

# Williamsport Area Transportation Study Metropolitan Planning Organization

WILLIAMSPORT AREA  
TRANSPORTATION STUDY MPO

FFY 2025-FFY 2028  
TRANSPORTATION IMPROVEMENT  
PROGRAM

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## 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.

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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 Area Transportation Study

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. The Lycoming County Department of Planning and Community Development (PCD) staff assumes lead responsibility for undertaking Federal Highway Administration (FHWA) funded planning tasks while River Valley Transit Authority (RVTA) is responsible for undertaking the Federal Transit Administration (FTA) transit planning tasks contained in this work program. WATS public meetings are now held at least quarterly throughout the year. All WATS Technical and Coordinating Committee meetings are publicly advertised in compliance with the PA Open Meetings Law and WATS Public Participation Plan.

## Committee Structure

The WATS Coordinating Committee is the policy-making body of the MPO. The Coordinating Committee consists of eleven (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
- 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 Coordinating Committee Representative
- Lycoming County Boroughs Representative

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

- Federal Highway Administration
- Federal Transit Administration
- US Department of Housing and Urban Development
- PA Department of 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 nine (9) voting members as follows:

- PennDOT Center for Program Development and Management 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
- City of Williamsport Engineer/Community Development Director
- Williamsport Regional Airport Executive Director
- SEDA-COG Joint Rail Authority Executive Director
- STEP, Inc. Transportation Manager

In addition to the 9 voting members, the Technical Committee includes four (4) non-voting members, as follows:

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

The WATS 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 consists of eleven (11) voting members as follows:

- Lycoming County Planning and Community Development Department Representative
- PennDOT District 3-0 Representative
- PennDOT Center for Program Development and Management Representative
- Lycoming County Health Improvement Coalition Representative
- Susquehanna Valley Velo Club
- Williamsport Bicycle Club
- PTA/PTO president from a County school district 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
- Lycoming County Association of Township Officials Coordinating Committee Representative
- Lycoming County Borough Representative

Additionally, WATS has a Transit Advisory Committee to assist with transit planning.

## WATS staff and contacts

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

- Develop and conduct all transportation planning work tasks contained in the WATS MPO approved Unified Planning Work Program contract that is executed between the County of Lycoming and PennDOT. The County of Lycoming may subcontract with River Valley Transit Authority to perform the Federal Transit Administration funded UPWP transit planning work tasks.
- 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 Third Street Plaza 6<sup>th</sup> Floor Conference Room located at 33 W. Third 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.
- Ensure that all WATS MPO adopted plans, programs and policies are implemented.

## Lycoming County Department of Planning and Community Development Contacts

### Shannon Rossman, AICP, Director

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

# Development of this 2025-2028 Transportation Improvement Program

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 Transportation Plan consistent with financial guidance provided by PennDOT, as the TIP must also be fiscally constrained. Upon approval by the WATS MPO, the TIP is forwarded to PennDOT, FHWA, and 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 Transportation Plan and WATS TIP are not subject to an air quality conformity analysis.

## Acronyms and abbreviations

In order to condense the informationally rich content related to transportation project development, many codes, abbreviations, and acronyms are freely deployed. Please see [Appendix A](#) for keys to acronyms and abbreviations contained in this document.

## TIP Development Timeline

All TIP development conducted in accordance with the [WATS Public Participation Plan \(see Appendix B\)](#) amended by the WATS Coordinating Committee on February 13, 2023.

During the March 1 – March 30, 2024 Draft 2025-2028 Transportation Improvement Program (TIP) Public Comment Period the WATS MPO implemented an extensive social media public outreach program in compliance with the WATS MPO Public Participation Plan. The MPO posted 14 separate posts on Facebook, 12 separate posts on Instagram, and 14 separate tweets on Twitter. The posts included information on the different aspects of the Draft 2025-28 TIP as well as reminders of when the Public Comment Period closes, where interested residents can find more information regarding the Draft 2025 - 28 TIP, and where to direct questions/comments.

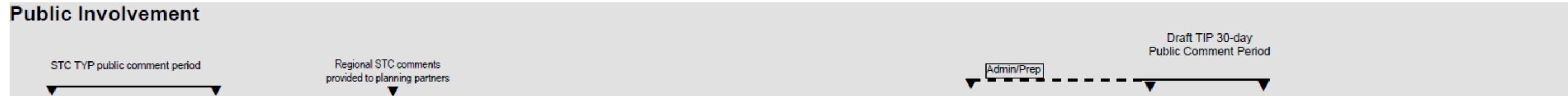
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|---------------------------------|---|
| <b>June 7, 2023</b>             | Coordination Meeting with WATS staff, PennDOT Central Office, and PennDOT District 3-0  |
| <b>August 15, 2023</b>          | Coordination Meeting with WATS staff, PennDOT Central Office, and PennDOT District 3-0  |
| <b>November 29, 2023</b>        | Coordination Meeting with WATS staff, PennDOT Central Office, FHWA, and PennDOT District 3-0                                  |
| <b>January 17, 2024</b>         | Draft 2025 WATS TIP Coordination Meeting with WATS staff, PennDOT Central Office, and PennDOT District 3-0                    |
| <b>January 22, 2024</b>         | Review of full draft of 2025-2028 TIP projects with WATS Technical Committee  |
| <b>February 5, 2024</b>         | Review of full draft 2025-2028 TIP with WATS Coordinating Committee with authorization to advertise for public comment period |
| <b>March 1 – March 30, 2024</b> | Public Comment Period   |
| <b>March 14, 2024</b>           | Presentation of TIP at Lycoming County Commissioner's   |
| <b>March 21, 2024</b>           | Presentation of TIP at Lycoming County Planning Commission Public Meeting   |
| <b>March 25, 2024</b>           | Virtual Draft WATS MPO 2025-2028 TIP Public Hearing   |
| <b>April 29, 2024</b>           | Final Review by WATS Technical Committee  |
| <b>May 13, 2024</b>             | Adoption by WATS Coordinating Committee   |

The WATS 2025-2028 TIP development timeline is on the next page.

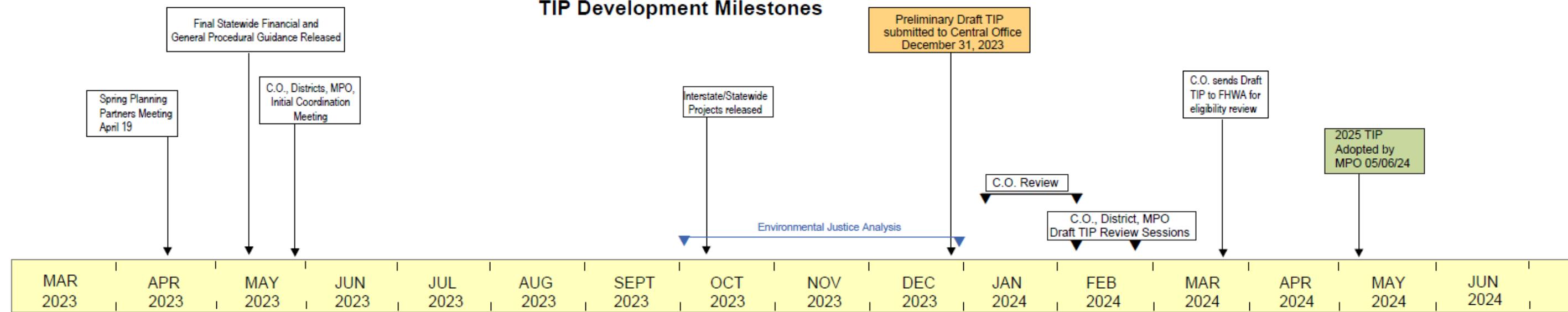
# 2025 TIP Update Timeline

05/05/23

## Public Involvement



## TIP Development Milestones



### Other Milestones:

By 8/31/24 - State Transportation Commission approves the Twelve Year Program.

By 8/31/24 - On behalf of the Governor, PennDOT submits the Statewide Transportation Improvement Program to FHWA/FTA. By 9/30/24 - PennDOT obtains joint approval of the 2025 Program from FHWA/FTA.

MPO approval to  
advertise Draft TIP  
for public comment  
in March 2024

## Regionally Significant Implemented Projects of 2025-2028 WATS TIP

1. PennDOT Project ID 87918. Bridge Replacement on SR 44, Main St. in Jersey Shore Borough. This is a bridge replacement project correcting issues with the bridge over Lawshee Run (Anticipated completion date 10/21/2024).
2. PennDOT Project ID 99290. Highway Restoration on SR 87 in Fairfield and Upper Fairfield Twp. This is a restoration project on SR 87 from I-180 to PA 973 (Let date: 01/01/25).
3. PennDOT Project ID 116904. Highway Restoration on US 15, Marine Corps League Memorial Hwy. in Cogan House and Jackson Twp. This is a restoration project milling and resurfacing between State Routes (Let date: 7/11/2024).
4. PennDOT Project ID 118500. Ramp roll over warning system on US Route 15 and US Route 180 ramp in the City of Williamsport. This is a corridor safety project installing a dynamic ramp roll over system. (Let date: 10/10/2024).

Project ID 6209, a historic suspension bridge replacement of SR 4001 (Little Pine Creek Rd) over Little Pine Creek in Pine Township continues to move forward. This project was on the previous 2021-2024 TIP, but was delayed due to decreased funding. Notice to proceed was given in July 2023, with a project completion date of November 2026.

Of additional significance are a number landslide and flood damage repair projects completed within WATS during the 2023-2026 time period. These repairs are necessary but also frequently quite expensive and decrease the ability to program other projects especially within the context of decreased base funding allocations. The 2025 – 2028 WATS TIP has two slide repair projects programmed:

1. PennDOT Project ID 99373. Soil slide repair on SR 3013 on Spring Valley Rd. in Woodward Twp.
2. PennDOT Project ID 107588. Soil slide repair on SR 2032 Kehrer Hill Rd. in Upper Fairfield Twp.

## Delayed projects

On November 15, 2021 the Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law) was signed into law. The IIJA/BIL committed \$500 billion for transportation funding over fiscal years 2022-2026. This increased the federal funding available to WATS MPO and introduced a new program, the Bridge Investment Program (BRIP), for bridge funding.

Due to the additional funding provided by the IIJA/BIL, WATS MPO plans to review the interim projects and re-program the original construction projects where feasible.

| 2025-2028 TIP Delayed project   | Delayed project MPMS  | Interim project   | Interim project MPMS   |
|---|-----------------------|---|------------------------|
| Reconstruct US Route 15 from Main Street to Southern Avenue in South Williamsport Borough | <a href="#">98983</a> | Resurface SR 15 (Hastings Street) from the Susquehanna River to the US 15 Overlook in South Williamsport Borough and Armstrong Township | <a href="#">114045</a> |

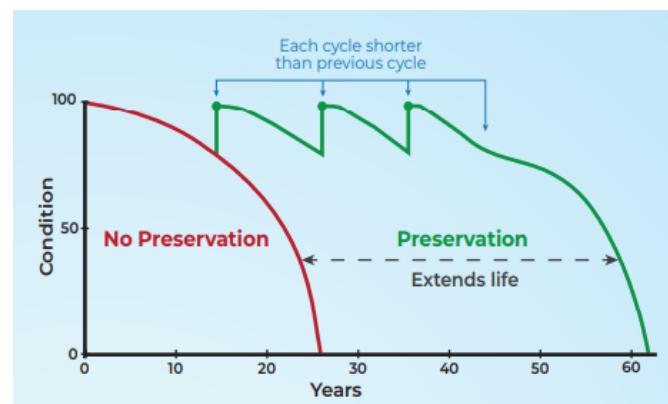
## Project selection

The Williamsport Area Transportation Study MPO has a well-elaborated project selection process that helps to provide consistency between the goals and policies implemented through plans and programs and the mix of projects and investments of the Transportation Improvement Program. It also allows for a collaborative effort including input from both the public and stakeholders. However, project evaluation and prioritization should not be overly prescriptive or inflexible in adapting to ever-changing circumstance. Factors included for consideration include the financial guidance received from PennDOT that provides fiscal constraint to the projects to be programmed, the set of specific project selection criteria developed through the WATS 2023-2045 Long Range Transportation Plan, environmental justice analysis, system condition, and (potentially) air quality.

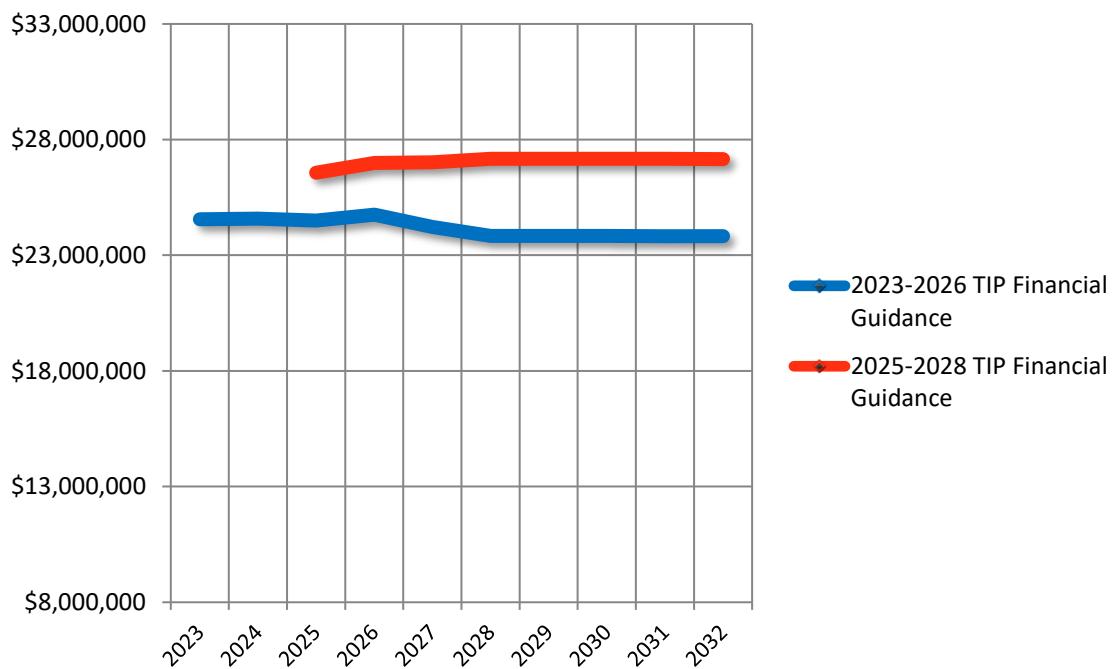
### Financial guidance

Original financial guidance for this 2025-2028 Transportation Improvement Program was released on April 19, 2023. As previously mentioned the Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law) was signed into law on November 15, 2021. The IIJA/BIL committed \$500 billion for transportation funding over fiscal years 2022-2026. This increased the federal funding available to WATS MPO and introduced a new program, the Bridge Investment Program, for bridge funding.

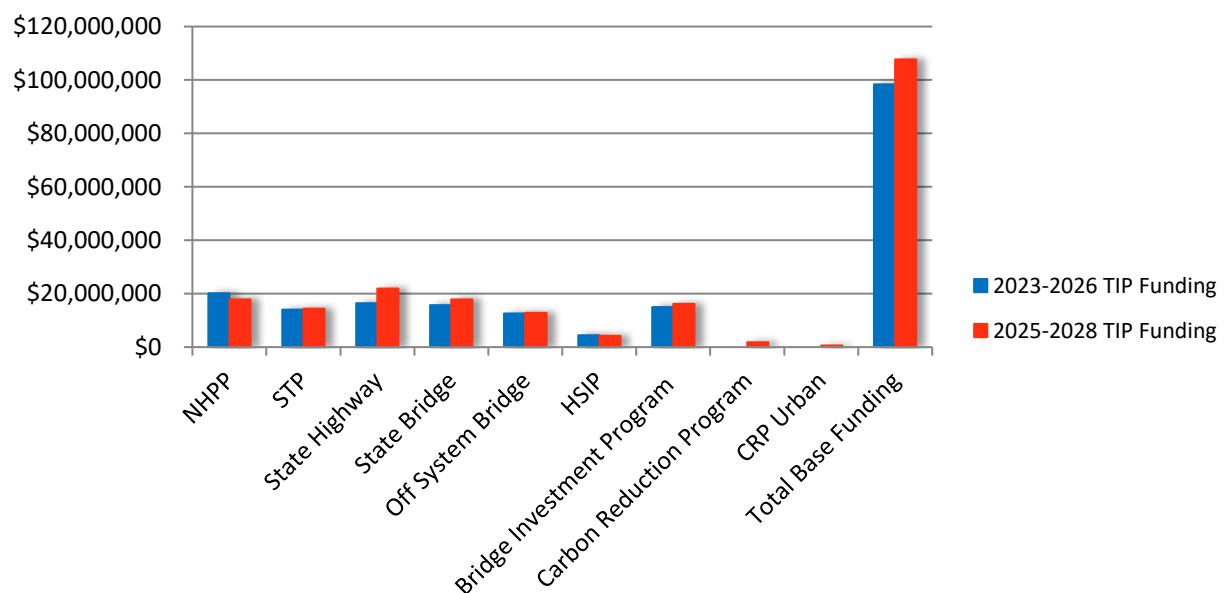
Projects will still be reviewed using the “lowest lifecycle cost (LLCC)” approach to transportation system maintenance. LLCC maximizes the life of transportation infrastructure by prioritizing early intervention and preservation activities rather than prioritizing large projects to replace severely deteriorated assets.



## Total funding, 2025-2028 WATS TIP compared to 2023-2026 WATS TIP



## Funding category, 2025-2028 WATS TIP compared to 2023-2026 WATS TIP



## Base funding allocations by funding program, 2025-2036

| Fund Type                        | FFY 2025            | FFY 2026            | FFY 2027            | FFY 2028            | Total FFY 2025 -FFY 2028 |
|----------------------------------|---------------------|---------------------|---------------------|---------------------|--------------------------|
| <b>NHPP (Federal)</b>            | \$5,054,000         | \$4,774,000         | \$4,227,000         | \$3,819,000         | \$17,874,000             |
| <b>STP (Federal)</b>             | \$3,519,000         | \$3,622,000         | \$3,621,000         | \$3,620,000         | \$14,382,000             |
| <b>BOF (Federal)</b>             | \$3,201,000         | \$3,201,000         | \$3,201,000         | \$3,201,000         | \$12,804,000             |
| <b>HSIP (Federal)</b>            | \$1,042,000         | \$1,064,000         | \$1,064,000         | \$1,064,000         | \$4,234,000              |
| <b>581 (State Highway)</b>       | \$4,589,000         | \$5,146,000         | \$5,808,000         | \$6,365,000         | \$21,908,000             |
| <b>185/183 (State Bridge)</b>    | \$4,509,000         | \$4,508,000         | \$4,433,000         | \$4,432,000         | \$17,882,000             |
| <b>Carbon Reduction Program</b>  | \$452,000           | \$463,000           | \$463,000           | \$463,000           | \$1,841,000              |
| <b>Carbon Reduction - Urban</b>  | \$149,000           | \$152,000           | \$152,000           | \$152,000           | \$605,000                |
| <b>Bridge Investment Program</b> | \$4,054,000         | \$4,054,000         | \$4,054,000         | \$4,054,000         | \$16,216,000             |
| <b>TOTAL BASE FUNDING</b>        | <b>\$26,569,000</b> | <b>\$26,984,000</b> | <b>\$27,023,000</b> | <b>\$27,170,000</b> | <b>\$107,746,000</b>     |

## WATS Long Range Transportation Plan

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. The Long-Range Plan also outlines the MPOs "vision" of the future transportation system; describes all existing modes of transportation such as highways, bridges, public transit, air service, rail service and bicycle and pedestrian facilities; addresses federal planning factors, and provides public policy statements by transportation mode. A well-established local public involvement process is in place to ensure sufficient opportunities for public input early and often during plan development. The plan also includes a full treatment of how WATS will study and address environmental justice concerns within the transportation planning and programming process.

The WATS Long Range Transportation Plan resulted in the following four areas of focus for future transportation projects 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.**

A set of project selection criteria are identified in the in WATS 2023-2045 Long Range Transportation Plan. In order to be programmed, a project must meet at least some of these criteria representing the priorities of Lycoming County in regards to the multimodal transportation system.

| <b>Future transportation projects in Lycoming County will be described by one or more of the following statements</b> |   |
|---|---|
| ✓   | is a priority project from the Lycoming County Comprehensive Plan and/or Multi-Municipal Comprehensive Plan or addresses a transportation issue identified within those plans |
| ✓   | is an identified project within another local or regional planning document   |
| ✓   | addresses one or more of the 10 Federal Planning Factors  |
| ✓   | contributes substantially towards meeting a Federal performance-based planning target   |
| ✓   | addresses one or more of the Pennsylvania 2045, Pennsylvania Comprehensive Freight Movement Plan, or Pennsylvania Strategic Highway Safety Plan objectives                    |
| ✓   | maintains or enhances the ability to move freight or travel to Lycoming County  |
| ✓   | maintains or enhances the ability for agriculture to thrive   |
| ✓   | maintains or enhances access to outdoor recreation  |
| ✓   | includes intermodal freight connections   |
| ✓   | has been screened using the WATS Complete Streets criteria  |
| ✓   | identifies and removes functionally redundant infrastructure  |
| ✓   | incorporates a maintenance, preservation, lowest-lifecycle-cost approach to asset management  |
| ✓   | helps preserve Lycoming County's air quality attainment status  |
| ✓   | benefits environmental justice population areas   |
| ✓   | supports designation of US-15 north from Williamsport to the New York state line in Tioga County as Interstate 99.  |
| ✓   | improves mobility to employment, health care, education and supports overall economic development and productivity  |
| ✓   | addresses transportation security issues or provides the ability to better respond to flooding, landslide, or subsidence impacts on transportation system                     |
| ✓   | improves nonmotorized travel safety   |
| ✓   | addresses ADA accessibility issues and needs  |
| ✓   | incorporates TSMO strategies to decrease congestion   |
| ✓   | supports good state of repair of transit facilities and modernized fully accessible transit vehicle fleets  |
| ✓   | supports increased usage of transit by Lycoming County's senior population  |

|   |  |
|---|--|
| ✓ | supports expansion of public transportation availability in designated growth areas and serves major land developments   |
| ✓ | fosters public-private partnerships  |
| ✓ | reduces or mitigates stormwater impacts of surface transportation  |
| ✓ | considers context sensitive solutions to ensure compatibility with community character and right sizing of project to address the project defined purpose and need |

## Transportation System Equity

In current usage among planners, the term “equity” means that the costs and benefits of the transportation system are borne as equally as possible among all users. These costs and benefits can be direct or indirect. For example, an indirect transportation cost would be routing a heavy truck detour through a residential neighborhood. The presence of the trucks introduces safety, noise, and traffic indirect costs to the residents of the neighborhood. Transportation system equity is closely related to the concept of “environmental justice.” A primary focus of both transportation system equity and environmental justice is to ensure that vulnerable, and disadvantaged populations are not being denied the benefits of transportation services and improvements and that the same populations are not being asked to bear an undue burden of the direct or indirect costs of transportation services or improvements. The WATS MPO also provides outreach opportunities for these populations to participate in its transportation-planning and decision-making processes as outlined in the WATS Public Participation Plan.

## Environmental Justice

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 projects the MPO is responsible for undertaking analysis of federally funded projects listed within the LRTP. In order to show that our plan meets these objectives, an Equity Analysis—a.k.a., “Benefits and Burdens Analysis”—was prepared by the Pennsylvania Department of Transportation consultant Michael Baker Int’l.

