0%	93%
Percentage Interstate pavement in Poor condition	0.0%	1.0%	1.0%
Percentage NHS non-Interstate pavement in Good condition	46.33%	50%	59%
Percentage NHS non-Interstate pavement in Poor condition	0.6%	2%	2%
Percentage NHS bridge deck area in Good condition	23.81%	28.0%	28.0%
Percentage NHS bridge deck area in Poor condition	0.0%	4.0%	4.0%

Asset conditions within WATS:

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

Measure	2023 two-year target	2025 four-year target	2020 WATS baseline
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

Lycoming County Small Bridge Inspection Program

Larson Design Group (LDG) continued the small bridge inspection program throughout 2024-2025. 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.



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

2027-2030 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 2027-2030 WATS MPO TIP. The draft 2027 - 2030 WATS MPO TIP is anticipated to be released for public comment in March 2026. The final draft of the 2027– 2030 WATS MPO TIP is anticipated to be adopted by the MPO Committees, PennDOT, and FHWA in May 2026.