In accordance with FHWA and FTA joint guidance issued to the MPOs and RPOs of Pennsylvania, equity analysis should perform the following “core elements”:

1. Identify environmental justice populations
2. Assess conditions and identify needs
3. Develop the draft Program
4. Evaluate burdens and benefits
5. Identify and address disproportionate and adverse impacts and inform future planning efforts

## Identification of traditionally underserved and underrepresented populations

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

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

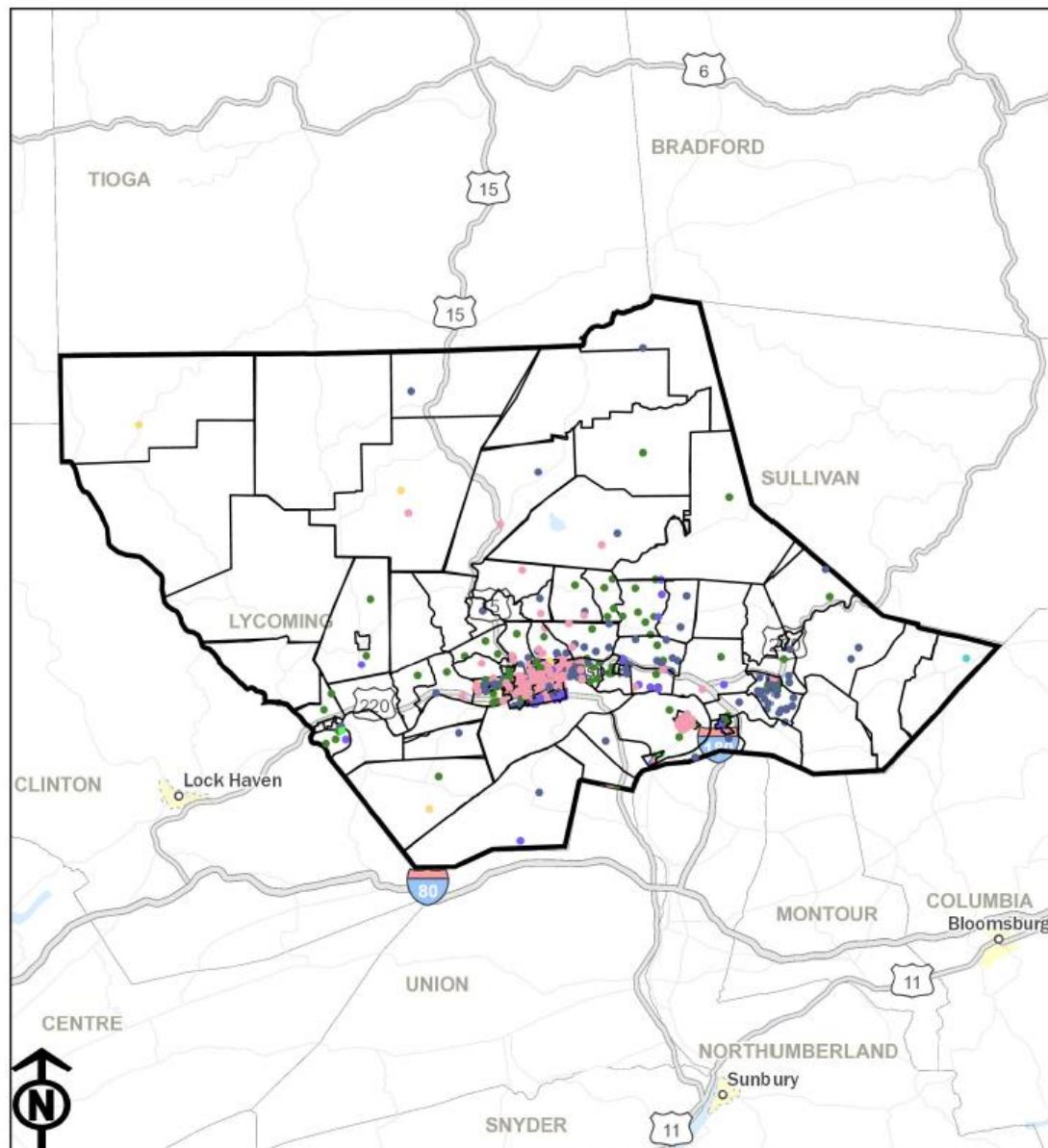
Low-income: Households at or below the federal poverty level.

In the same spirit, WATS' environmental justice equity analysis also identifies people with disabilities and people with limited English proficiency (identified as individuals speaking English "not very well" or speaking English "not at all").

## Minority Population Disparate Effects Analysis

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The purpose of this analysis is to discover if any historic patterns of disinvestment have occurred in Lycoming County with respect to traffic safety, bridge condition, pavement condition, and transit availability relating to minority populations. There is no apparent link between bridge condition, pavement condition and minority population. There is a slight correlation between transit availability and minority populations reflecting a positive emphasis towards more transit availability in areas with larger minority populations.

*Minority Population of Lycoming County***Lycoming County Minority Populations by Block Group****Statistics:**

County Total Population: 114,274

County Minority Population: 12,355

County Overall Minority Population Percentage: 10.8%

**Legend**

- Pennsylvania Counties** (Black line)
- Pennsylvania Municipalities** (White area)
- Pennsylvania Census Block Groups, 2021
- 1 Dot = 20 People
- Black or African-American, Not Hispanic or Latino
- American Indian or Alaskan Native, Not Hispanic or Latino
- Asian, Not Hispanic or Latino
- Native Hawaiian or Pacific Islander, Not Hispanic or Latino
- Other Race, Not Hispanic or Latino
- Two or more Races, Not Hispanic or Latino
- Hispanic or Latino

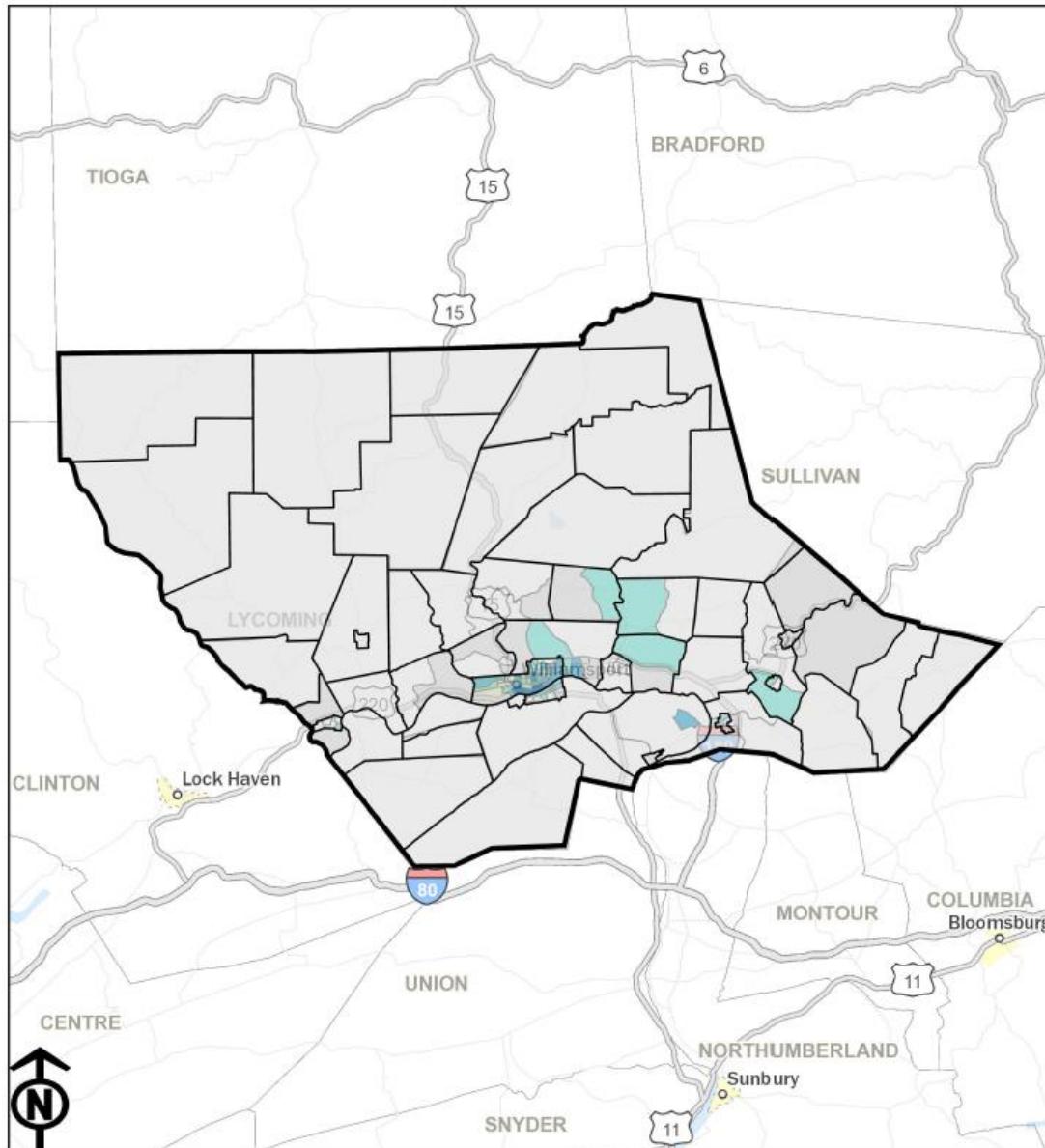


0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

## *Concentrations of Minority Population of Lycoming County*



## **Lycoming County Concentrations of Minority Population by Block Group**

### Statistics:

County Total Population: 114,274  
County Minority Population: 12,355  
County Overall Minority Population Percentage: 10.8%

### Legend

|  |  |
|--|--|
| <span style="background-color: black; width: 10px; height: 10px; display: inline-block;"></span>   | Pennsylvania Counties  |
| <span style="background-color: white; width: 10px; height: 10px; display: inline-block;"></span>   | Pennsylvania Municipalities  |
| Pennsylvania Census Block Groups, 2021   |  |
| County Minority Population Interval for Block Group  |  |
| <span style="background-color: #cccccc; width: 10px; height: 10px; display: inline-block;"></span> | Less than or equal to half the County Minority Population Percentage   |
| <span style="background-color: #cccccc; width: 10px; height: 10px; display: inline-block;"></span> | Greater than half and less than or equal to the County Minority Population Percentage  |
| <span style="background-color: #99ccff; width: 10px; height: 10px; display: inline-block;"></span> | Greater than the County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage |
| <span style="background-color: #6699cc; width: 10px; height: 10px; display: inline-block;"></span> | Greater than twice and less than or equal to four times the County Minority Population Percentage                                |
| <span style="background-color: #336699; width: 10px; height: 10px; display: inline-block;"></span> | Greater than four times the County Minority Population Percentage  |

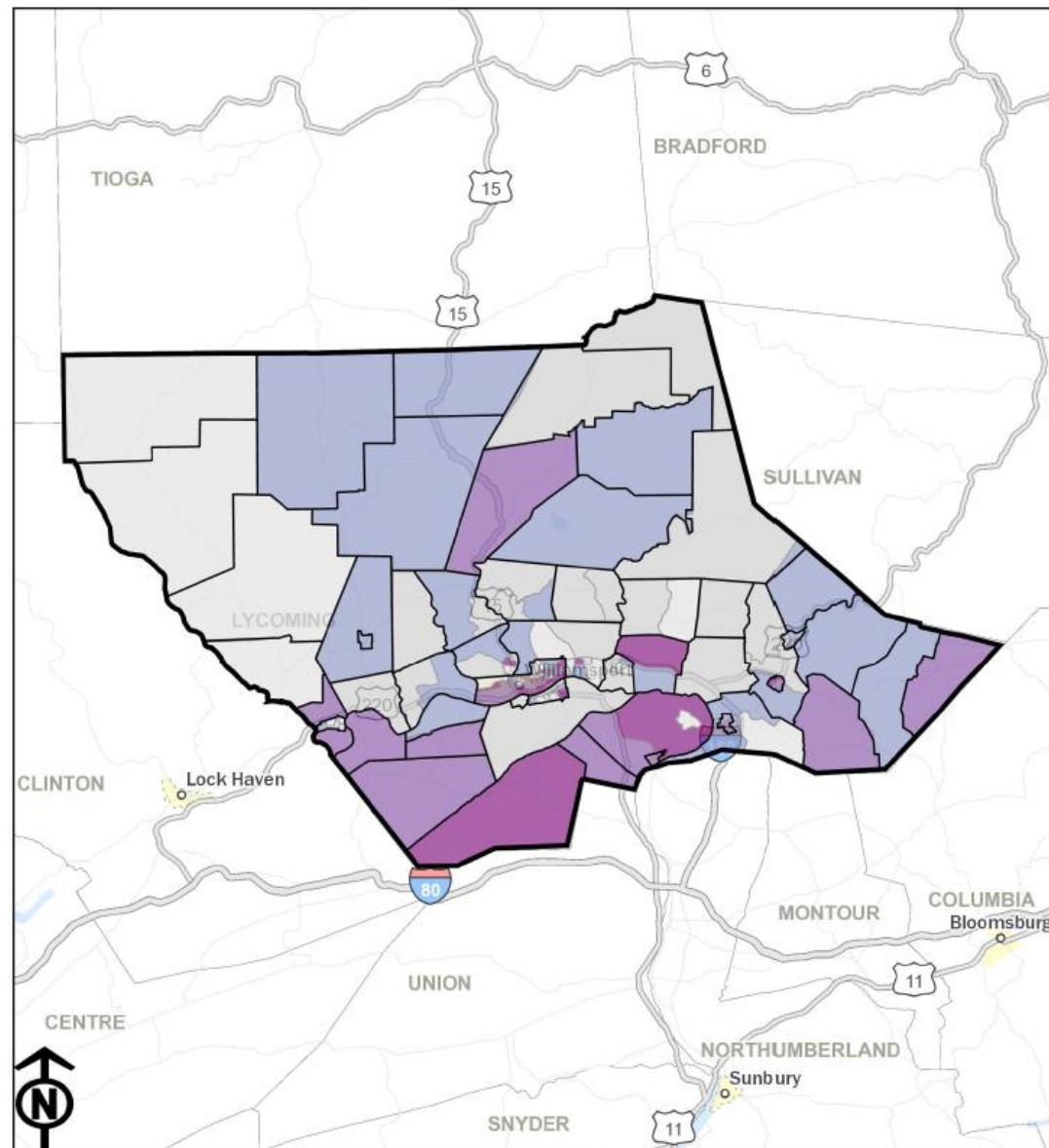


0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

It should be noted that the minority population in Lycoming County are not evenly distributed. As the Lycoming County Concentrations Minority Population map shows the largest distribution of minority populations is in the City of Williamsport, Loyalsock Township, Old Lycoming Township, and Montoursville Borough.

*Low income population of Lycoming County***Lycoming County Low Income Population Count by Block Group****Statistics:**

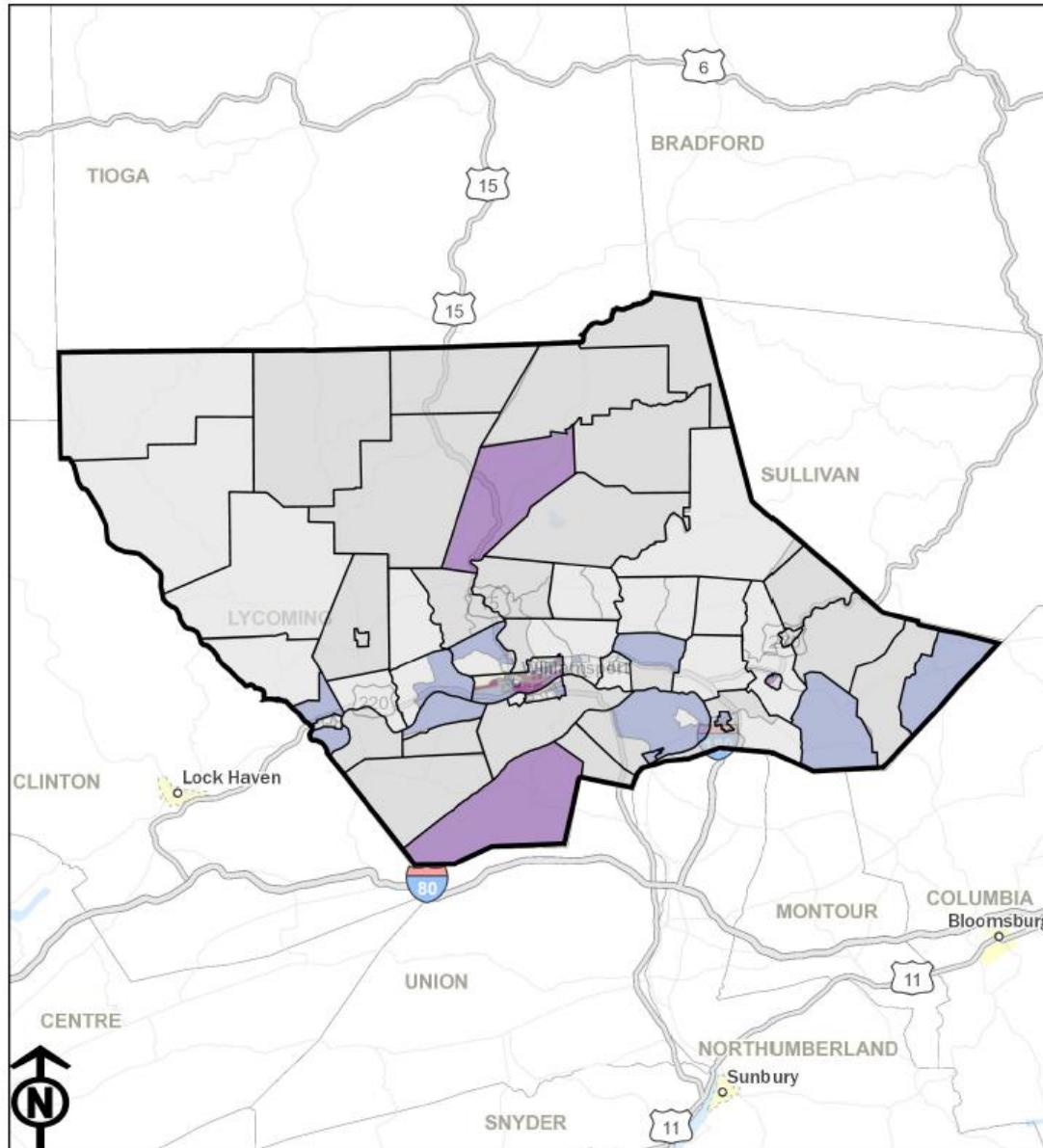
County Total Population: 114,274

County Low Income Population: 13,259

County Overall Low Income Population Percentage: 11.6%



0 5 10 20 Miles

*Concentrations of Low-Income Population of Lycoming County*

## Lycoming County Concentrations of Low Income Population by Block Group

## Statistics:

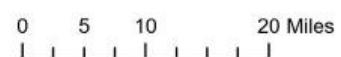
County Total Population: 114,274

County Low Income Population: 13,259

County Overall Low Income Population Percentage: 11.6%

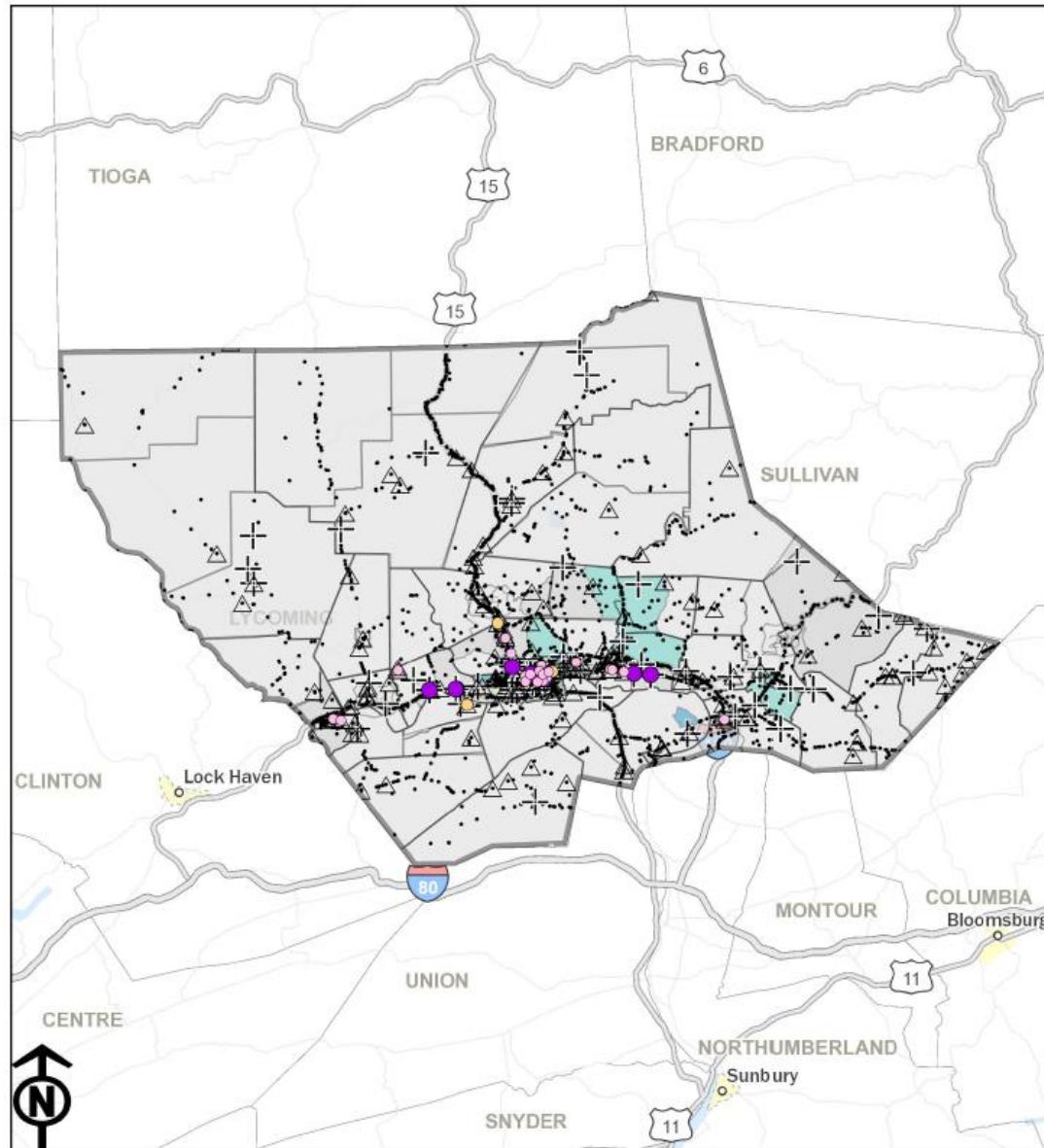
## Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Low Income Block Group Percentage to County Low Income Percentage
- Less than or equal to half the County Low Income Population Percentage
- Greater than half and less than or equal to the County Low Income Population Percentage
- Greater than the County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
- Greater than twice and less than or equal to four times the County Low Income Population Percentage
- Greater than four times the County Low Income Population Percentage



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro &amp; Wright Consulting Engineers, Inc.

*Lycoming County Minority Population and Crashes***Lycoming County Concentrations of Minority Population by Block Group and Crashes****Legend**

- Pedestrian Suspected Serious Injuries, 2017-2021
- Pedestrian Fatalities, 2017-2021
- Bicycle Suspected Serious Injuries, 2017-2021
- Bicycle Fatalities, 2017-2021
- All Suspected Serious Injuries, 2017-2021
- All Fatalities, 2017-2021
- All Reportable Crashes, 2017-2021
- Pennsylvania Counties
- Pennsylvania Municipalities

**Pennsylvania Census Block Groups, 2021**

**County Minority Population Interval for Block Group**

- Less than or equal to half the County Minority Population Percentage
- Greater than half and less than or equal to the County Minority Population Percentage
- Greater than the County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage
- Greater than four times the County Minority Population Percentage

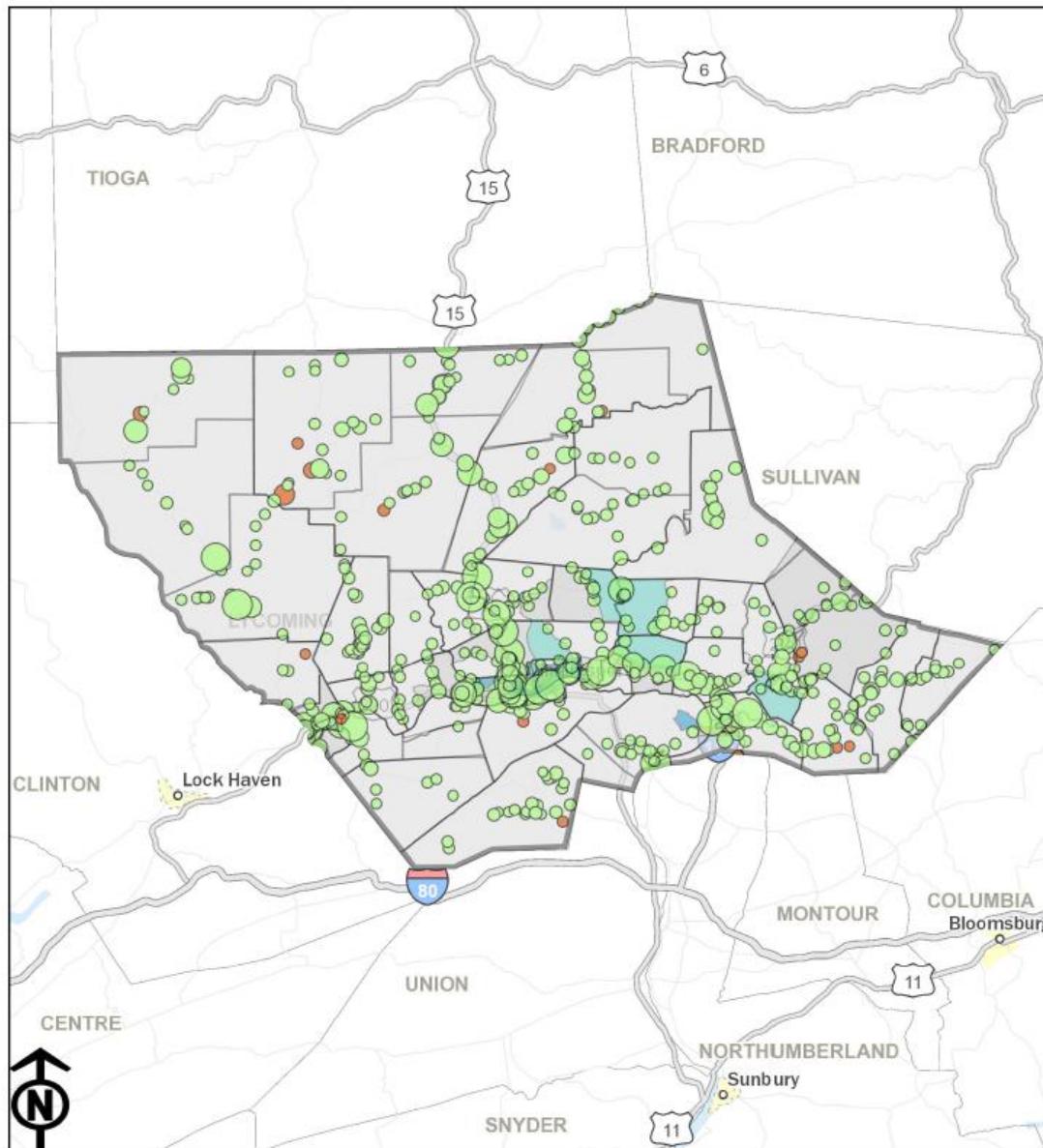


0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

## Lycoming County Minority Population and Bridges



## **Lycoming County Concentrations of Minority Population by Block Group and Bridges**

### Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- County Minority Population Interval for Block Group
- Less than or equal to half the County Minority Population Percentage
- Greater than half and less than or equal to the County Minority Population Percentage
- Greater than the County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage
- Greater than four times the County Minority Population Percentage

### State and Local Bridges

#### Bridge Condition

- Poor Condition or Worse
- Fair Condition or Better

#### Deck Area (Square Feet)

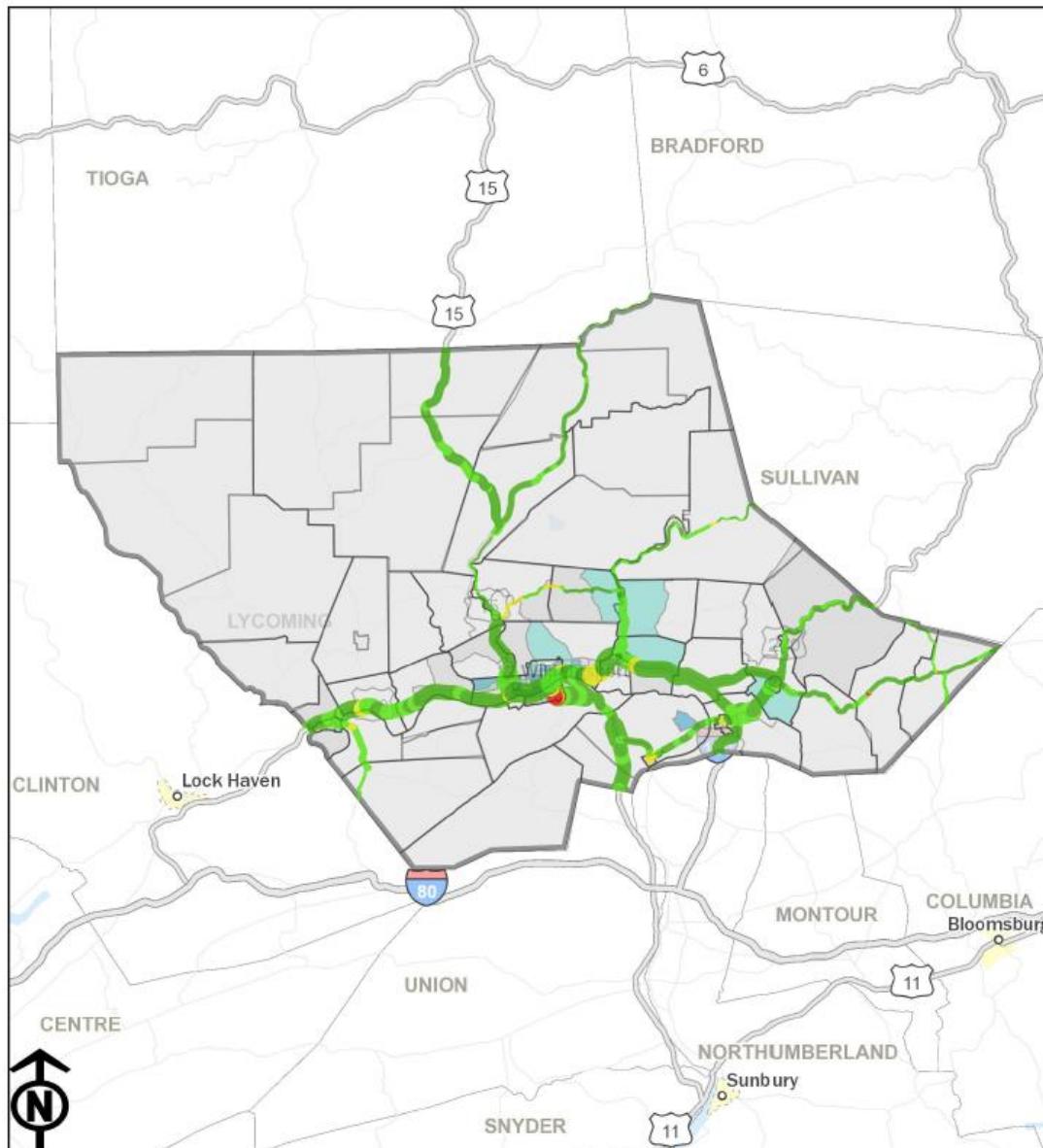
- 0
- 5,333.33
- 10,666.7
- 16,000



0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

*Lycoming County Minority Population and Federal Aid Road Segments***Lycoming County Concentrations of Minority Population by Block Group and Federal Aid Road Segments****Legend**

Federal Aid Road Segments (PennDOT RMS)  
Pavement Condition (IRI rating)

- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER

Traffic Volume (Current AADT)

- 318
- 5,212
- 10,106
- 15,000

Pennsylvania Counties

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021  
County Minority Population Interval for Block Group

- Less than or equal to half the County Minority Population Percentage
- Greater than half and less than or equal to the County Minority Population Percentage
- Greater than the County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage
- Greater than four times the County Minority Population Percentage

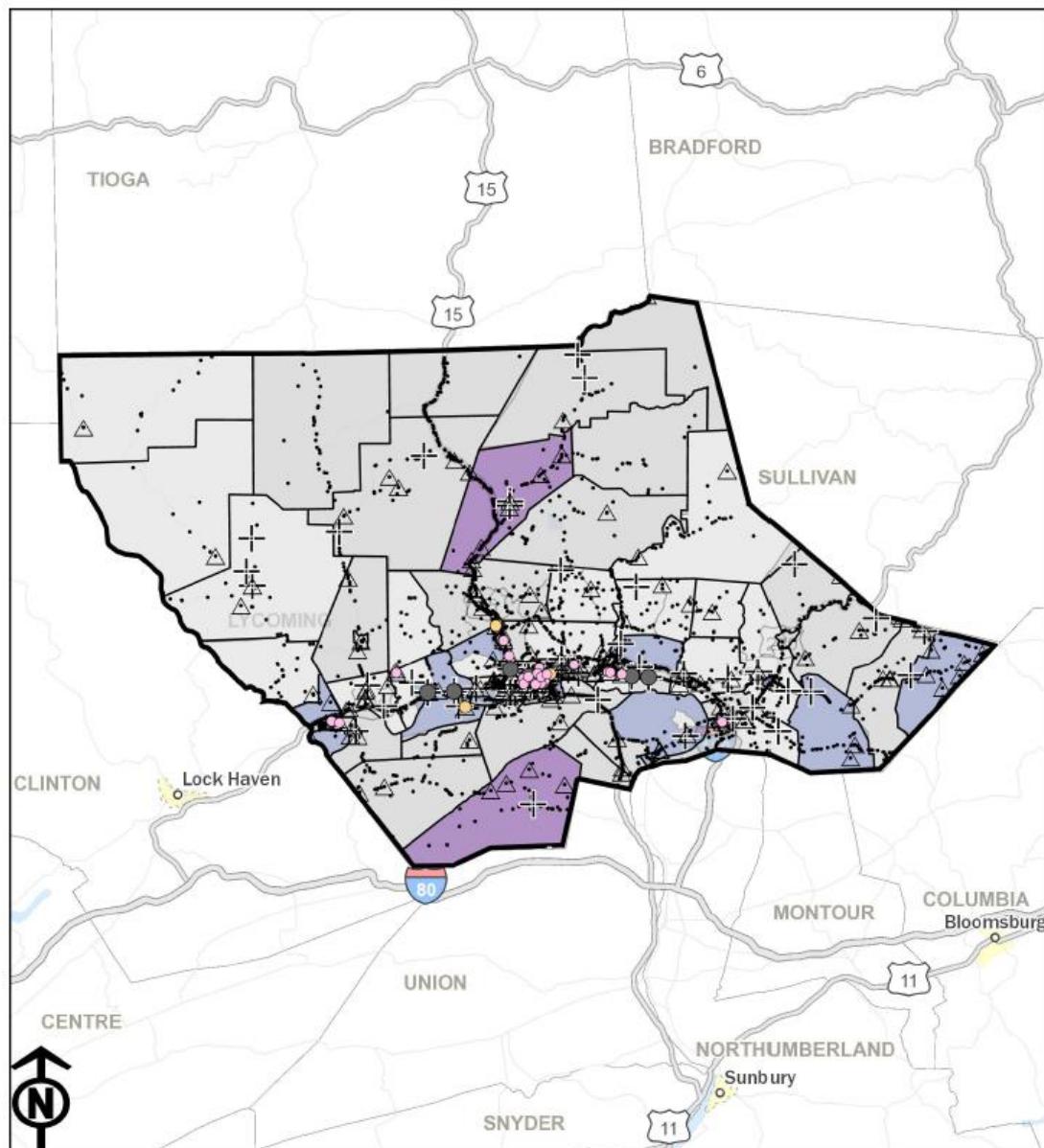


Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates  
Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

## Low Income Population Disparate Effects Analysis

The purpose of this analysis is to discover if any historic patterns of disinvestment have occurred in Lycoming County with respect to traffic safety, bridge condition, pavement condition, and transit availability relating to low income populations. There is no apparent link between bridge condition and pavement condition and low income population. There is a slight correlation between transit availability and low income populations reflecting a positive emphasis towards more transit availability in areas with larger low income populations.

### *Lycoming County Low Income Population and Crashes*



### **Lycoming County Concentrations of Low Income Population and Crashes**

#### Legend

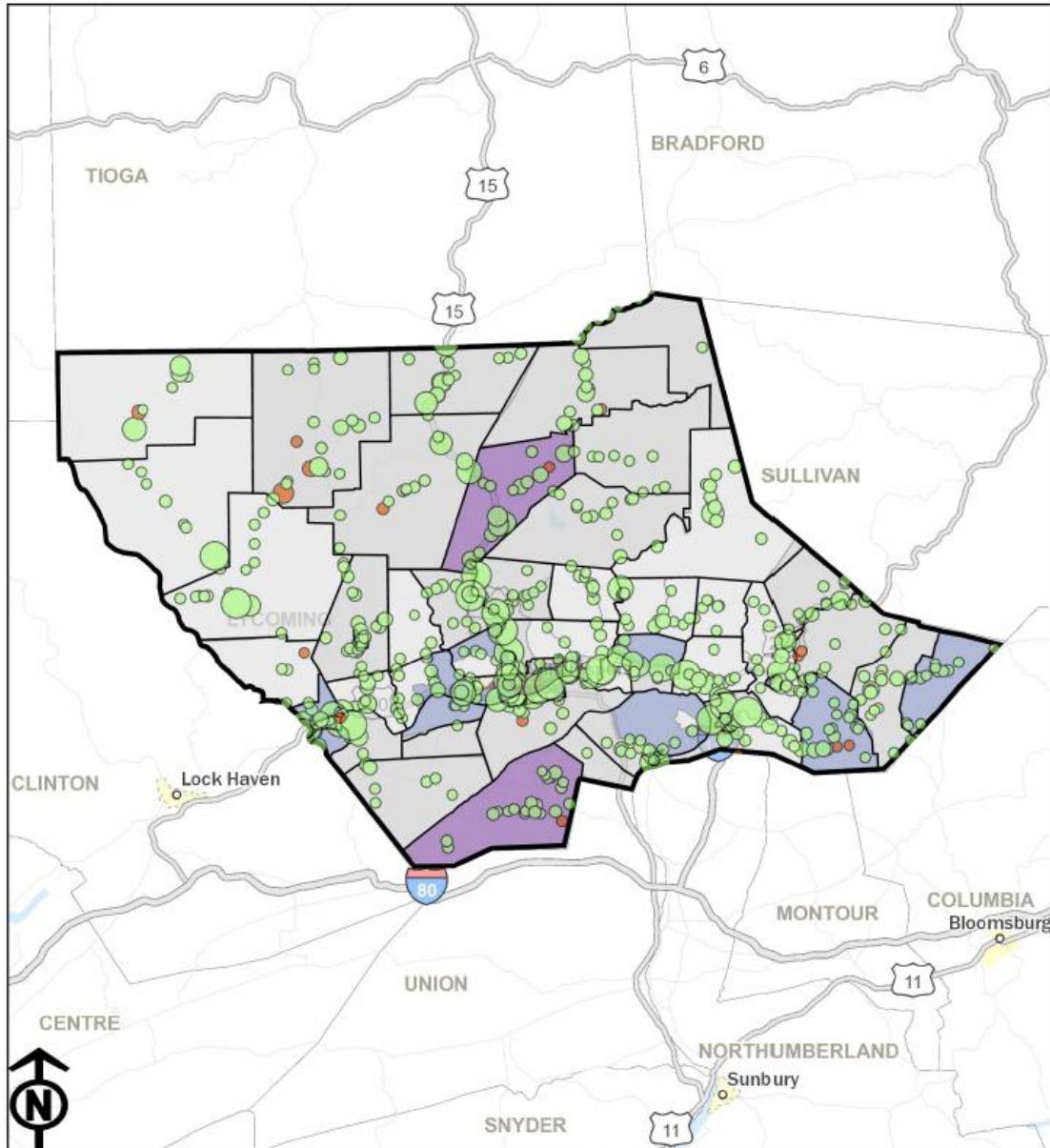
- Pedestrian Suspected Serious Injuries, 2017-2021
- Pedestrian Fatalities, 2017-2021
- Bicycle Suspected Serious Injuries, 2017-2021
- Bicycle Fatalities, 2017-2021
- All Suspected Serious Injuries, 2017-2021
- All Fatalities, 2017-2021
- All Reportable Crashes, 2017-2021
- PA Counties**
- PA Municipalities**
- PA Census Block Groups, 2021**
- Ratio of Low Income Block Group Percentage to County Low Income Percentage
  - Less than or equal to half the County Low Income Percentage
  - Greater than half and less than or equal to the County Low Income Percentage
  - Greater than the County Low Income Percentage and less than or equal to twice the County Low Income Percentage
  - Greater than twice and less than or equal to four times the County Low Income Population Percentage
  - Greater than four times the County Low Income Population Percentage



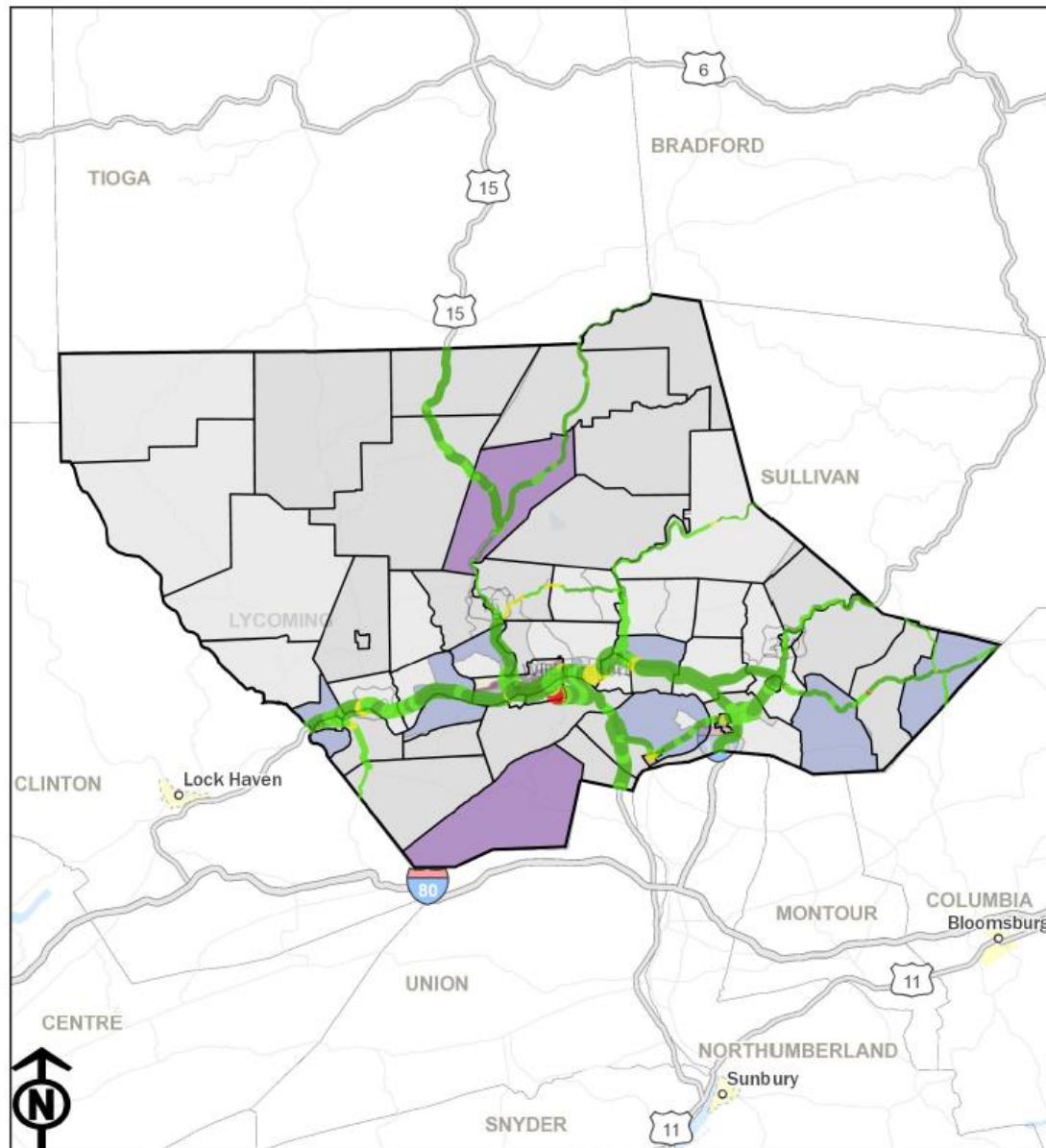
0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

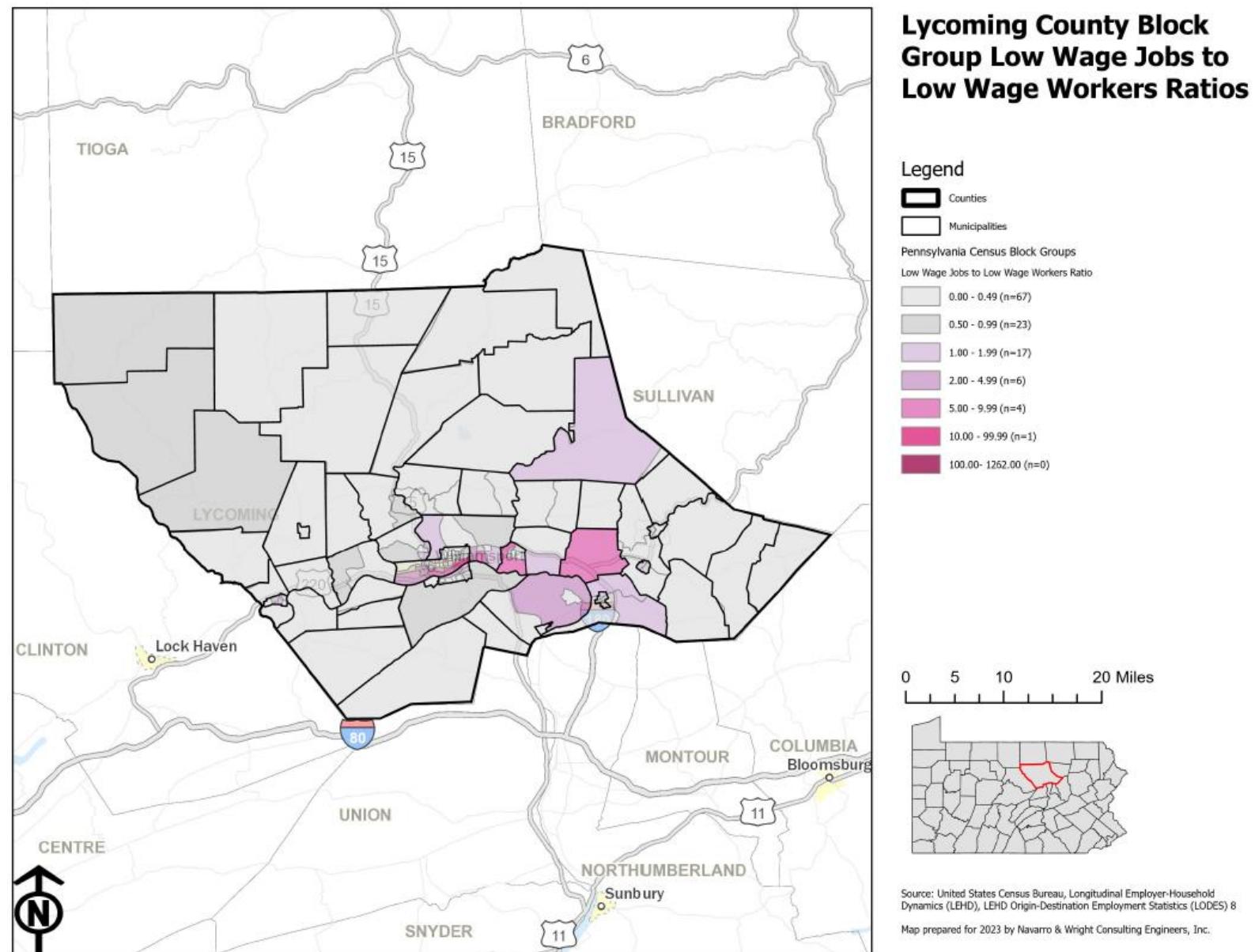
*Lycoming County Low Income Population and Bridges*

## Lycoming County Low Income Population and Federal Aid Road Segments



## **Lycoming County Concentrations of Low Income Population and Federal Aid Road Segments**

### *Lycoming County Low Wage Jobs to Low Wage Workers Ratio*



## Performance Based Planning and Programming (PBPP)

PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in [Appendix N Pennsylvania's 2025 Transportation Program General Guidance](#). In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near-term revenues that support the STIP and is provided in [Appendix N Pennsylvania's 2025 Transportation Program General Guidance](#).

## Transportation Performance Management, PennDOT Policy

The Bipartisan Infrastructure Law (BIL) continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan Planning Organizations (MPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPOs) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 USC 150\(b\)](#) outlines the national performance goal areas for the Federal-aid program. This statute requires the Federal Highway Administration (FHWA) to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in [23 CFR 490](#).

| National Goal Areas                           |  |
|---|--|
| <b>Safety</b>                                 | ▪ To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.   |
| <b>Infrastructure Condition</b>               | ▪ To maintain the highway infrastructure asset system in a state of good repair  |
| <b>Congestion Reduction</b>                   | ▪ To achieve a significant reduction in congestion on the National Highway System  |
| <b>System Reliability</b>                     | ▪ To improve the efficiency of the surface transportation system   |
| <b>Freight Movement and Economic Vitality</b> | ▪ To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.  |
| <b>Environmental Sustainability</b>           | ▪ To enhance the performance of the transportation system while protecting and enhancing the natural environment   |
| <b>Reduced Project Delivery Delays</b>        | ▪ 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 |

## Performance Based Planning and Programming

Pennsylvania continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long-Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)

- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

The above documents in combination with data resources including PennDOT's bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to (1) create data driven procedures that are based on principles of asset management, safety improvement, congestion reduction, and improved air quality, (2) make investment decisions based on these processes, and (3) work to set targets that are predicted to be achieved from the programmed projects. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in [Appendix N Pennsylvania's 2025 Transportation Program General Guidance](#). In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided in [Appendix N Pennsylvania's 2025 Transportation Program General Guidance](#).

### Evaluating 2025-2028 STIP Performance

The Federal Fiscal Year (FFY) 2025-2028 State Transportation Improvement Program (STIP) supports the goal areas established in PennDOT's current long-range transportation plan ([Pennsylvania 2045](#)). These include safety, mobility, equity, resilience, performance and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.

The following sections provide an overview of the federal performance measures and how the current project selection process for the FY2025-2028 STIP supports meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through the federal performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.



## Safety Performance Measures (PM1)

### Background

The FHWA rules for the *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) ([81 FR 13881](#) and [81 FR 13722](#)) became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at [23 CFR 490 Subpart B](#) and [23 CFR 924](#). Targets for the safety measures are established on an annual basis.

### Data Source

Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).

### 2024 Safety Measures and Targets (Statewide)

| Measure   | Baseline (2018-2022) | Target (2020-2024) |
|---|----------------------|--------------------|
| Number of fatalities                                  | 1,157.4              | <b>1,164.1</b>     |
| Rate of fatalities per 100 million VMT                | 1.182                | <b>1.219</b>       |
| Number of serious injuries                            | 4682.4               | <b>4,721.0</b>     |
| Rate of serious injuries per 100 million VMT          | 4.783                | <b>4.939</b>       |
| Number of non-motorized fatalities & serious injuries | 804.6                | <b>817.6</b>       |

### Methods for Developing Targets

An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on the five-year average value for each measure from 2020-2024. The 2023 and 2024 values are projected from the actual 2022 values. A determination of having met or made significant progress toward meeting the 2022 safety targets will be issued by the FHWA in April 2024.

## Progress Towards Target Achievement and Reporting

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide safety targets.

At this time, only the Delaware Valley Regional Planning Commission (DVRPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.

PennDOT's [Strategic Highway Safety Plan \(SHSP\)](#) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

| 2022 SHSP Safety Focus Areas |                            |                           |  |
|------------------------------|----------------------------|---------------------------|--|
| Lane Departure Crashes       | Speed & Aggressive Driving | Seat Belt Usage           | Impaired Driving                               |
| Intersection Safety          | Mature Driver Safety       | Local Road Safety         | Motorcycle Safety                              |
| Pedestrian Safety            | Bicycle Safety             | Commercial Vehicle Safety | Young & Inexperienced Drivers                  |
| Distracted Driving           | Traffic Records Data       | Work Zone Safety          | Transportation Systems Management & Operations |
| Emergency Medical Services   | Vehicle-Train Crashes      |                           |  |

Pursuant to [23 CFR 490.211\(c\)\(2\)](#), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under [23 CFR 490.209\(a\)](#) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target.

For Pennsylvania's 2021 targets, the FHWA determined in April 2023 that Pennsylvania did not meet the statewide targets and is subject to the provisions of [23 U.S.C. 148\(i\)](#). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2024 an amount equal to the FFY 2020 HSIP apportionment.

The FHWA has established certain special rules for HSIP under [23 U.S.C. 148\(g\)](#). Among them is the Vulnerable Road User Safety special rule created by IIJA-BIL [23 U.S.C. 148\(g\)\(3\)](#). This new special rule provides that the total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state. [Additional guidance](#) on the Vulnerable Road Users Safety special rule was released by FHWA on February 2, 2022.

PennDOT was notified by FHWA in April 2023 that Pennsylvania triggered the Vulnerable Road Users Safety special rule. For calendar year 2021, the number of Vulnerable Road Users fatalities exceeded 15% of the total annual crash fatalities. PennDOT is therefore required to obligate in FFY 2024 not less than 15% of the amount apportioned under 23 U.S.C. 104(b)(3) for highway safety improvement projects to address the safety of vulnerable road users.

As part of the Highway Safety Improvement Program Implementation Plan, the Department identified gaps and best practices to support further reducing serious injuries and fatalities. The following opportunities were identified as ways to assist with meeting future targets: (1) appropriate project selection, (2) expanding local road safety in HSIP, (3) assessing programs that support non-motorized safety, (4) expanding use of systemic safety projects, (5) improved project tracking for evaluation purposes and (6) project prioritization for greater effectiveness.

PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps regional MPOs/RPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

### Evaluation of STIP for Target-Achievement

The following will ensure that planned projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2025-2028 STIP includes \$534 million of HSIP funding. The Department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives. A complete listing of the HSIP projects is included in [Appendix D WATS 2025-2028 Highway and Bridge Projects](#).
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. A data-driven safety analysis in the generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the STIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.<sup>1</sup>
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in FHWA's Every Day Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many restoration or reconstruction projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of

<sup>1</sup> For more information on SPFs: <https://www.penndot.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/activeProjects/Safety-Performance-Functions.aspx>

practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

## Pavement/Bridge Performance Measures (PM2)

| <b>Background</b>  |               |                    |                    |
|--|---------------|--------------------|--------------------|
| The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program ( <a href="#">82 FR 5886</a> ) became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at <a href="#">23 CFR 490 Subpart C and Subpart D</a> . Targets are established for these measures as part of a four-year performance period. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed.              |               |                    |                    |
| <b>Data Source</b>   |               |                    |                    |
| Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).  |               |                    |                    |
| <b>2022-2025 Pavement Performance Measure Targets (Statewide) – Due October 1<sup>st</sup> 2022</b>  |               |                    |                    |
| Measure  | Baseline 2021 | 2-year Target 2023 | 4-year Target 2025 |
| % of Interstate pavements in Good condition  | 68.8%         | 69.0%              | 65.0%              |
| % of Interstate pavements in Poor condition  | 0.4%          | 2.0%               | 2.0%               |
| % of non-Interstate NHS pavements in Good condition  | 37.2%         | 31.0%              | 29.0%              |
| % of non-Interstate NHS pavements in Poor condition  | 1.5%          | 6.0%               | 6.5%               |
| <b>Bridge Performance Measure Targets (Statewide)</b>  |               |                    |                    |
| Measure  | Baseline 2021 | 2-year Target 2023 | 4-year Target 2025 |
| % of NHS bridges by deck area in Good condition  | 27.5%         | 28.0%              | 28.0%              |
| % of NHS bridges by deck area in Poor condition  | 4.4%          | 7.5%               | 7.5%               |
| <b>Methods for Developing Targets</b>  |               |                    |                    |
| Pennsylvania's pavement and bridge targets were established in late 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals. <sup>2</sup> Targets were calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects. |               |                    |                    |

## Progress Towards Target Achievement and Reporting

Improving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. Improving the condition and performance of transportation assets is another goal area of the 2045 Statewide LRTP. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management

<sup>2</sup> For more information on LLCC: <https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf>

practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance.

Within its asset management framework, it was necessary for PennDOT to transition away from a "worst-first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment.

PennDOT's [TAMP](#) formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals. The TAMP is developed by the PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, Center for Program Development and Management (CPDM), Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. These systems forecast condition and investment needs by asset class using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair. PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition and no more than 10 percent of total NHS bridge deck area shall be rated as poor. However, the ability to achieve these condition thresholds is funding dependent.

PennDOT uses its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology allows PennDOT to manage assets to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance.

Implementation of these improved asset management practices should be applied on all state and local networks.

## Evaluation of STIP for Target-Achievement

The following has helped to ensure that planned projects in the STIP will help to maintain a desired state of good repair in bridge and pavement conditions for the interstate and NHS roadways:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2025 Twelve Year Program (TYP) and 2025-2028 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.<sup>3</sup> The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2025 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.
- As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

<sup>3</sup> The 2025 Financial Guidance can be found at: <https://talkpatransportation.com/how-it-works/tip>

## System Performance Measures (PM3)

### Background

The FHWA final rule for the *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program* ([82 FR 5970](#)) became effective on May 20, 2017. This rule established six measures related to transportation performance (commonly known as PM3). The current regulations are found at [23 CFR 490 Subparts E, F, G & H](#). Targets are established for these measures as part of a four-year performance period. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.

### Data Source

The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and emissions measures.

### Travel Time and Annual Peak Hour Excessive Delay Targets

| Measure  | Area         | 2-year Target 2023 | 4-year Target 2025 |
|--|--------------|--------------------|--------------------|
| Interstate Reliability   | Statewide    | 89.5%              | 89.5%              |
| Non-Interstate Reliability   |              | 88.0%              | 88.0%              |
| Truck Reliability Index  |              | 1.40               | 1.40               |
| Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area) | Philadelphia | 15.2               | 15.1               |
|  | Pittsburgh   | 10.5               | 10.5               |
|  | Reading      | 6.5                | 6.5                |
|  | Allentown    | 8.4                | 8.4                |
|  | Harrisburg   | 9.1                | 9.1                |
|  | York         | 6.4                | 6.4                |
|  | Lancaster    | 3.7                | 3.7                |

### Non-SOV Travel Measure Targets

| Measure   | Area         | 2-year Target 2023 | 4-year Target 2025 |
|---|--------------|--------------------|--------------------|
| Percent Non-Single Occupant Vehicle Travel (Urbanized Area) | Philadelphia | 30.0%              | 30.0%              |
|   | Pittsburgh   | 27.0%              | 27.0%              |
|   | Reading      | 20.2%              | 20.2%              |
|   | Allentown    | 18.6%              | 18.6%              |
|   | Harrisburg   | 20.2%              | 20.2%              |
|   | York         | 15.8%              | 15.8%              |
|   | Lancaster    | 21.9%              | 21.9%              |

### CMAQ Emission Targets

| Measure                        | Area      | 2-year Target 2023 | 4-year Target 2025 |
|--------------------------------|-----------|--------------------|--------------------|
| VOC Emissions (kg/day)         | Statewide | 18,000             | 36,000             |
| NOx Emissions (kg/day)         |           | 392,000            | 785,000            |
| PM2.5 Emissions (kg/day)       |           | 46,000             | 93,000             |
| CO and PM10 Emissions (kg/day) |           | 0,000              | 0,000              |

### Methods for Developing Targets

The System Performance measure targets were established in early 2023 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.

## Progress Towards Target Achievement and Reporting

PennDOT and the MPOs/RPOs work to ensure that the STIP, regional TIPs, and LRTP are crafted and managed to support the improvement of the reliability and Congestion Mitigation and Air Quality (CMAQ) performance measures. These efforts are further supported by auxiliary plans such as the Regional Operations Plans (ROPs), Congestion Management Processes (CMPs), and CMAQ Performance Plans.

For each biennial report, the Bureau of Operations (BOO) within PennDOT scrutinizes statewide reliability and delay data, examining it for overarching trends. Working in synergy, BOO and CPDM pool their efforts to construct statewide and regional performance summaries (in the form of tables or maps) to be shared with the MPOs/RPOs. These summaries may be enriched by supplemental data, such as insights on the root causes of congestion. Such detailed information helps MPOs/RPOs, in collaboration with each PennDOT District, to assess progress and pinpoint areas for capacity or traffic flow improvements in order to meet the established targets more effectively. These initiatives are coordinated with the LRTP, ROP, and CMP (where applicable) in each respective region.

Tracking performance trends also supports assessing the influence of completed investments on performance measures, provided that data is accessible pre and post-project construction. These project impacts offer invaluable insights into the efficacy of historical funding, as well as potential benefits of future investments on traffic congestion and reliability.

Despite a significant portion of funding being allocated towards infrastructure repair and maintenance, PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements in meeting these objectives and the associated targets.

## PennDOT LRTP Mobility Goal and Objectives

|  |  |
|--|--|
|  <p><b>MOBILITY</b></p> | <p><b>Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.</b></p> <ul style="list-style-type: none"> <li>• Continue to improve system efficiency and reliability.</li> <li>• Continue to improve public transportation awareness, access, and services throughout Pennsylvania.</li> <li>• Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.</li> <li>• Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.</li> <li>• Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.</li> <li>• Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)</li> </ul> |
|--|--|

## Evaluation of STIP for Target-Achievement

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate and NHS road system:

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support

these efforts. The 2025-2028 STIP includes over \$289 million of funding dedicated to congestion relief projects.

- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

## Transit Asset Management Performance Measures

| Background  |                      |                  |                     |                   |
|---|----------------------|------------------|---------------------|-------------------|
| In July 2016, FTA issued a final rule ( <a href="#">TAM Rule</a> ) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: <a href="#">Transit Asset Management   FTA (dot.gov)</a> |                      |                  |                     |                   |
| Data Source   |                      |                  |                     |                   |
| The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at <a href="#">PennDOT Group Plan</a> . The group plan is updated annually with new targets as well as the current performance of the group.   |                      |                  |                     |                   |
| Transit Asset Management Targets (for all agencies in PennDOT Group Plan)   |                      |                  |                     |                   |
| Performance Measure   | Asset Class          | FY2021-22 Target | Current Performance | FY 2022-23 Target |
| Rolling Stock (Revenue Vehicles)  |                      |                  |                     |                   |
| Age   | AO-Automobile        | 18%              | 29%                 | 29%               |
|   | BR-Over-the-road Bus | 18%              | 20%                 | 20%               |

|  |   |     |     |            |
|--|---|-----|-----|------------|
| % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)   | BU – Bus                                | 28% | 31% | <b>31%</b> |
|  | CU-Cutaway                              | 52% | 53% | <b>53%</b> |
|  | VN-Van                                  | 63% | 62% | <b>62%</b> |
|  | SV-Sports Utility Vehicle               | 33% | 36% | <b>36%</b> |
| <b>Equipment (Non-Revenue Vehicles)</b>  |   |     |     |            |
| <b>Age</b><br>% of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL  | Automobiles                             | 57% | 45% | <b>45%</b> |
|  | Trucks / Rubber Tire Vehicles           | 27% | 21% | <b>21%</b> |
| <b>Facilities</b>  |   |     |     |            |
| <b>Condition</b><br>% of facilities with a condition rating below 3.0 on the FTA TERM scale  | Administrative / Maintenance Facilities | 14% | 14% | <b>14%</b> |
|  | Passenger / Parking Facilities          | 84% | 66% | <b>66%</b> |
| <b>Methods for Developing Targets</b>  |   |     |     |            |
| <p>PennDOT annually updates performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.</p> |   |     |     |            |

## Progress Towards Target Achievement and Reporting

The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.
- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local Transportation Improvement Plan (TIP) and other planning initiatives of the local planning partner.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Consistent with available resources and in coordination with the PennDOT Bureau of Public Transit (BPT), transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This ensures that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

In addition to the decision support tools identified above, PennDOT is in the process of implementing a statewide Fixed Route Intelligent Transportation Systems (FRITS) program. FRITS focuses on modernizing transit technology and creating a standard platform throughout the Commonwealth. One key piece of FRITS is real-time vehicle health monitoring, which will allow agencies to identify problems before they occur on vehicles and prolong vehicle life, while also allowing agencies to better prioritize capital needs.

### Evaluation of STIP for Target-Achievement

The STIP includes an investment prioritization process using established decision support tools. The investment prioritization process occurs annually as part of the capital budgeting process. To prioritize investments at an agency level and at a statewide level, the following basic actions take place:

- Update inventory in the CPT to include age, mileage, condition, and operational status
- Identify assets that are not in a state-of-good-repair, using the following priority process:
  - Vehicles that surpass age and mileage ESL
  - Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard
  - Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity
- Determine available funding based on federal and state funding sources
- Develop projects within the CPT Planner based upon funds availability
  - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects
  - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding
- Import CPT Planner into DotGrants for the execution of capital grants

Throughout the process, PennDOT reviews projects and works with agencies to approve and move projects forward through the grant process.

### Public Transit Safety Performance Measures

In addition to the Transit Asset Management Performance, FTA issued a final rule on Public Transportation Agency Safety Plans (PTASP), effective July 19, 2019. The PTASP final rule ([49 CFR 673](#)) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of [FTA Section 5307](#) funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients which receive only [Section 5311](#) (Formula Grants for Rural Areas) or [Section 5310](#) (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement.

As part of the plan development process, performance targets must be established for the following areas:

1. Fatalities,
2. Injuries,
3. Safety Events
4. System Reliability

All applicable public transit agencies in the Commonwealth have written safety plans compliant with [49 CFR 673](#). These safety plans must be updated annually based on agency specific execution dates and

shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices.

### WATS Approach to Performance Based Planning and Programming

WATS MPO continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long-Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Program (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Regional Operations Plans (ROPs)

The above documents in combination with data resources including PennDOT's bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to set performance measures targets that guide state and regional investment decisions. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.

This system-level, data-driven method for strategically identifying potential projects to best meet the quantifiable needs present in the multimodal transportation system, provides trends and analysis of various metrics, informs long range planning and identifies 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 2021, a new transportation reauthorization bill was signed into law entitled the Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law). Along with renewed investment in road and bridge infrastructure, 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.

Continuing the policies of MAP-21, the IIJA requires, the statewide and metropolitan long-range transportation plans 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.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 CFR 490](#) outlines the national performance goal areas for the Federal-aid program. The regulations require the Federal Highway Administration (FHWA) to establish specific performance measures for the system that addresses these national goal areas.

| National Goal Areas                           |  |
|---|--|
| <b>Safety</b>                                 | <ul style="list-style-type: none"> <li>To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</li> </ul>   |
| <b>Infrastructure Condition</b>               | <ul style="list-style-type: none"> <li>To maintain the highway infrastructure asset system in a state of good repair</li> </ul>  |
| <b>Congestion Reduction</b>                   | <ul style="list-style-type: none"> <li>To achieve a significant reduction in congestion on the National Highway System</li> </ul>  |
| <b>System Reliability</b>                     | <ul style="list-style-type: none"> <li>To improve the efficiency of the surface transportation system</li> </ul>   |
| <b>Freight Movement and Economic Vitality</b> | <ul style="list-style-type: none"> <li>To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</li> </ul>  |
| <b>Environmental Sustainability</b>           | <ul style="list-style-type: none"> <li>To enhance the performance of the transportation system while protecting and enhancing the natural environment</li> </ul>   |
| <b>Reduced Project Delivery Delays</b>        | <ul style="list-style-type: none"> <li>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</li> </ul> |

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

The Infrastructure and Jobs Act / Bipartisan Infrastructure Law (IIJA-BIL) continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. The IIJA-BIL 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 (PM1)

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, 2019-2023 | WATS Target, 2019-2023 | Statewide Baseline, 2017-2021 | WATS Baseline, 2017-2021 |
|---|-----------------------------|------------------------|-------------------------------|--------------------------|
| Number of Fatalities                                    | 1,160.9                     | <b>16.8</b>            | 1,149.0                       | 12.4                     |
| Fatality Rate (per 100 Million Miles Traveled)          | 1.170                       | <b>1.697</b>           | 1.162                         | 1.240                    |
| Number of Serious Injuries                              | 4,893.2                     | <b>40.0</b>            | 4,590.6                       | 37.2                     |
| Serious Injury Rate (per 100 Million Miles Traveled)    | 4.931                       | <b>4.041</b>           | 4.642                         | 3.719                    |
| Number of Non-motorized Fatalities and Serious Injuries | 811.3                       | <b>6.8</b>             | 783.4                         | 6.8                      |

### Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and Long-Range Transportation Plans (LRTPs) are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Delaware Valley Regional Planning Commission (DVRPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.

PennDOT's [Strategic Highway Safety Plan \(SHSP\)](#) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets priority 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

| 2022 SHSP Safety Focus Areas in Priority Order |  |                               |  |
|--|--|-------------------------------|--|
| 1. Lane Departure Crashes                      | 2. Speeding-Aggressive Driving         | 3. Seat Belt Usage            | 4. Impaired Driving                    |
| 5. Intersection Safety                         | 6. Mature Driver Safety                | 7. Local Road Safety          | 8. Vulnerable User (Motorcycle Safety) |
| 9. Vulnerable User (Pedestrian Safety)         | 10. Vulnerable User (Bicyclist Safety) | 11. Commercial Vehicle Safety | 12. Young & Inexperienced Drivers      |

|                                      |                          |                      |   |
|--------------------------------------|--------------------------|----------------------|---|
| 13. Distracted Drivers               | 14. Traffic Records Data | 15. Work Zone Safety | 16. Transportation Systems Management & Operations (TSMO) |
| 17. Emergency Medical Services (EMS) | 18. Vehicle-Train Safety |                      |   |

PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps regional MPOs/RPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

#### Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

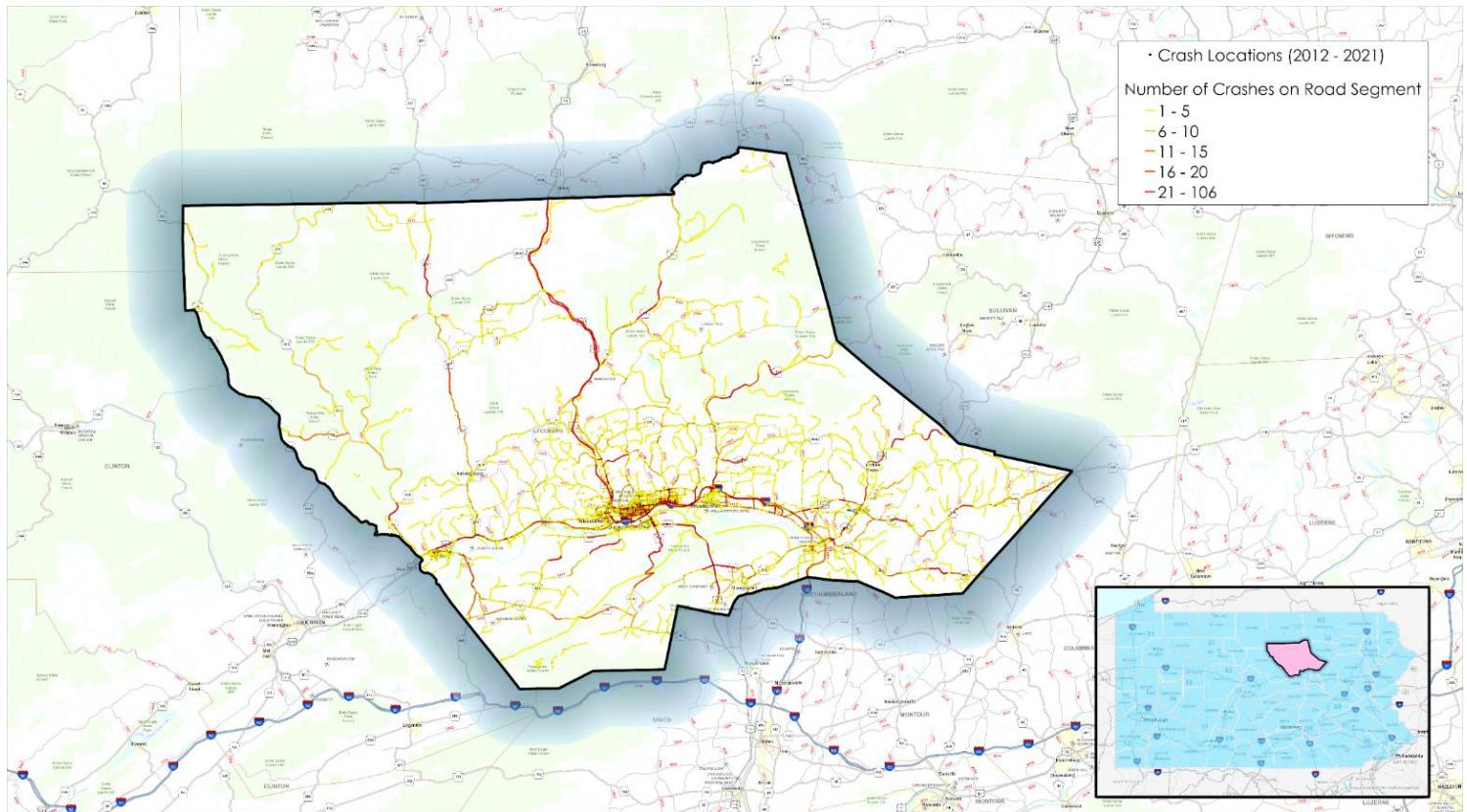
- Each year, PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). This STIP includes \$534 million of HSIP funding. The Department distributes nearly 60% of this funding to its regions based on fatalities, serious injuries and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide. A complete listing of the HSIP projects is included in [Appendix G](#).
- PennDOT continues to improve the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.<sup>4</sup>
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts will lead new strategies that will be incorporated into future updates of the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. Some HSIP projects on the STIP are in an early planning stage and do not have HSM predictive analyses completed. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

<sup>4</sup> For more information on SPFs: <https://www.penndot.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/activeProjects/Safety-Performance-Functions.aspx>

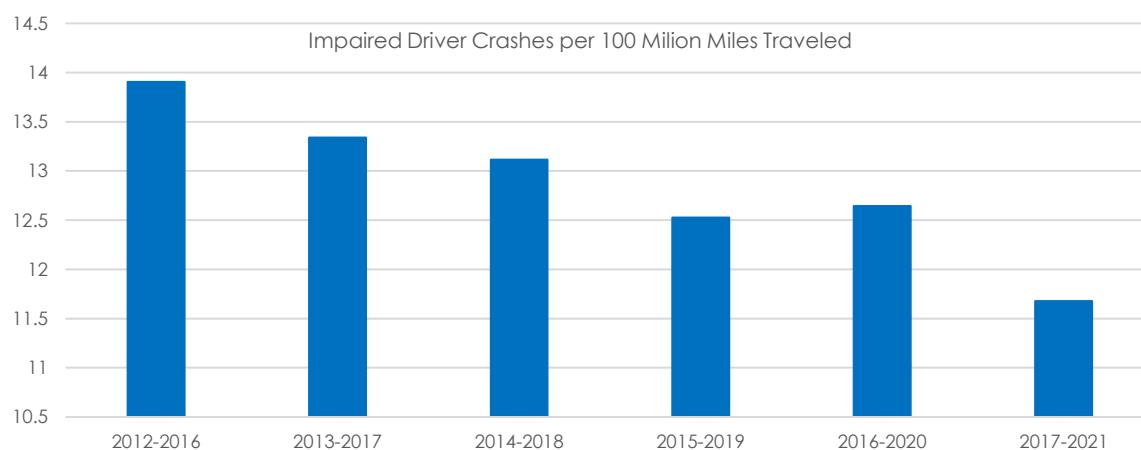
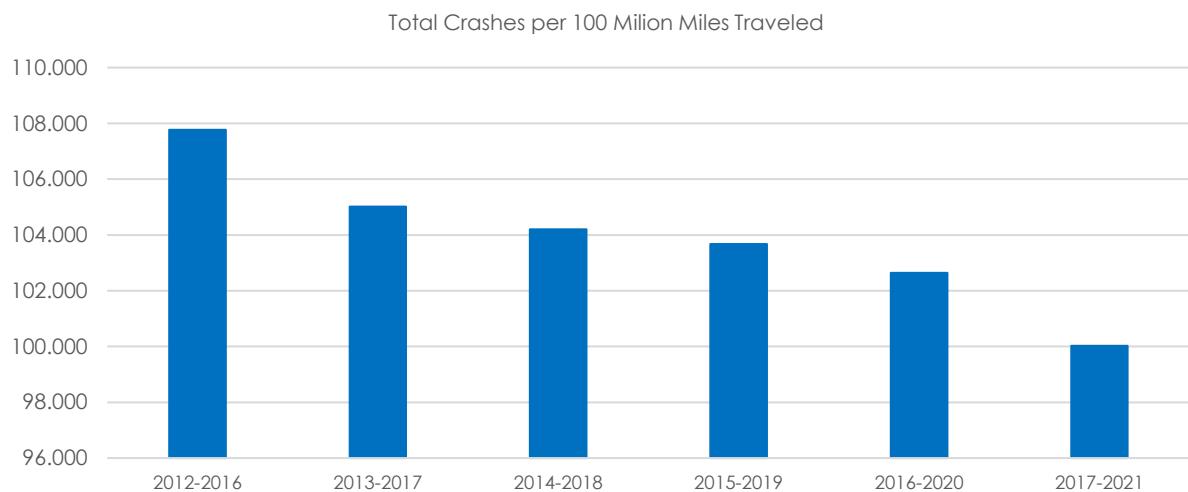
## WATS Highway Safety Trends, 2012-2021

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 affecting the transportation system of Lycoming County and provides a more informed approach when making decisions and prioritizing projects.

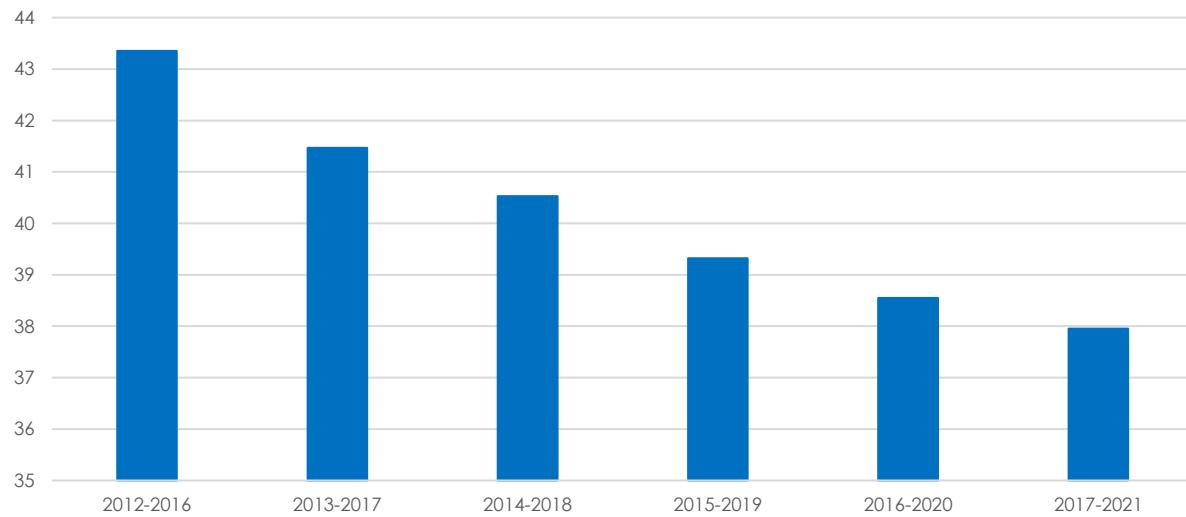
It is also important to note that all information below is derived from data on “reportable” crashes only. Reportable crashes are defined as those that result in “injury to or death of any person and/or result in damage to any vehicle to the extent that it cannot be driven under its own power in its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



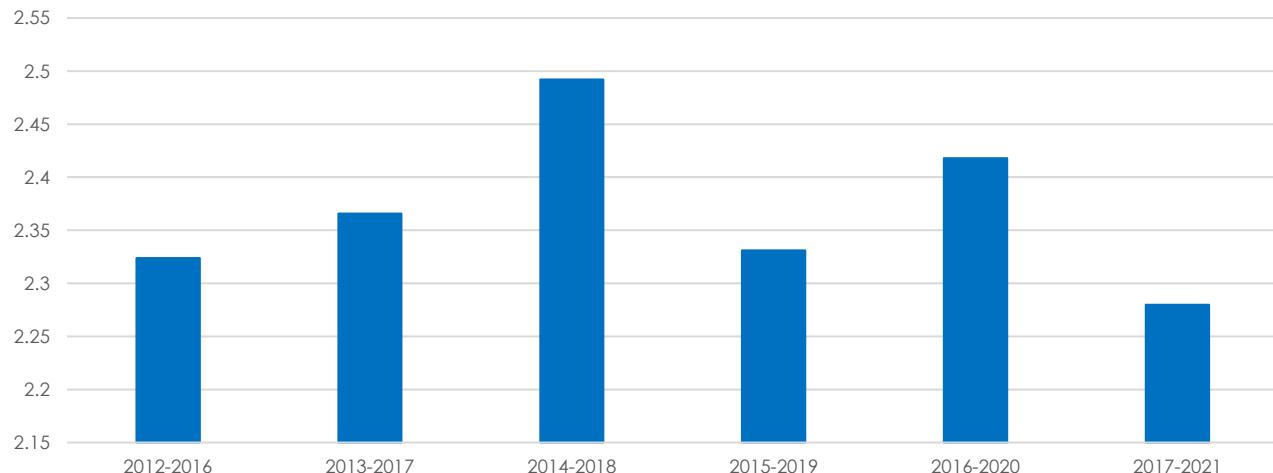
## Reportable Crash Locations, 2012-2021



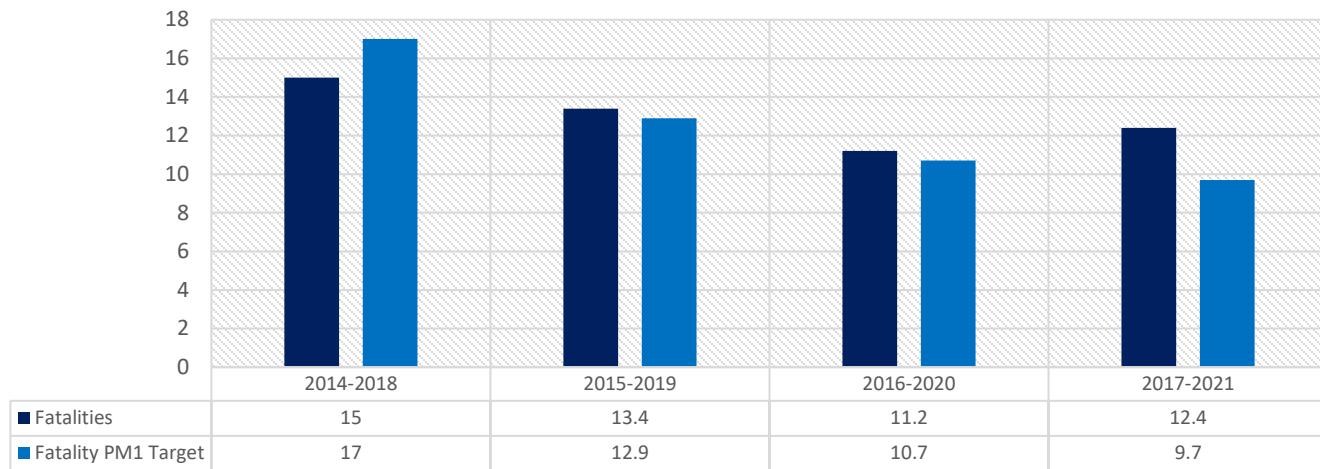
Lane Departure Crashes per 100 Million Miles Traveled

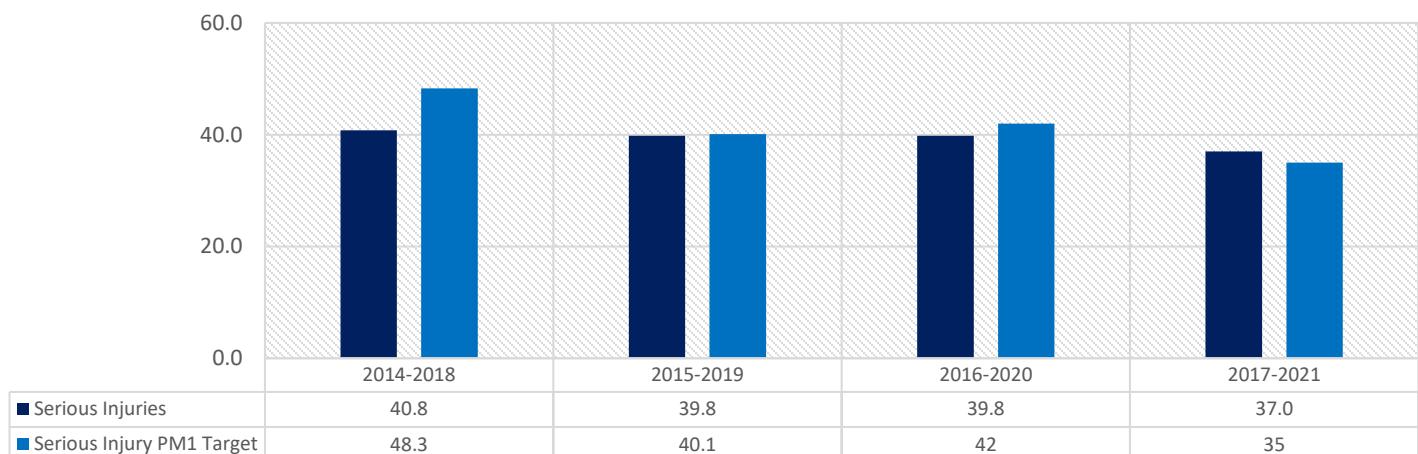


Pedestrians Involved in Crashes per 100 Million Miles Traveled

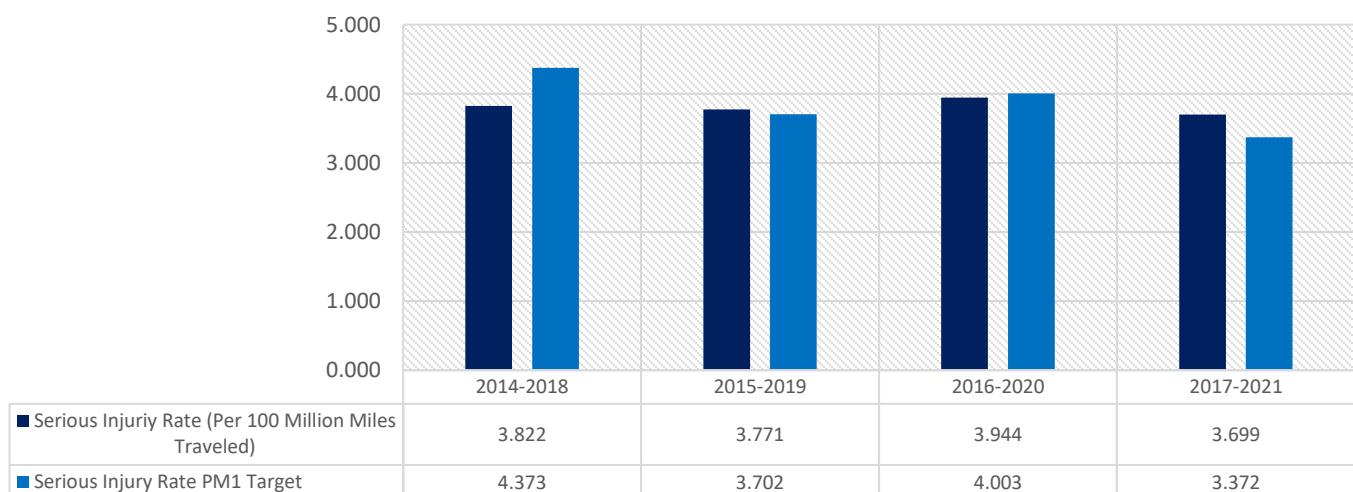


## Crash Fatality Trends, 2014-2021

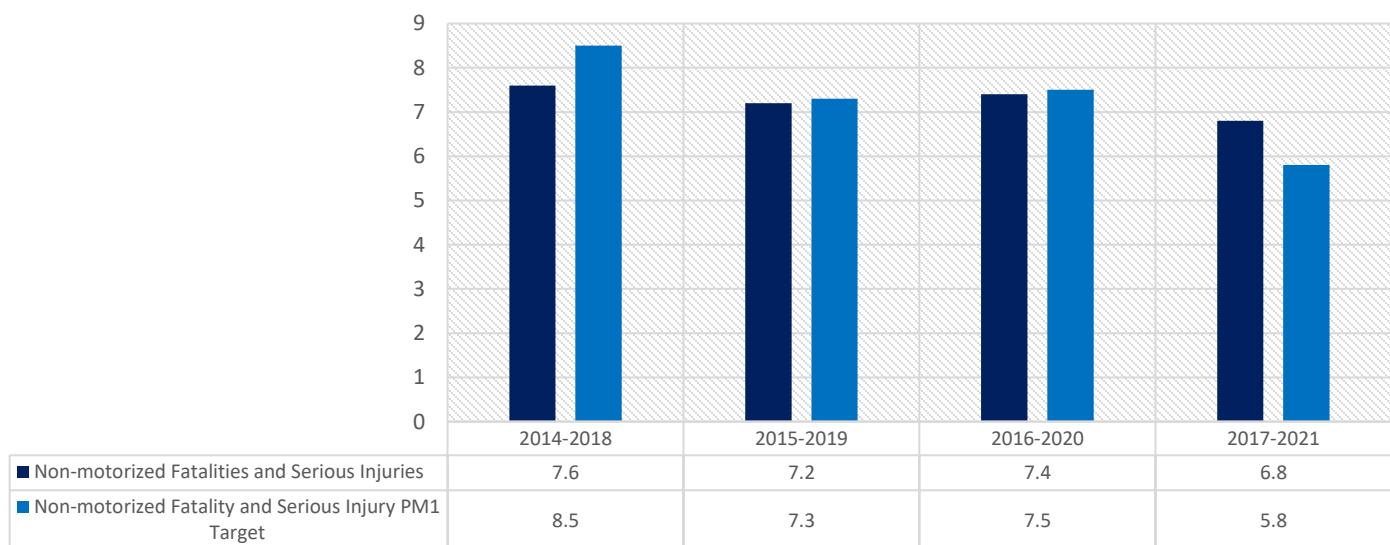




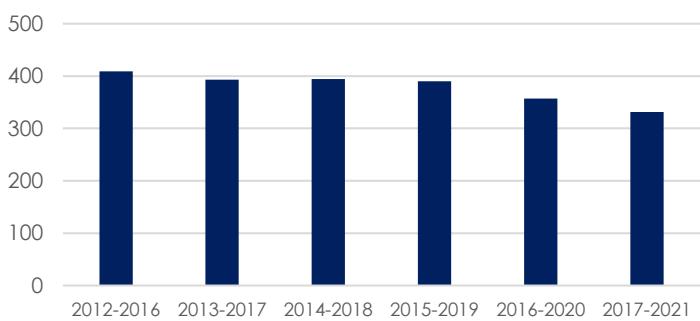
### Crash Serious Injury Trends, 2014-2021



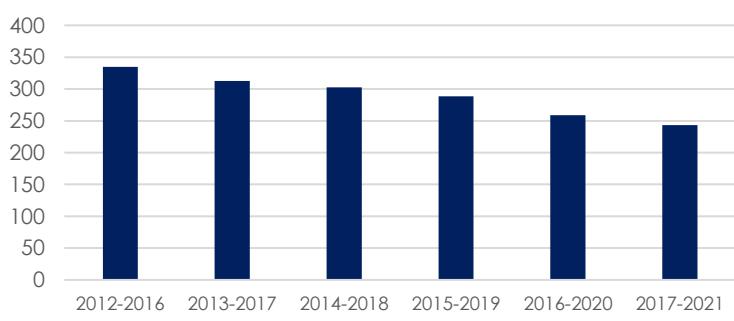
## Non-motorized Fatality and Serious Injuries Trends, 2014-2021

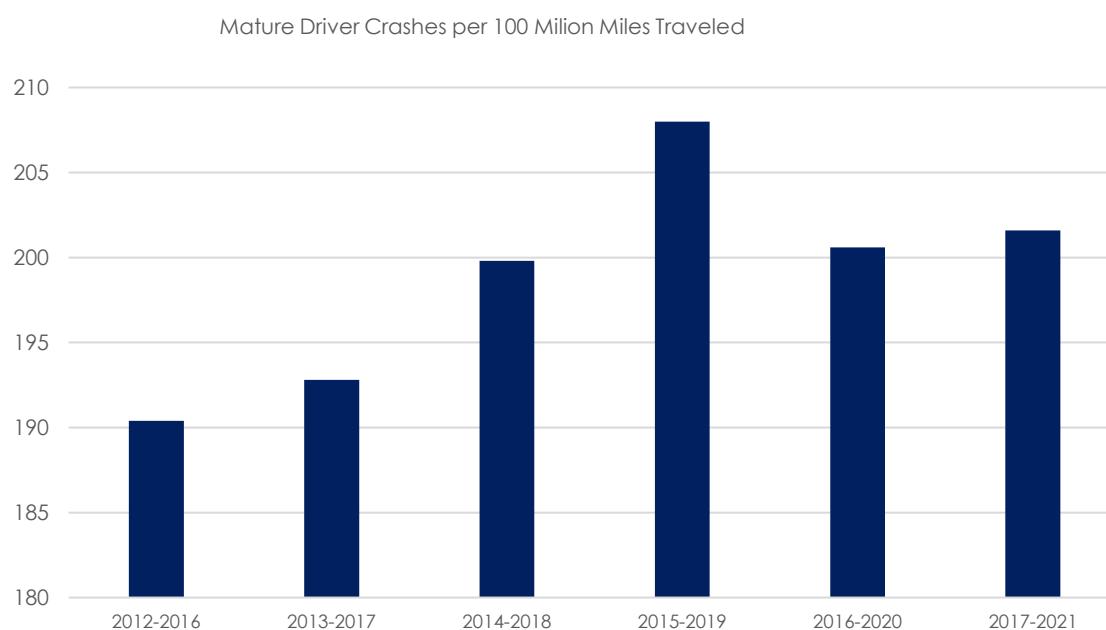
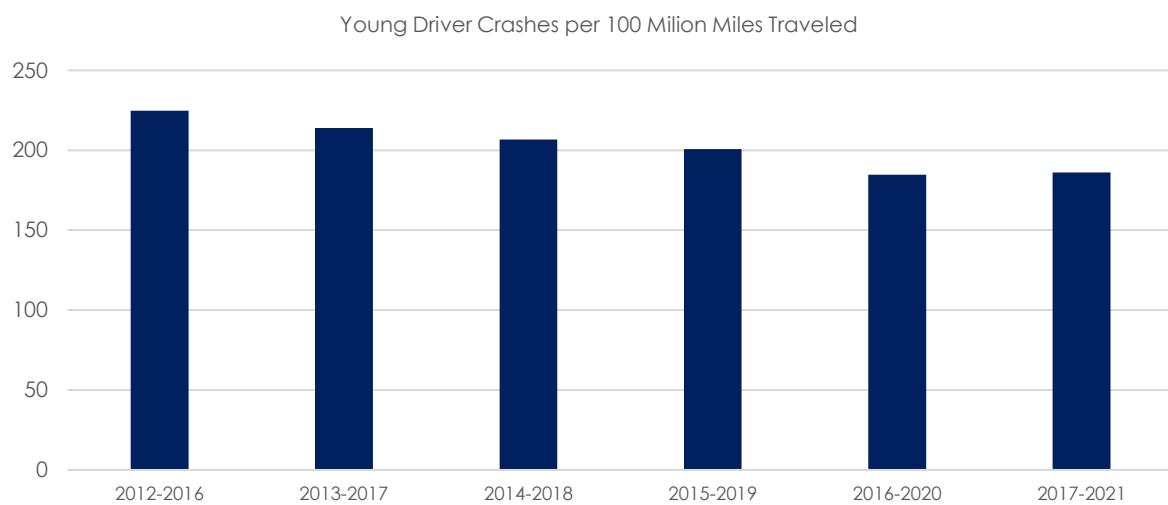


Intersection Crashes per 100 Million Miles Traveled



Speeding Related Crashes per 100 Million Miles Traveled





## Measures of Asset Condition (PM2)

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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

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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 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:

|   | 2021 baseline | 2023 two-year target | 2025 four-year target |
|---|---------------|----------------------|-----------------------|
| <b>Percentage Interstate pavement in Good condition</b>         | 68.8%         | 69.0%                | 65.0%                 |
| <b>Percentage Interstate pavement in Poor condition</b>         | 0.4%          | 2.0%                 | 2.0%                  |
| <b>Percentage NHS non-Interstate pavement in Good condition</b> | 37.2%         | 31.0%                | 29.0%                 |
| <b>Percentage NHS non-Interstate pavement in Poor condition</b> | 1.5%          | 6.0%                 | 6.5%                  |
| <b>Percentage NHS bridge deck area in Good condition</b>        | 27.5%         | 28.0                 | 28.0%                 |
| <b>Percentage NHS bridge deck area in Poor condition</b>        | 4.4%          | 7.5%                 | 7.5%                  |



Asset conditions within WATS are as follows:

| Performance Measure                                       | 2021   | 2022   |
|---|--------|--------|
| Percentage Interstate pavement Good condition IRI         | 92.6%  | 92.62% |
| Percentage Interstate pavement Good condition OPI         | 98.7%  | 82.2%  |
| Percentage Interstate pavement Poor condition IRI         | 0.0%   | 0.0%   |
| Percentage Interstate pavement Poor condition OPI         | 0.0%   | 0.0%   |
| Percentage NHS non-Interstate pavement Good condition IRI | 93.31% | 93.5%  |
| Percentage NHS non-Interstate pavement Good condition OPI | 92.86% | 95.63% |
| Percentage NHS non-Interstate pavement Poor condition IRI | 1.68%  | 1.34%  |
| Percentage NHS non-Interstate pavement Poor condition OPI | 1.68%  | 1.05%  |
| Percentage NHS bridge deck area in Good condition         | 49.16% | 47.82% |
| Percentage NHS bridge deck area in Poor condition         | 0.0%   | 0.0%   |

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

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the [TAMP](#).<sup>5</sup> The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:

TAMP Objectives

- Sustain a desired state of good repair over the life cycle of assets
- Achieve the lowest practical life-cycle cost for assets
- Achieve national and state goals

PennDOT's analyses pertaining to life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objective and targets established in the TAMP.

PennDOT and the MPOs/RPOs continue to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide pavement/bridge objective and targets. At this time, MPO/RPOs have not established separate regional pavement or bridge targets. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2020 in a report due to FHWA by October 1, 2021. In addition, PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

<sup>5</sup> PennDOT TAMP: <https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf>

## Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in bridge and pavement conditions for the state interstate NHS roads:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge restoration and reconstruction projects. Many of these projects are focuses on our state's interstate and NHS roads.
- Pennsylvania's investment strategy, reflected in the statewide 2025 Twelve Year Program (TYP) and 2025-2028 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- The TAMP is a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP and LRTP development.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General Procedural Guidance and Transportation Program Financial Guidance documents.<sup>6</sup> The guidance, which is consistent with the TAMP, formalizes the process for MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach a consensus on their portion of the program – while meeting asset management targets within the available budget.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues – such as lowest life-cycle cost programming – and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life-cycle cost.
- In the short term, candidate projects are defined and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) outputs to verify that the program is developed to the lowest practical life cycle cost. The percentages of good, fair, and poor can also be projected and compared to PM-2 targets based on the proposed improvements and built-in deterioration models. When PAMS and BAMS are further implemented and in the hands of planners, then the system outputs can be used to select projects. Draft programs can be analyzed in relation to the PM-2 measures.

## Measures of System Performance (PM3)

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)

<sup>6</sup> The 2023 Financial Guidance can be found at: <https://talkpatransportation.com/how-it-works/stip>

## Baselines and targets

| Measure                 | 2023 two-year target | 2025 four-year target | 2019 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               |

## Progress Towards Target Achievement and Reporting

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide system performance targets. At this time, MPO/RPOs have noted established separate regional reliability targets. Regional targets are required for the Congestion Mitigation and Air Quality (CMAQ) delay and emissions measures per the applicability requirements of the federal performance measure rule. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2023 in a report due to FHWA by October 1, 2024. PennDOT is planning to revise the system performance targets based on new data processing methodologies and will coordinate any updates to the performance measures with the MPOs/RPOs.

Despite a significant portion of funding being allocated towards infrastructure repair and maintenance, PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements in meeting these objectives and the associated targets.

### Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate and NHS road system:

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2025-2028 STIP includes over \$289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.

#### Long Range Plan Objectives:

- Provide multimodal infrastructure and technology advancements to eliminate bottlenecks and improve system efficiency and trip predictability
- Increase access to jobs, labor, and transportation choices in urban, suburban and rural communities
- Support communities through appropriate and equitable transportation modal options and investments
- Improve first and last mile intermodal access and connections

- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of the STIP investments on PM-3 performance measures are still being evaluated. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts and in revising future targets and goals.

## Air Quality

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Lycoming County is an air quality attainment area and therefore no further documentation is required (See [Appendix L](#)).

## Twelve Year Program

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From the Pennsylvania [State Transportation commission website](#): “*The Twelve-Year Transportation Program (TYP) is Pennsylvania’s official mid-range planning tool used to identify and prioritize transportation projects. It is the outcome of a collaborative effort between the Pennsylvania Department of Transportation (PennDOT), State Transportation Commission, its Planning Partners and the public. The TYP represents all modes and means of transportation including highways, bridges, public transit, aviation, and rail, as well as non-motorized transportation such as bicycling and walking. Pennsylvania’s TYP is required by Act 120 of 1970 and must be submitted to the State Transportation Commission every two years. The TYP is a dynamic schedule of agreed-upon projects that PennDOT, with its various partners, will work to accomplish over a 12-year period. The Twelve-Year Transportation Program is separated into three four-year periods. The first four years corresponds with the federally required Statewide Transportation Improvement Program (STIP) and regional Transportation Improvement Programs (TIPs).*”

As part of the TYP development process, a major survey of Pennsylvanians is undertaken every two years prior to the development of new TIPs. The results of this surveying are then made available to MPOs like WATS to help guide and inform the programming of projects. WATS 2021 TYP survey results are attached as [Appendix I](#).

## Transit Performance Measures

### River Valley Transit Authority

Below are the current transit performance measures and targets for fixed route transit provider River Valley Transit Authority (RVTA).

|   | 2023<br>2023 Target | 2023<br>Performance | 2023<br>Difference | 2024 Target |
|---|---------------------|---------------------|--------------------|-------------|
| <b><i>Percent of revenue vehicles that have met or exceeded their useful life benchmark</i></b> |                     |                     |                    |             |
| BU - Bus  | 31.0%               | 18.42               | -12.57             | 28.0%       |
| CU – Cutaway  | 53.0%               | 50.0%               | -3.0%              | 59.0%       |
| MV - Minivan  | 53.0%               | 100.0%              | 47.0%              | 78.0%       |
| TB - Trolleybus   | 100.0%              | 100.0%              | 0.0%               | 100.0%      |
| <b><i>Percent of service vehicles that have met or exceeded their useful life benchmark</i></b> |                     |                     |                    |             |
| Automobiles   | 45.0%               | 54.54%              | 9.54%              | 46%         |
| Trucks and other Rubber Tire Vehicles   | 21.0%               | 0.0%                | -21.0%             | 24%         |
| <b><i>Percent of facilities rated 3 or below on the condition scale</i></b>                     |                     |                     |                    |             |
| Maintenance   | 66.0%               | 0.0%                | -66.0%             | 31.0%       |
| Passenger   | 14.0%               | 0.0%                | -14.0%             | 11.0%       |

### STEP, Inc.

Below are the current transit performance measures and targets for shared ride provider STEP, Inc.

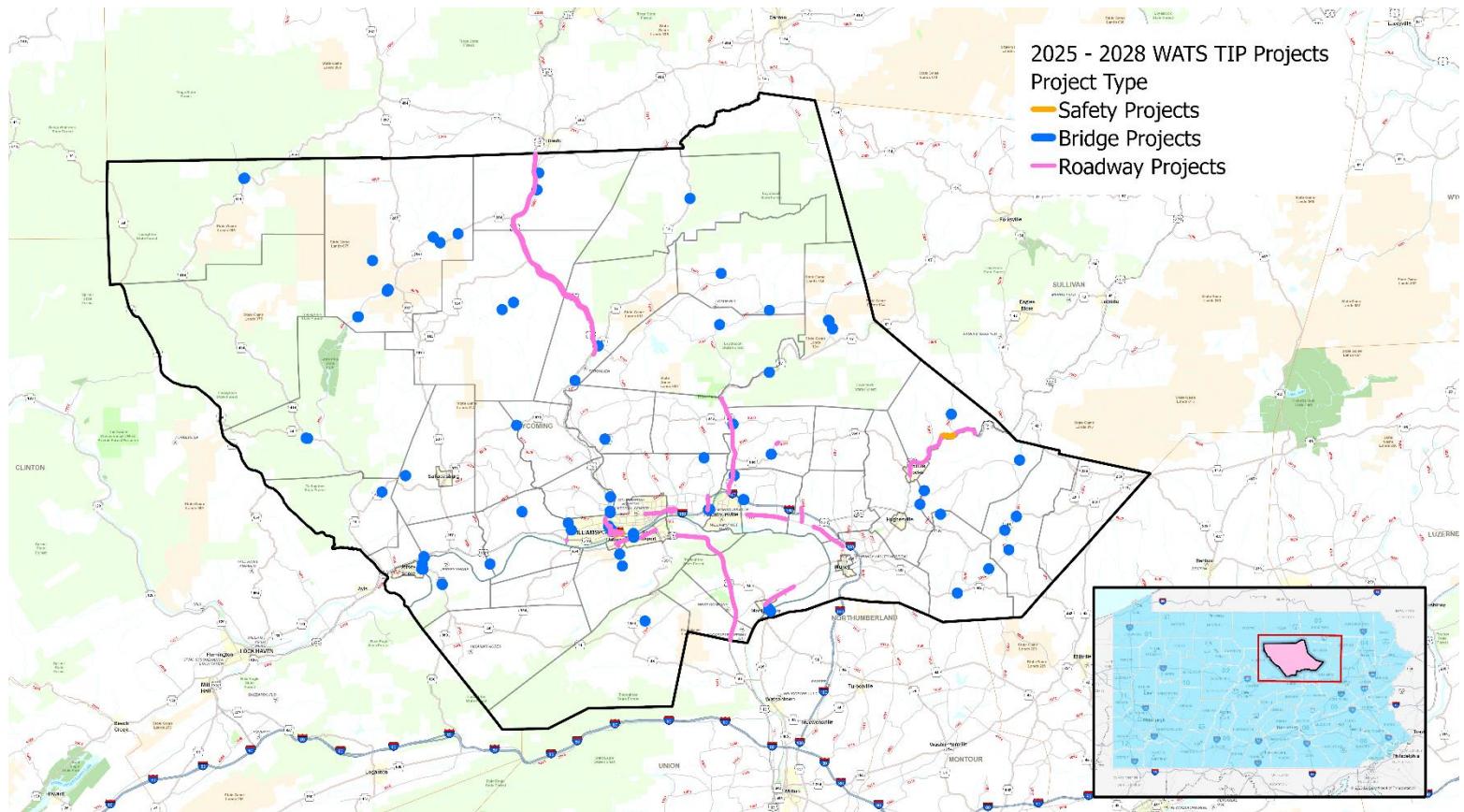
|   | 2023<br>Target | 2023 Performance | 2023 Difference | 2024<br>Target |
|---|----------------|------------------|-----------------|----------------|
| <b><i>Percent of revenue vehicles that have met or exceeded their useful life benchmark</i></b> |                |                  |                 |                |
| CU - Cutaway  | 53%            | 45%              | -8%             | 59%            |
| MV - Minivan  | 53%            | 100%             | 47%             | 78%            |
| VN - Van  | 62%            | 52.94%           | -9.05%          | 62%            |

## River Valley Transit Authority financial capacity analysis

River Valley Transit Authority Financial Capacity Analysis is included in [Appendix C](#).

## Project listing and narratives

### 2025 – 2028 WATS TIP Project Locations

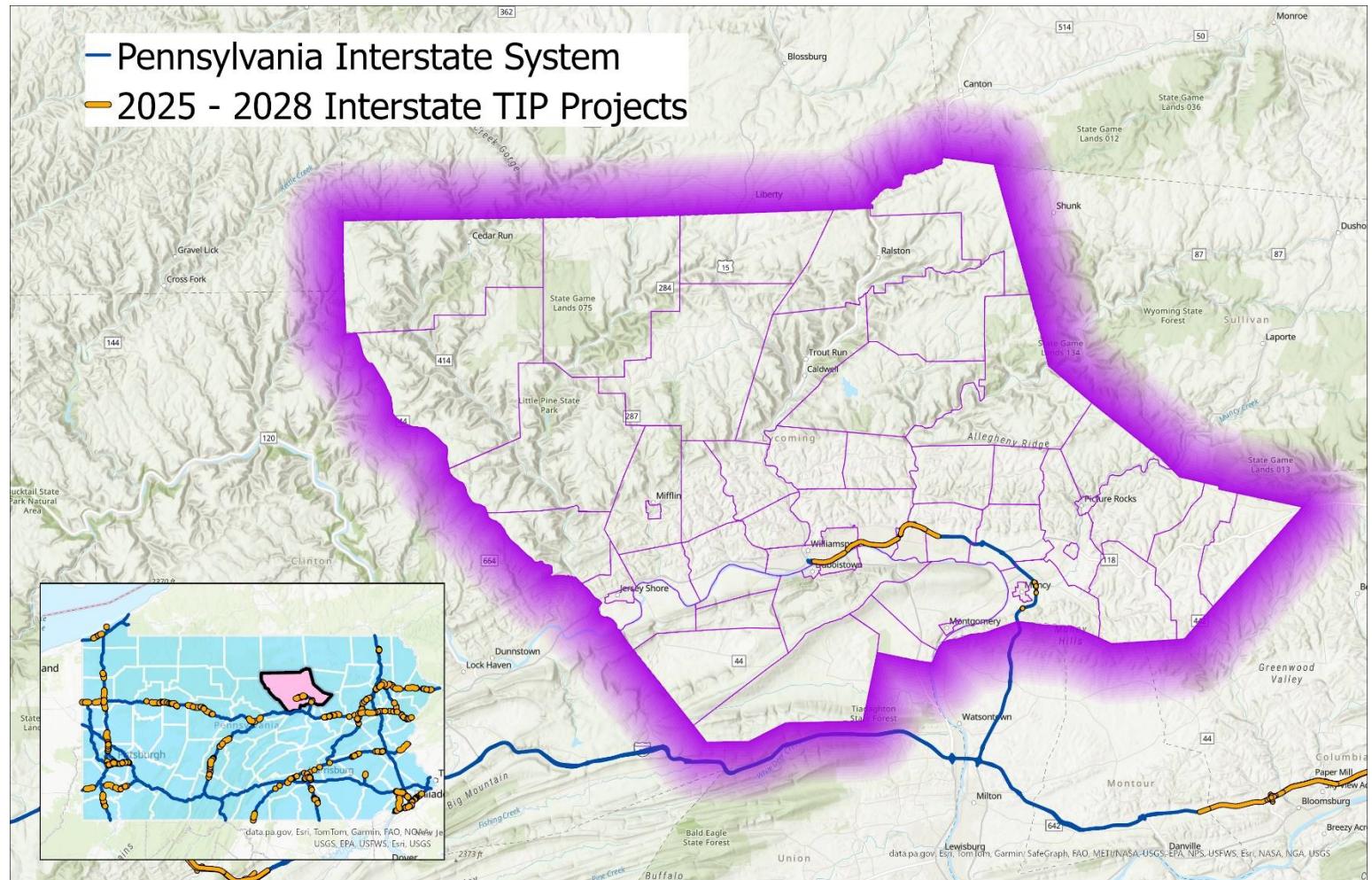


### Project Narratives

WATS highway and bridge project listing and narratives are included as [Appendix D.](#)

## Interstate and Statewide Projects

## Interstate Program Project Locations within WATS Boundary



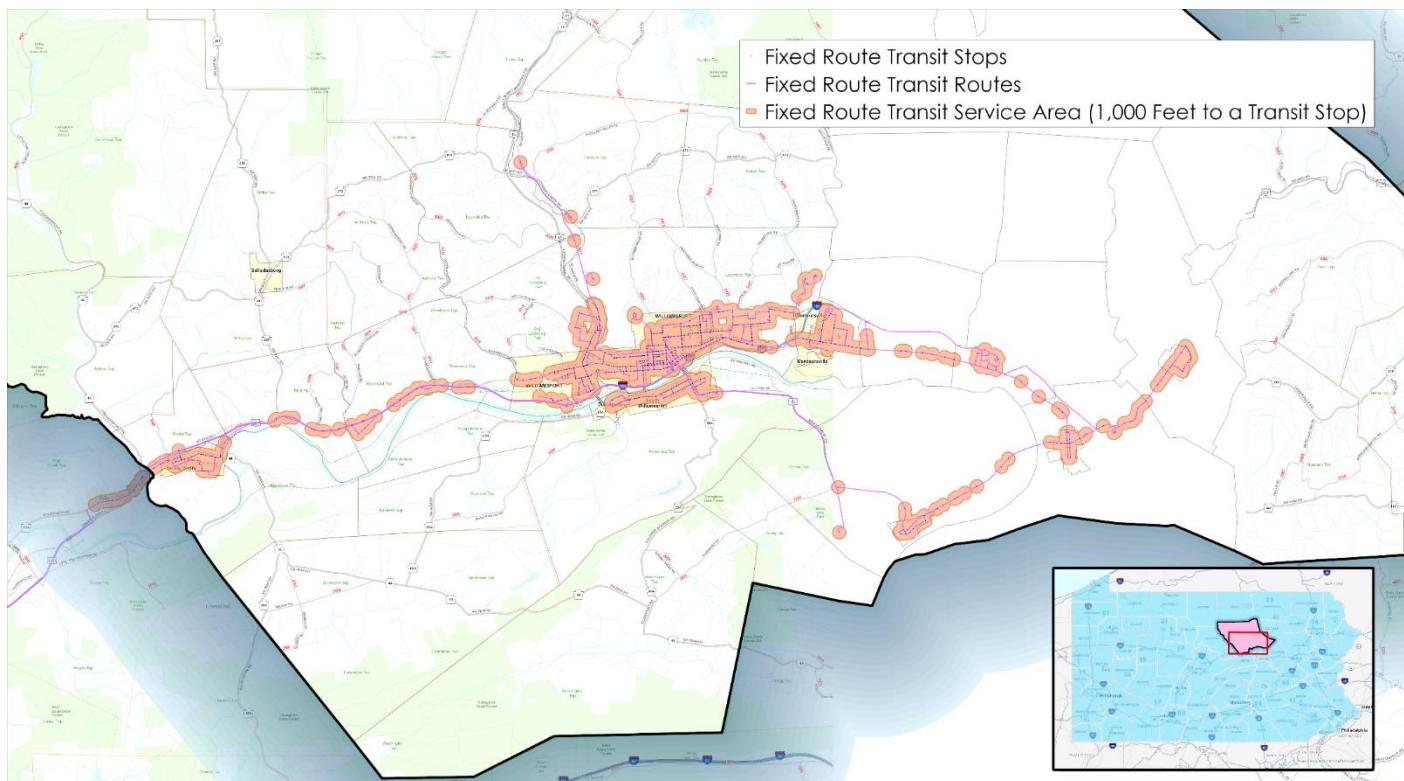
## Interstate and Statewide Program Project Narratives

Interstate project listing and narratives are included as [Appendix F](#).

Statewide project listing and narratives are included as [Appendix G](#).

## Transit projects

### Transit Facilities Locations



### River Valley Transit Authority 2025-2028 TIP Capital Projects

The capital program of River Valley Transit Authority (RVTA) has concentrated on the systematic replacement of revenue vehicles, consistent with the federal policy, and spare components to ensure a high level of quality service. RVTA's established fleet replacement program calls for the replacement of a transit vehicle when it exceeds its useful life of twelve (12) years and 500,000 miles which is based on the Federal Transit Administration (FTA) regulations, PennDOT regulations, RVTA's fleet size, maintenance program, and service plan. This fleet replacement program is a vital component of RVTA's commitment to improve the quality and delivery of public transportation. RVTA is continuing to convert our fleet from diesel powered transit vehicles to transit vehicles powered by compressed natural gas (CNG). RVTA has programmed a total of \$7,750,000.00 for the purchase of six (6) replacement CNG vehicles over the course of the next four years. By the end of 2024 RVTA's transit fleet will be 100% CNG fueled, continuing RVTA's commitment to "greener" transportation.

In Fiscal years 2025 through 2028, RVTA has programmed \$435,000.00 for the replacement of support vehicles and \$285,000.00 for other transit fleet vehicles. Support vehicles will be used by supervisors, maintenance personnel, and bus operators for shuttle transportation, distributing schedules, pickup of maintenance supplies, road supervision, road service, and other departmental needs. The replacement of these vehicles will be consistent with PennDOT's estimated useful life. The acquisition of other transit fleet vehicles will allow RVTA to operate service on low-density routes at reduced costs, as these vehicles are smaller and less costly to operate than the traditional fixed route fleet vehicle. These smaller vehicles

also give RVTA resources to support the Endless Mountains Transportation Authority and promote transit regionalization as RVTA and the Endless Mountains system continue a long-term management relationship.

RVTA has programmed \$250,000.00 for Garage & Office Improvements over the course of the next four years. This is related to building modifications of RVTA's existing administrative and maintenance facility including security and I.T. upgrades

It is critical for RVTA to continue purchasing spare components through its capital budget to ensure reliability of service and to minimize the burden on operating funds. RVTA has programmed \$310,000 over the next four fiscal years for the purchase of associated capital maintenance items (i.e., spare components).

RVTA has programmed a total of \$375,000.00 for Transit Improvement projects at RVTA's Church Street Transportation Center.

### Project Narratives

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WATS transit project listing and narratives are included as [Appendix E](#).

## TIP Analysis

### Fiscal constraint analysis

| Fund Type              | FFY 2025           |              | FFY 2026           |              | FFY 2027           |              | FFY 2028           |              |
|------------------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|
|                        | Financial Guidance | Programmed   |
| NHPP                   | \$5,054,000        | \$5,054,000  | \$4,774,000        | \$4,774,000  | \$4,227,000        | \$4,227,000  | \$3,819,000        | \$3,819,000  |
| STP                    | \$3,519,000        | \$3,519,000  | \$3,622,000        | \$3,622,000  | \$3,621,000        | \$3,621,000  | \$3,620,000        | \$3,620,000  |
| State Highway (581)    | \$4,589,000        | \$4,589,000  | \$5,146,000        | \$5,146,000  | \$5,808,000        | \$5,808,000  | \$6,365,000        | \$6,365,000  |
| State Bridge (185/183) | \$4,509,000        | \$4,509,000  | \$4,508,000        | \$4,508,000  | \$4,433,000        | \$4,433,000  | \$4,432,000        | \$4,432,000  |
| BOF                    | \$3,201,000        | \$3,201,000  | \$3,201,000        | \$3,201,000  | \$3,201,000        | \$3,201,000  | \$3,201,000        | \$3,201,000  |
| HSIP                   | \$1,042,000        | \$1,042,000  | \$1,064,000        | \$1,064,000  | \$1,064,000        | \$1,064,000  | \$1,064,000        | \$1,064,000  |
| CMAQ                   | \$0                | \$0          | \$0                | \$0          | \$0                | \$0          | \$0                | \$0          |
| Carbon Reduction       | \$452,000          | \$452,000    | \$463,000          | \$463,000    | \$463,000          | \$463,000    | \$463,000          | \$463,000    |
| Carbon Reduction Urban | \$149,000          | \$149,000    | \$152,000          | \$152,000    | \$152,000          | \$152,000    | \$152,000          | \$152,000    |
| BRIP                   | \$4,054,000        | \$4,054,000  | \$4,054,000        | \$4,054,000  | \$4,054,000        | \$4,054,000  | \$4,054,000        | \$4,054,000  |
| Total                  | \$26,569,000       | \$26,569,000 | \$26,984,000       | \$26,984,000 | \$27,023,000       | \$27,023,000 | \$27,170,000       | \$27,170,000 |

The 2025-2028 WATS TIP is fiscally constrained by year and by allocations. All projects have been screened against funding program eligibility requirements. Projects with phases beyond the 2025-2028 TIP have estimated costs shown in the TYP and WATS LRTP.

In addition to the baseline STIP/TIP funding identified in PennDOT's Financial Guidance, there are multiple funding sources that are distributed statewide to counties, municipalities and through PennDOT maintenance. This funding includes:

- County/Municipal Liquid Fuels Tax Fund Allocations
- PennDOT County Maintenance A-582/A-409
- Statewide Distribution of Funds:
  - Green Light Go
  - Highway Transfer/Turnback Program
  - Highway Systems Technology
  - Debt Service
  - Pennsylvania Infrastructure Bank (PIB)
  - Act 44 Bridge
  - \$5 County Fee for Local Use Fund
  - Marcellus Shale
  - A-409 Discretionary

As defined by [23 USC 450.218\(m\)](#), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. The term "asset management" means a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

Beyond the baseline federal and state funding, Pennsylvania invests more than \$2.4 Billion annually to operate and maintain the Commonwealth's transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth of Pennsylvania and contributes

significantly to providing a state of good repair. It should be noted that, in Pennsylvania, the existing and future transportation needs are much greater than what existing financial resources can provide. These needs go beyond traditional highway and bridge infrastructure. They also include multi-modal assets like public transit, aviation, rail, marine, ports, bicycle, pedestrian, etc.

| Pennsylvania Transportation Funding Not Included in the STIP |                      |                      |                      |                      |                      |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|
| PLANNING PARTNER   | SFY 24-25            | SFY 25-26            | SFY 26-27            | SFY 27-28            | SFY 28-29            |
| <b>Adams</b>   | 19,200,943           | 19,214,427           | 19,257,518           | 21,108,667           | 20,957,515           |
| <b>Altoona</b>   | 19,401,164           | 19,399,362           | 19,425,241           | 21,261,208           | 21,105,178           |
| <b>Centre</b>  | 25,321,097           | 25,348,328           | 25,407,599           | 27,958,442           | 27,764,755           |
| <b>DVRPC</b>   | 305,274,541          | 304,470,710          | 304,392,675          | 335,639,867          | 332,147,427          |
| <b>Erie</b>  | 40,923,599           | 40,914,488           | 40,976,783           | 45,190,949           | 44,846,658           |
| <b>Franklin</b>  | 24,184,870           | 24,186,022           | 24,223,584           | 26,782,138           | 26,579,317           |
| <b>Harrisburg</b>  | 79,650,352           | 79,636,500           | 79,746,710           | 87,631,008           | 86,936,959           |
| <b>Johnstown</b>   | 27,932,041           | 27,960,281           | 28,027,570           | 30,339,491           | 30,132,140           |
| <b>Lancaster</b>   | 53,357,479           | 53,234,356           | 53,226,816           | 57,353,087           | 56,795,459           |
| <b>Lebanon</b>   | 17,274,912           | 17,242,175           | 17,239,012           | 18,374,578           | 18,222,025           |
| <b>Lehigh Valley</b>   | 63,938,620           | 63,760,616           | 72,226,648           | 70,710,561           | 70,043,862           |
| <b>NEPA</b>  | 86,662,502           | 86,881,768           | 98,416,588           | 97,985,456           | 97,337,607           |
| <b>North Central</b>   | 91,743,708           | 92,040,838           | 92,431,801           | 102,050,712          | 101,446,479          |
| <b>Northern Tier</b>   | 109,160,012          | 109,656,102          | 110,262,401          | 123,809,125          | 123,068,184          |
| <b>Northwest</b>   | 92,304,222           | 92,552,802           | 92,909,503           | 101,199,797          | 100,567,907          |
| <b>Reading</b>   | 44,375,685           | 44,292,049           | 50,209,877           | 49,125,420           | 48,662,496           |
| <b>S. Alleghenies</b>  | 86,525,072           | 89,882,085           | 90,201,572           | 103,079,595          | 102,345,738          |
| <b>Scranton-WB</b>   | 89,682,059           | 100,123,439          | 100,433,284          | 109,448,996          | 108,770,713          |
| <b>SEDA-COG</b>  | 99,920,065           | 86,839,128           | 87,232,295           | 95,193,372           | 94,655,170           |
| <b>SPC</b>   | 418,849,185          | 419,420,554          | 420,637,901          | 468,069,934          | 464,473,484          |
| <b>SVTS</b>  | 28,377,371           | 28,417,542           | 28,491,554           | 31,617,295           | 31,406,646           |
| <b>Wayne County</b>  | 25,107,746           | 25,263,951           | 25,434,109           | 29,731,380           | 29,558,805           |
| <b>Williamsport</b>  | 29,874,614           | 29,940,950           | 30,040,195           | 32,377,607           | 32,167,026           |
| <b>York</b>  | 52,363,580           | 52,271,970           | 52,281,207           | 56,605,757           | 56,100,891           |
| <b>Statewide</b>   | 590,599,000          | 601,368,000          | 623,944,000          | 632,651,000          | 632,632,000          |
| <b>TOTAL</b>   | <b>2,522,004,441</b> | <b>2,534,318,441</b> | <b>2,587,076,442</b> | <b>2,775,295,442</b> | <b>2,758,724,442</b> |

#### LRTP consistency analysis

All projects have been screened against [WATS 2023-2045 LRTP project selection criteria](#). A matrix of how projects and criteria intersect is included as [Appendix H](#).

The 70 projects programmed on the WATS TIP met an average of 13 of 35 (37%) project selection criteria. For a project to be programmed, the WATS planning process specifies that it must meet at least one of the criteria. No project on this TIP meets fewer than 9 of the 35 project selection criteria. This indicates that the projects programmed on this TIP will substantially contribute towards meeting the identified transportation needs of Lycoming County.

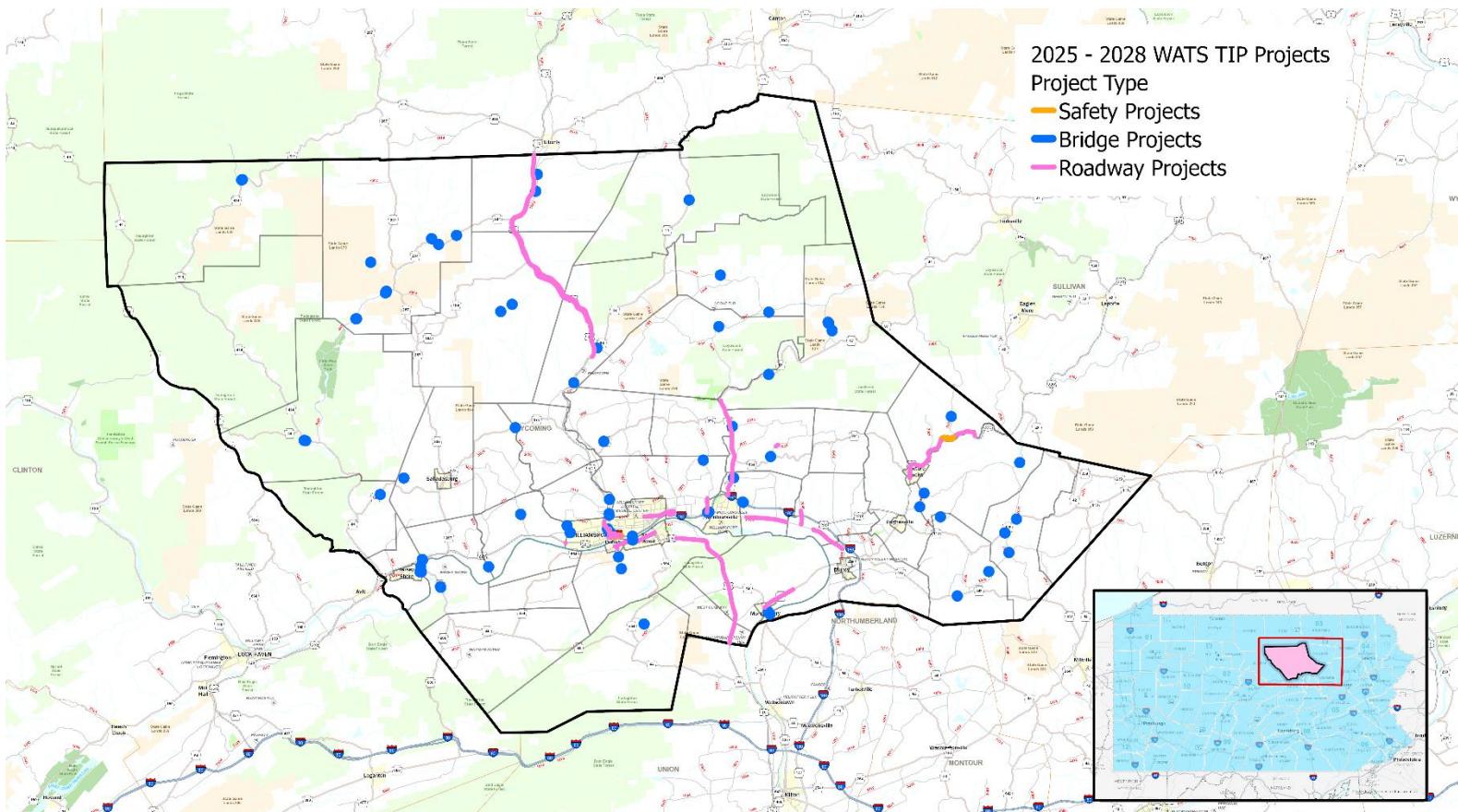
#### Performance based planning and programming analysis

The 70 projects programmed on the WATS TIP are anticipated to substantially contribute towards meeting [performance measure targets established for WATS](#).

#### PM1 – Measures of Safety Performance

As previously described, [WATS established target and baseline values for safety performance measures](#). This TIP dedicates \$1,354,860 towards three safety projects.

The major safety project programmed on the WATS TIP is Project ID 102641, a Safety and Mobility Initiative (SAMI) in Shrewsbury Township. Over the past 9 years of available crash data, 44.7% of all reportable crashes in Lycoming County involved a single vehicle departing the roadway and 9.3% of crashes involved a vehicle striking a guiderail or guiderail end. Investment in safety and mobility enhancements will substantially improve safety on Lycoming County roadways. Other safety projects include Project ID 118500 installing sequential lighted chevrons on the US 15/I-180 ramp.

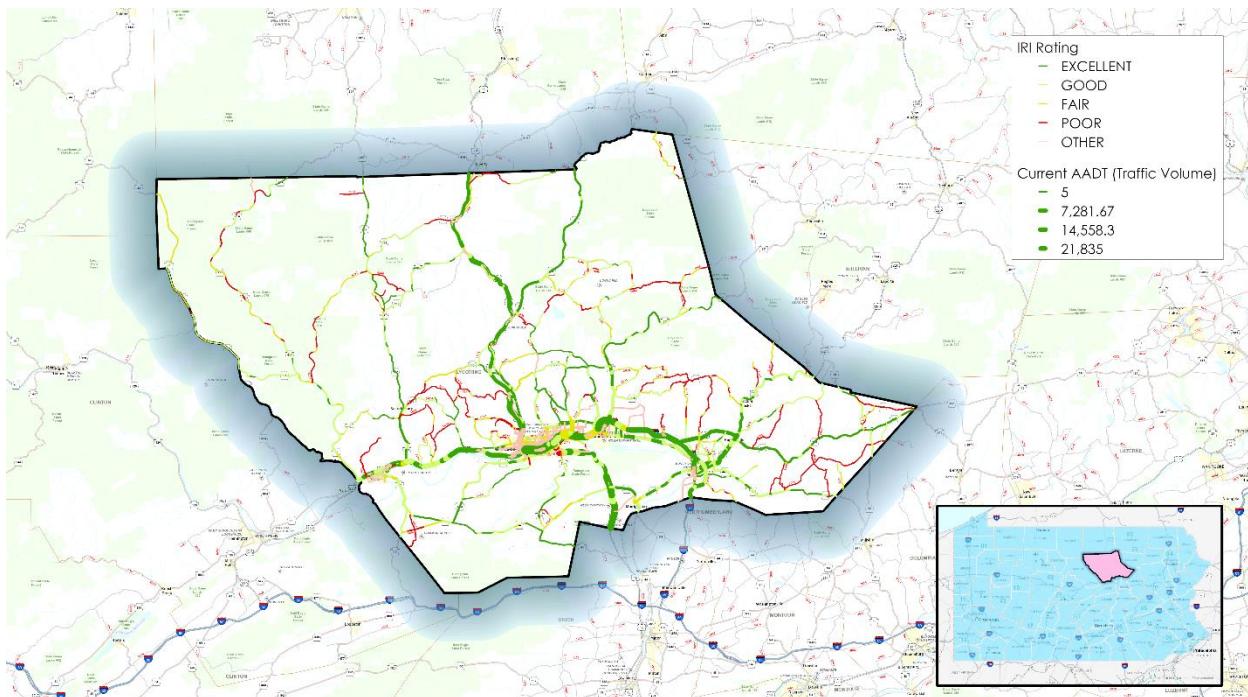


| Year           | Total Reportable Crashes | Single Vehicle Run Off Road Crashes | Percentage of Crashes | Guide Rail or Guide Rail End Hit | Percentage of crashes |
|----------------|--------------------------|-------------------------------------|-----------------------|----------------------------------|-----------------------|
| 2014           | 1,091                    | 525                                 | 48.1%                 | 98                               | 9.0%                  |
| 2015           | 1,162                    | 524                                 | 45.1%                 | 105                              | 9.0%                  |
| 2016           | 1,101                    | 460                                 | 41.8%                 | 89                               | 8.1%                  |
| 2017           | 1,088                    | 481                                 | 44.2%                 | 92                               | 8.5%                  |
| 2018           | 1,115                    | 501                                 | 44.9%                 | 103                              | 9.2%                  |
| 2019           | 1,001                    | 446                                 | 44.5%                 | 106                              | 10.5%                 |
| 2020           | 870                      | 337                                 | 38.7%                 | 73                               | 8.4%                  |
| 2021           | 924                      | 416                                 | 45.02%                | 99                               | 10.70%                |
| 2022           | 896                      | 450                                 | 50.2%                 | 82                               | 9.1%                  |
| <b>Total</b>   | <b>9,248</b>             | <b>4,140</b>                        | <b>44.7%</b>          | <b>861</b>                       | <b>9.3%</b>           |
| <b>Average</b> | <b>1,061</b>             | <b>468</b>                          | <b>44.1%</b>          | <b>95.6</b>                      | <b>9.01%</b>          |

## PM2 – Measures of Pavement and Bridge Condition

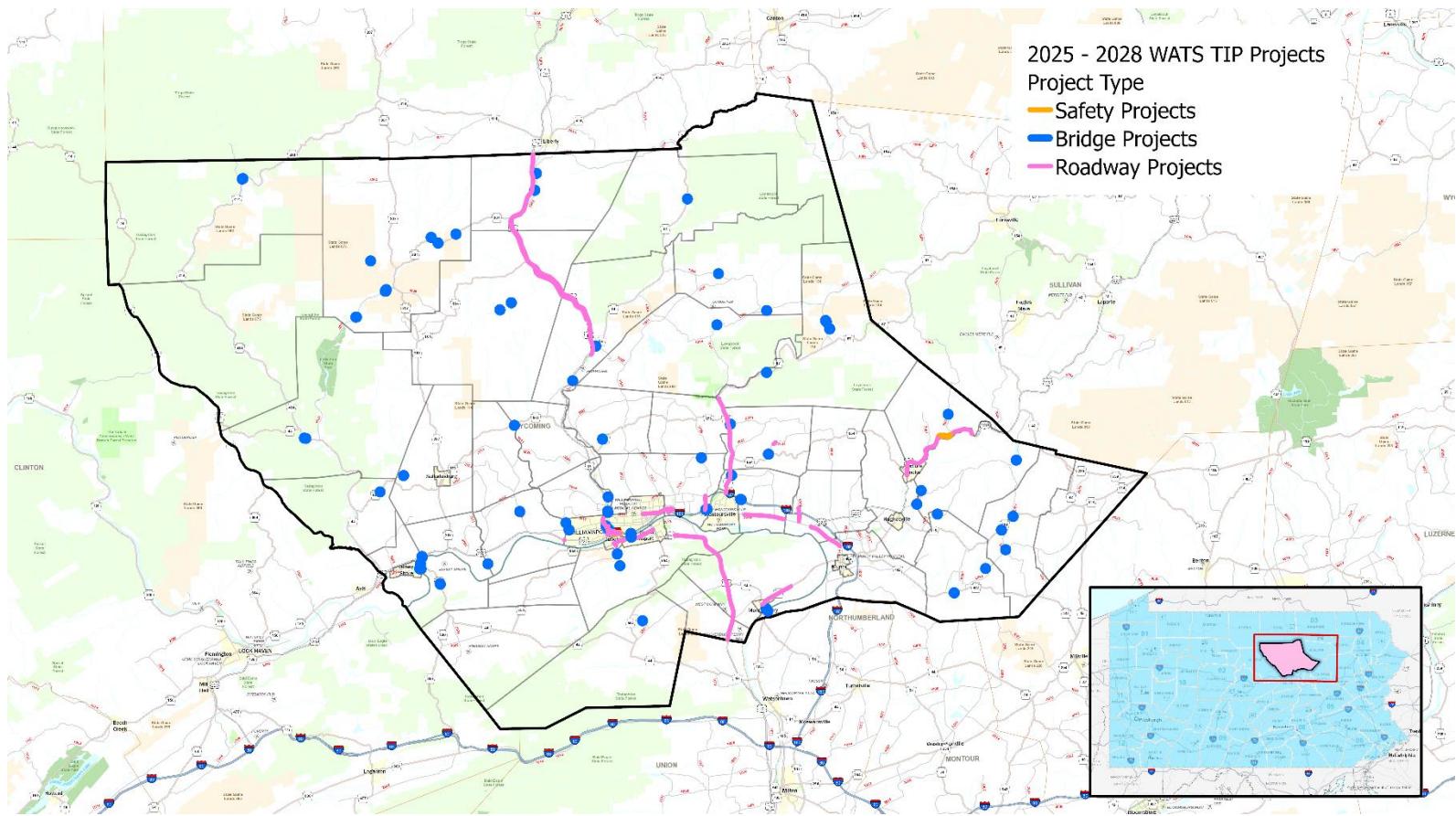
The WATS TIP programs \$62,017,860.00 towards 40 bridge improvements and \$45,728,140.00 towards 30 highway projects.

WATS currently have no bridges on the NHS in poor condition. Therefore, bridge projects are targeted towards local bridges in poor condition or other bridges in Fair condition that are most likely to progress to poor condition.



The highest traffic volume state roadways in Lycoming County all possess good condition pavements. Many roadway projects are targeted towards areas experiencing active landslides that threaten the roadway, or roadway maintenance/restoration.

## PM3 – Measures of System Performance



Typically, projects intended to improve system performance are capacity-adding projects. However, WATS is seeing falling population and traffic volumes and currently sees 100% interstate system reliability, and NHS and truck reliability measures far higher than the statewide values. Therefore, no programmed projects on this TIP are specifically included to improve system performance through adding capacity. However, the major safety project programmed on US-220 is anticipated to decrease crash influence time and thereby increase NHS reliability.

### Transit Performance Measures

To meet transit performance measures, River Valley Transit Authority has programmed \$7,750,000 to modernize the bus fleet and \$285,000 for the replacement of support vehicles.

### Environmental Justice Benefits and Burdens

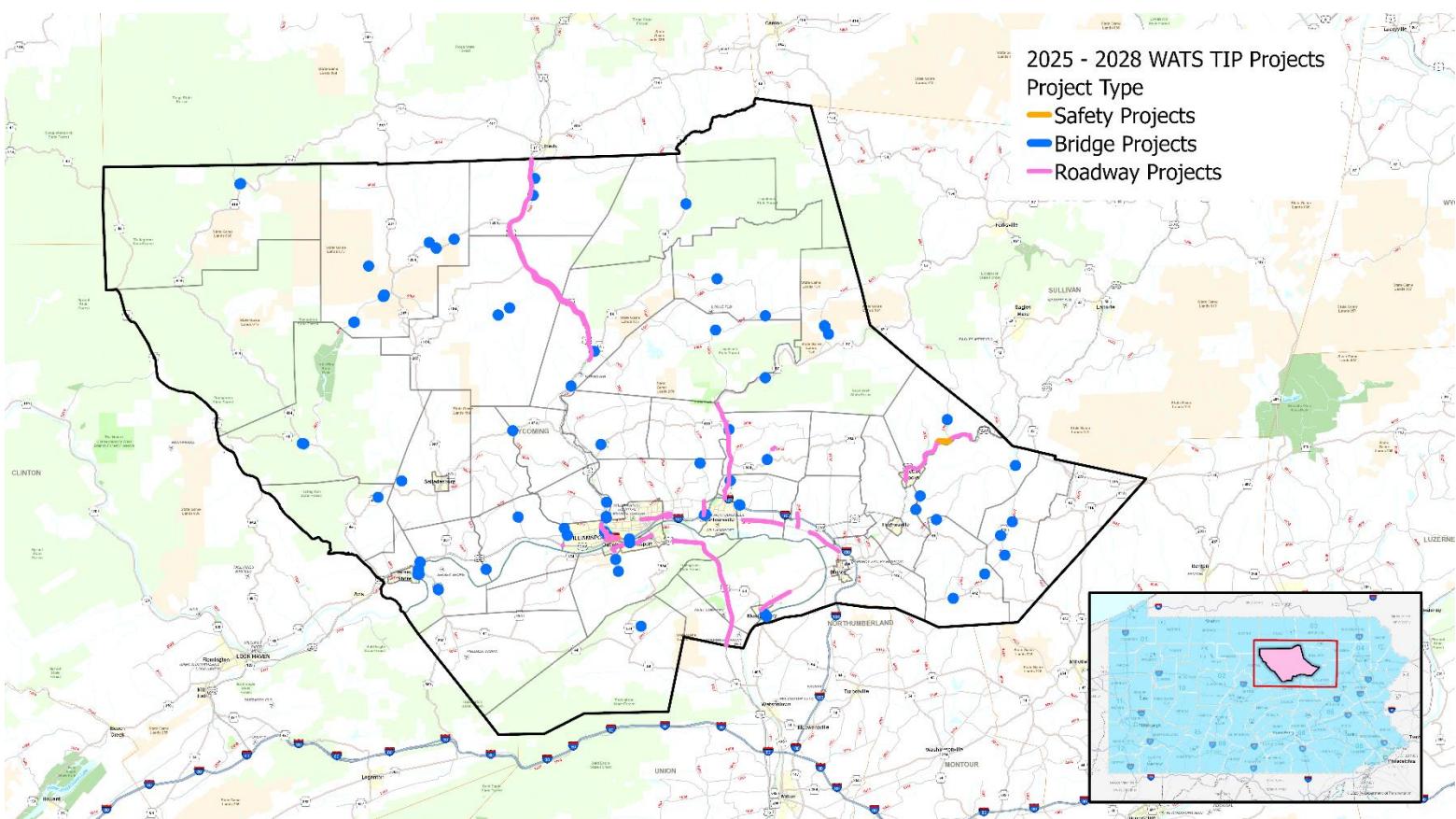
The tables and maps below summarize how 2025-2028 WATS TIP funding is distributed among Lycoming County census block groups based on the minority and low-income intervals identified in the [“Identification of traditionally underserved and underrepresented populations”](#) section above. All analyses are based on census block groups within a 500-foot buffer distance from MPMS project locations.

## Minority Population

|  |  | Less than or equal to half of Lycoming County Minority Population Percentage | Greater than half Lycoming County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage | Greater than twice Lycoming County Minority Population Percentage and less than or equal to four times the County Minority Population Percentage | Greater than four times the Lycoming County Minority Population Percentage |
|--|--|--|--|--|--|
| <b>Ratio of Minority Population Percentage in Census Block Group to Lycoming County Overall Minority Population Percentage</b> |  |  |  |  |  |
| <b>Number of Block Groups</b>  |  | 53   | 23   | 20   | 12   |
|  | <b>Federal Aid Road Segment Miles</b>                                      | 177.70   | 64.20  | 29.60  | 7.60   |
|  | <b>Share of Federal Aid Road Segment Miles</b>                             | 62.05%   | 22.42%   | 10.34%   | 2.65%  |
|  | <b>Federal Aid Road Segment Miles with Poor IRI</b>                        | 0.91   | 0.69   | 0.58   | 0.00   |
|  | <b>Percent of Federal Aid Road Segments with Poor IRI</b>                  | 0.51%  | 1.08%  | 1.95%  | 0.00%  |
|  | <b>Share of Total Federal Aid Road Segment Miles with Poor IRI</b>         | 41.68%   | 31.80%   | 26.52%   | 0.00%  |
|  | <b>Federal Aid Road Segment Miles with Poor OPI</b>                        | 1.4  | 0.1  | 0.1  | 0  |
|  | <b>Percent of Federal Aid Road Segments with Poor OPI</b>                  | 0.79%  | 0.16%  | 0.34%  | 0.00%  |
|  | <b>Share of Total Federal Aid Road Segment Miles with Poor OPI</b>         | 87.50%   | 6.25%  | 6.25%  | 0.00%  |
|  | <b>Bridges</b>   | 474  | 134  | 68   | 27   |
|  | <b>Share of Bridges</b>  | 65.74%   | 18.59%   | 9.43%  | 3.74%  |
|  | <b>Poor Condition Bridges</b>  | 18   | 5  | 0  | 0  |
|  | <b>Percent Poor Condition Bridges</b>                                      | 3.80%  | 3.73%  | 0.00%  | 0.00%  |
|  | <b>Share of Total Poor Condition Bridges</b>                               | 78.26%   | 21.74%   | 0.00%  | 0.00%  |
| <b>Transportation System by Interval</b>   | <b>Reportable Crashes (2017-2021)</b>                                      | 2,623  | 1,015  | 1,040  | 873  |
|  | <b>Share of Total Reportable Crashes (2017 - 2021)</b>                     | 43.96%   | 17.01%   | 17.43%   | 14.63%   |
|  | <b>Persons Involved in Reportable Crashes (2017 - 2021)</b>                | 4,941  | 2,163  | 2,305  | 2,053  |
|  | <b>Share of Total Persons Involved in Reportable Crashes (2017 - 2021)</b> | 39.89%   | 17.46%   | 18.61%   | 16.58%   |
|  | <b>Crash Fatalities (2017 - 2021)</b>                                      | 34   | 13   | 17   | 10   |
|  | <b>Share of Total Crash Fatalities (2017 - 2021)</b>                       | 45.95%   | 17.57%   | 22.97%   | 13.51%   |
|  | <b>Crash Suspected Serious Injuries (2017 - 2021)</b>                      | 116  | 31   | 34   | 24   |
|  | <b>Share of Crash Suspected Serious Injuries (2017 - 2021)</b>             | 53.70%   | 14.35%   | 15.74%   | 11.11%   |
|  | <b>Bicycle or Pedestrian Crashes (2017 - 2021)</b>                         | 61   | 38   | 51   | 64   |
|  | <b>Share of Total Bicycle or Pedestrian Crashes (2017 - 2021)</b>          | 24.90%   | 15.51%   | 20.82%   | 26.12%   |
|  | <b>Population</b>  | 53,839   | 20,703   | 23,522   | 13,166   |
| <b>Population Shares by Interval</b>   | <b>Share of Total Lycoming County Population</b>                           | 47.11%   | 18.12%   | 20.58%   | 11.52%   |
|  | <b>Minority Population</b>   | 1,413  | 1,538  | 3,576  | 4,304  |
|  | <b>Share of Total Lycoming County Minority Population</b>                  | 11.44%   | 12.45%   | 28.94%   | 34.84%   |
|  | <b>Percent Minority</b>  | 2.0%   | 6.7%   | 13.6%  | 27.3%  |
| <b>Roadway Projects</b>  | <b>Amount of Funding</b>   | \$52,098,484.00  | \$41,333,610.00  | \$42,629,678.00  | \$3,025,000.00   |
|  | <b>Per Capita Funding</b>  | \$967.67   | \$1,996.50   | \$1,812.33   | \$229.76   |
|  | <b>Number of Projects</b>  | 20   | 15   | 14   | 3  |
| <b>Bridge Projects</b>   | <b>Amount of Funding</b>   | \$45,872,500.00  | \$11,471,000.00  | \$1,925,000.00   | \$150,000.00   |
|  | <b>Per Capita Funding</b>  | \$852.03   | \$554.07   | \$81.84  | \$11.39  |
|  | <b>Number of Projects</b>  | 57   | 19   | 9  | 2  |
| <b>Safety Projects</b>   | <b>Amount of Funding</b>   | \$0.00   | \$1,328,000.00   | \$0.00   | \$0.00   |
|  | <b>Per Capita Funding</b>  | \$0.00   | \$64.15  | \$0.00   | \$0.00   |
|  | <b>Number of Projects</b>  | 0  | 1  | 0  | 0  |
| <b>All Projects</b>  | <b>Amount of Funding</b>   | \$97,970,984.00  | \$54,132,610.00  | \$44,554,678.00  | \$3,175,000.00   |
|  | <b>Per Capita Funding</b>  | \$1,819.70   | \$2,614.72   | \$1,894.17   | \$241.15   |
|  | <b>Number of Projects</b>  | 77   | 35   | 23   | 5  |

Projects most likely to impact minority populations based on proximity to census block groups with highest minority population:

| PennDOT Project ID | Project Description   |
|--------------------|---|
| <b>99003</b>       | Resurfacing project on US 220 from Water Street to Steele Lane in Picture Rocks Borough, Penn Twp. and Shrewsbury Twp.                      |
| <b>105532</b>      | Mill and resurfacing highway restoration project on I-180 WB from Market St. to Warrensville Rd. in City of Williamsport and Loyalsock Twp. |
| <b>119519</b>      | Mill and resurfacing highway restoration project from Market Street to SR 2014 in the City of Williamsport and Loyalsock Twp.               |



As shown by the above analysis, the WATS 2025-2028 TIP projects are well distributed throughout the County. Since PennDOT District 3 and the WATS MPO prioritize asset management and safety improvements there are very little occurrences of right-of-way acquisition and practically no capacity expansion projects programmed. The projects that are located in areas with greatest minority population concentration, which may contribute to some short-term impacts during construction, will generally benefit those residents by improving traveling conditions and safety for all users.

The 2025-2028 WATS TIP Environmental Justice (EJ) Benefits and Burdens analysis shows that there are twenty-three (23) poor condition bridge, and a total of 3.7 Federal Aid road segment miles with poor International Roughness Index (IRI) or poor Overall Pavement Index (OPI) in areas with the greatest minority population.

The 2025-2028 EJ analysis shows that from 2017-2021 there were 64 reportable bicycle or pedestrian crashes in the areas with the greatest minority population, averaging 26% of all bicycle or pedestrian crashes within WATS MPO for 2017-2021. Based on this analysis, the WATS MPO may want to consider bicycle or pedestrian safety improvement projects in the areas with greatest minority population on future MPO TIPs.

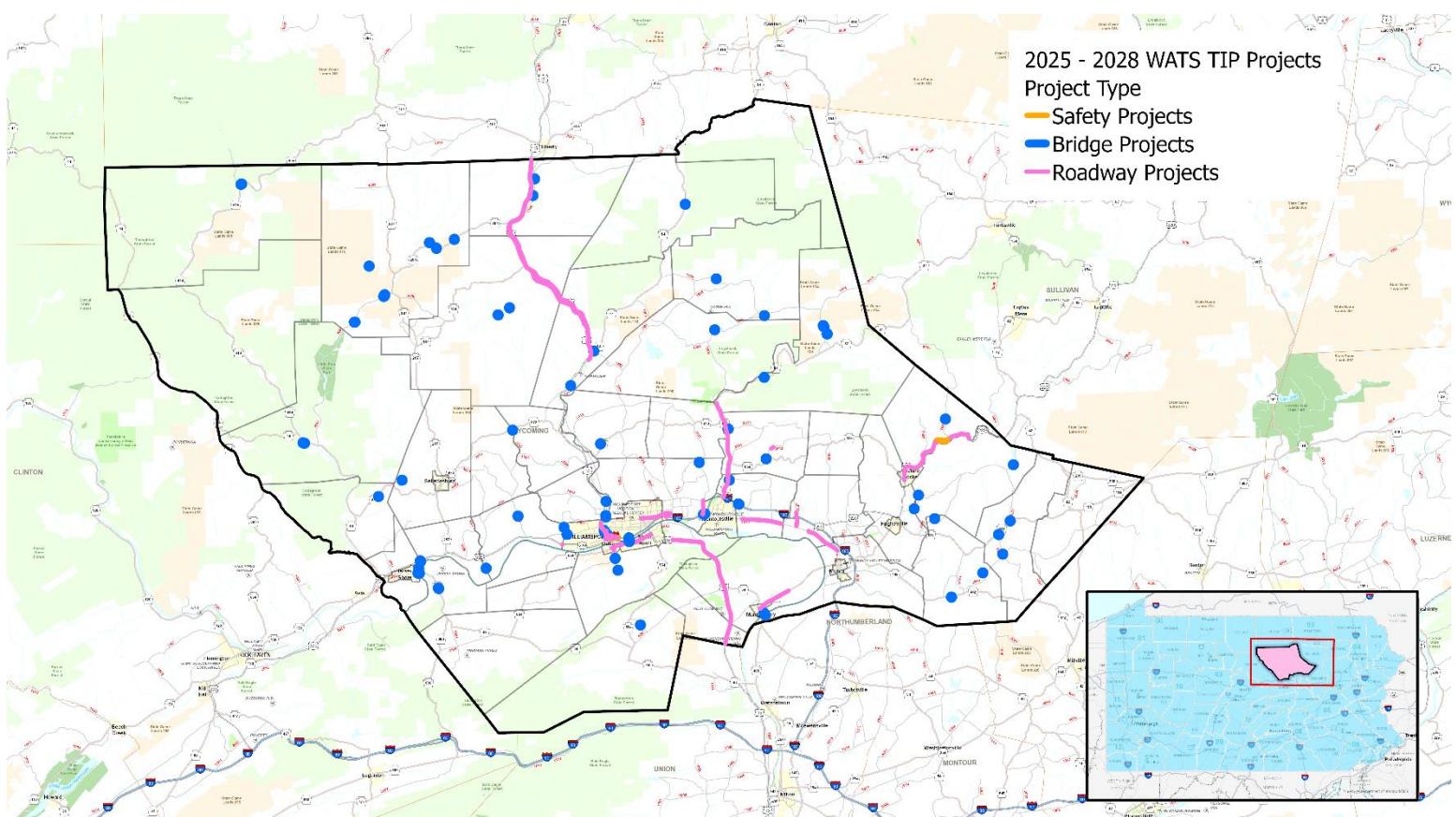
Highway reconstruction projects affecting these areas that were delayed from the 2023-2026 TIP are being reviewed to be re-programmed on the 2025-2028 WATS TIP where feasible.

## Low Income Population

|   |   | Less than or equal to half of Lycoming County Low Income Population Percentage | Greater than half Lycoming County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage | Greater than twice Lycoming County Low Income Population Percentage and less than or equal to four times the County Low Income Population Percentage | Greater than four times the Lycoming County Low Income Population Percentage |
|---|---|--|--|--|--|
| Ratio of Low Income Population Percentage in Census Block Group to Lycoming County Overall Low Income Population Percentage |   |  |  |  |  |
| Number of Block Groups  |   | 38   | 40   | 22   | 10   |
| Federal Aid Road Segment Miles  |   | 74.50  | 116.70   | 70.10  | 28.90  |
| Share of Federal Aid Road Segment Miles   |   | 25.04%   | 39.23%   | 23.56%   | 9.71%  |
| Federal Aid Road Segment Miles with Poor IRI  |   | 0.00   | 0.00   | 0.36   | 0.00   |
| Percent of Federal Aid Road Segments with Poor IRI  |   | 0.00%  | 0.00%  | 0.52%  | 0.00%  |
| Share of Total Federal Aid Road Segment Miles with Poor IRI   |   | 0.00%  | 0.00%  | 100.00%  | 0.00%  |
| Federal Aid Road Segment Miles with Poor OPI  |   | 0  | 0  | 0  | 0  |
| Percent of Federal Aid Road Segments with Poor OPI  |   | 0.00%  | 0.00%  | 0.00%  | 0.00%  |
| Share of Total Federal Aid Road Segment Miles with Poor OPI   |   | 0.00%  | 0.00%  | 0.00%  | 0.00%  |
| Bridges   |   | 213  | 282  | 143  | 58   |
| Share of Bridges  |   | 29.79%   | 39.44%   | 20.00%   | 8.11%  |
| Poor Condition Bridges  |   | 4  | 10   | 4  | 5  |
| Transportation System by Interval   | Percent Poor Condition Bridges                                      | 1.88%  | 3.55%  | 2.80%  | 8.62%  |
|   | Share of Total Poor Condition Bridges                               | 17.39%   | 43.48%   | 17.39%   | 21.74%   |
|   | Reportable Crashes (2017 - 2021)                                    | 1,688  | 1,997  | 1,114  | 900  |
|   | Share of Total Reportable Crashes (2017 - 2021)                     | 27.68%   | 32.74%   | 18.27%   | 14.76%   |
|   | Persons Involved in Reportable Crashes (2017 - 2021)                | 3,623  | 3,923  | 2,351  | 1,878  |
|   | Share of Total Persons Involved in Reportable Crashes (2017 - 2021) | 28.55%   | 30.91%   | 18.53%   | 14.80%   |
|   | Crash Fatalities (2017 - 2021)                                      | 23   | 23   | 13   | 8  |
|   | Share of Total Crash Fatalities (2017 - 2021)                       | 32.39%   | 32.39%   | 18.31%   | 11.27%   |
|   | Crash Suspected Serious Injuries (2017 - 2021)                      | 63   | 72   | 42   | 31   |
|   | Share of Crash Suspected Serious Injuries (2017 - 2021)             | 28.64%   | 32.73%   | 19.09%   | 14.09%   |
|   | Bicycle or Pedestrian Crashes (2017 - 2021)                         | 49   | 70   | 60   | 57   |
|   | Share of Total Bicycle or Pedestrian Crashes (2017 - 2021)          | 18.22%   | 26.02%   | 22.30%   | 21.19%   |
| Population Shares by Interval   | Population  | 38,949   | 35,113   | 23,692   | 10,741   |
|   | Share of Total Lycoming County Population                           | 34.08%   | 30.73%   | 20.73%   | 9.40%  |
|   | Low Income Population   | 999  | 2,902  | 3,747  | 3,256  |
|   | Share of Total Lycoming County Low Income Population                | 7.53%  | 21.89%   | 28.26%   | 24.56%   |
|   | Percent Low Income  | 2.56%  | 8.26%  | 15.82%   | 30.31%   |
| Roadway Projects  | Amount of Funding   | \$22,515,726.00  | \$82,463,250.00  | \$72,354,020.00  | \$5,835,000.00   |
|   | Per Capita Funding  | \$578.08   | \$2,348.51   | \$3,053.94   | \$543.25   |
|   | Number of Projects  | 14   | 26   | 16   | 3  |
| Bridge Projects   | Amount of Funding   | \$11,247,000.00  | \$42,283,500.00  | \$7,679,000.00   | \$1,300,000.00   |
|   | Per Capita Funding  | \$288.76   | \$1,204.21   | \$324.12   | \$121.03   |
|   | Number of Projects  | 31   | 39   | 9  | 3  |
| Safety Projects   | Amount of Funding   | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
|   | Per Capita Funding  | 0  | 0  | 0  | 0  |
|   | Number of Projects  | 0  | 1  | 0  | 0  |
| All Projects  | Amount of Funding   | \$33,762,726.00  | \$126,074,552.00   | \$80,033,020.00  | \$7,135,000.00   |
|   | Per Capita Funding  | \$866.84   | \$3,590.54   | \$3,378.06   | \$664.28   |
|   | Number of Projects  | 45   | 66   | 25   | 6  |

Projects most likely to impact low-income populations based on proximity to census block groups with highest low-income population:

| PennDOT Project ID | Project Description   |
|--------------------|---|
| 99003              | Resurfacing project on US 220 from Water Street to Steele Lane in Picture Rocks Borough, Penn Twp. and Shrewsbury Twp.                      |
| 99373              | Soil slide repair on SR 3013 on Spring Valley Rd in Woodward Twp.   |
| 105532             | Mill and resurfacing highway restoration project on I-180 WB from Market St. to Warrensville Rd. in City of Williamsport and Loyalsock Twp. |



As shown by the above analysis, the WATS 2025-2028 TIP projects are well distributed throughout the County. Since PennDOT District 3 and the WATS MPO prioritize, asset management and safety improvements there are very little occurrences of right-of-way acquisition and practically no capacity expansion projects programmed. The projects that are located in areas with greatest low-income population concentration, which may contribute to some short-term impacts during construction, will generally benefit those residents by improving traveling conditions and safety for all users.

The 2025-2028 WATS TIP Environmental Justice (EJ) Benefits and Burdens analysis shows that there are twenty-three (23) poor condition bridges, and there are no Federal Aid road segment miles with poor International Roughness Index (IRI) or poor Overall Pavement Index (OPI) in areas with the greatest low-income population.

The 2025-2028 EJ analysis shows that from 2017-2021 there were 60 reportable bicycle or pedestrian crashes in the areas with the greatest low-income population, averaging 22% of all bicycle or pedestrian crashes within WATS MPO for 2017-2021. Based on this analysis, the WATS MPO may want to consider bicycle or pedestrian safety improvement projects in the areas with greatest low-income population on future MPO TIPs.

Highway reconstruction projects affecting these areas that were delayed from the 2023-2026 TIP are being reviewed to be re-programmed on the 2025-2028 WATS TIP where feasible.

Based on the distribution of current TIP funding and the above [analysis of prior investment based on asset conditions](#), there do not appear to be any disparities in investment linked to concentrations of

minority or low-income populations in Lycoming County. Any information to the contrary should be brought to the attention of WATS using the [contact information provided above](#).

## **Appendices**

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[Appendix A – Acronyms and Abbreviations](#)

[Appendix B – WATS Public Participation Plan](#)

[Appendix C – Public Transportation Financial Capacity Analysis](#)

[Appendix D – WATS Highway and Bridge Projects](#)

[Appendix E – WATS Transit Projects](#)

[Appendix F – Interstate Projects](#)

[Appendix G – Statewide Projects](#)

[Appendix H – WATS 2025-2028 TIP Project Selection Matrix](#)

[Appendix I – WATS 2023 TYP Survey Results](#)

[Appendix J – Public Comment Period Advertisement](#)

[Appendix K – Summary of Public Comments](#)

[Appendix L –Self-Certification Resolution](#)

[Appendix M – WATS TIP Modification Procedures](#)

[Appendix N – Pennsylvania’s 2025 Transportation Program General and](#)

[Procedural Guidance](#)

## Appendix A – Acronyms and Abbreviations

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### Funding Codes

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| Funding Code | Funding Category Description   |
|--------------|--|
| 144          | 302-87-3 Transportation Assistance   |
| 160          | Community Transport - Equip Grant  |
| 163          | Community Transport - Equip Grant  |
| 164          | PTAF   |
| 179          | Local Bridge Construction (Act 26 Counties)                                      |
| 183          | Local Bridge Construction  |
| 184          | Restoration - Highway Transfer   |
| 185          | State Bridge Construction  |
| 244          | Automated Red-Light Enforcement (ARLE) Transportation Enhancements Grant Program |
| 278          | Safety Administration  |
| 338          | PT - 1513 Mass Transit Operating   |
| 339          | PT - 1514 Asset Improvement / Capital Budget                                     |
| 340          | PT - 1517 Capital Improvement  |
| 341          | PT - 1516 Programs of Statewide Significance                                     |
| 342          | Transit Administration and Oversight   |
| 409          | Expanded Maintenance   |
| 5208         | ITS  |
| 5303         | FTA Metropolitan Planning Program  |
| 5307         | FTA Urban Area Formula Grants  |
| 5308         | FTA Clean Fuels Formula Grants   |
| 5309         | FTA New Starts Capital Program   |
| 5310         | FTA Elderly & Handicapped Program  |
| 5311         | FTA Rural Area Formula Grants  |
| 5313         | FTA State Planning and Research  |
| 5316         | Job Access & Reverse Commute   |
| 5317         | New Freedom Program  |
| 5320         | Alternative Transportation in Parks & Park Land                                  |
| 5337         | State of Good Repair Grant Program   |
| 5339         | FTA Alternatives Analysis  |
| 5340         | Growing States   |
| 571          | Airport Development  |
| 575          | Reinvestment - Facilities  |
| 577          | Security Wall  |
| 580          | Safety Administration and Licensing funding                                      |
| 581          | Highway Construction, State Infrastructure, etc.                                 |
| 582          | Highway Maintenance  |
| 584          | Information Technology Policy Office   |
| 916          | Expanded Maintenance of Highway & Bridge   |
| ACT13        | Local at-risk bridges - Marcellus Legacy Fund                                    |
| ACT3         | Act 3 Public Transportation Grant  |
| ACT4A        | Act 4A Supplemental Operating Grant  |
| ACT83        | Transit Bond   |

| Funding Code | Funding Category Description  |
|--------------|---|
| AIP          | FAA Airport Improvement Program   |
| APD          | Appalachia Development  |
| APL          | Appalachia Local Access   |
| BDP          | Bridge Discretionary Program  |
| BGENT        | FAA Block Grant Entitlement   |
| BND          | Bridge Bonding  |
| BOF          | Bridge Off System   |
| BOO          | Bridge On/Off   |
| BRIP         | Bridge Investment Program   |
| BUILD        | Better Utilizing Investments to Leverage Development Transportation Discretionary Grant |
| CAQ          | Congestion Mitigation/Air Quality   |
| CB           | Capital Budget Non-highway  |
| D4R          | Discretionary Interstate Maintenance  |
| CRP          | Carbon Reduction Program  |
| DBE          | Disadvantaged Business Enterprise   |
| ECONR        | Economic Recovery   |
| FAABG        | FAA Block Grant   |
| FAAD         | FAA Discretionary   |
| FAI          | Interstate Construction   |
| FB           | Ferry Boat/Ferry Terminal Facilities  |
| FFL          | Federal Flood   |
| FHA          | Public Lands Highways   |
| FLH          | Forest Highways   |
| FRA          | Federal Railroad Administration   |
| FRB          | Ferry Boat  |
| FTAD         | FTA Discretionary Funds   |
| GEN          | PA General Fund   |
| H4L          | Highway for Life - 10% Limiting Amount  |
| HCB          | Historic Covered Bridge   |
| HPR          | Highway Planning/Research   |
| HRRR         | High Risk Rural Roads   |
| HSIP         | Highway Safety Improvement Program  |
| IM           | Interstate Maintenance  |
| ITS          | Intelligent Transportation System   |
| IVB          | Innovative Bridge   |
| LOC          | Local Government Funds  |
| LRFA         | Local Rail Freight Assistance   |
| MSFF         | Marcellus Shale Fee Fund  |
| NHPP         | National Highway Performance Program  |
| NHS          | National Highway System   |
| OTH          | Other Pa Government Agencies  |
| OTH-F        | Other Federal Govt. Agencies  |
| PIB          | State Infrastructure Bank - 100% state  |
| PL           | Planning  |
| PRI          | Private Party   |
| PTAF         | Act 26 PA Transportation Assist Fund  |

| Funding Code | Funding Category Description                               |
|--------------|--|
| REC          | Recreational Trails  |
| RES          | Funds Restoration  |
| RFAP         | Rail Freight Assistance Program                            |
| RRX          | Federal Rail Safety  |
| SBY          | Scenic Byways  |
| SECT9        | FTA Federal Formula - Section 9                            |
| SIB          | State Infrastructure Bank                                  |
| SPOPR        | Supplemental Operating Assistance                          |
| SPR          | State Planning/Research                                    |
| SR2S         | State Safe Route to School                                 |
| SRTSF        | Federal Safe Routes to Schools                             |
| SSE          | Supportive Services Enterprise                             |
| STE          | Surface Transportation Enhancement                         |
| STN          | STP – Non-urbanized  |
| STP          | Surface Transportation Program - Flexible                  |
| STR          | Surface Transportation Rural                               |
| STU          | Surface Transportation Urban                               |
| SXF          | Special Federal Funds (Demo)                               |
| TAP          | Transportation Alternatives (TAP) Flexible                 |
| TCS          | Transportation & Community System Preservation             |
| TIGER        | Transportation Investment Generating Economic Recovery     |
| TIGGER       | Transit Investment for Greenhouse Gas and Energy Reduction |
| TPK          | Turnpike   |
| TTE          | Transit Transportation Enhancements                        |

### Project Phases

| Project Phase | Project Phase Description |
|---------------|---------------------------|
| +             | Toll credited phase       |
| P, PE         | Preliminary Engineering   |
| U, UTL        | Utilities                 |
| R, ROW        | Right of Way              |
| F, FD         | Final Design              |
| C, CON        | Construction              |

### Other Acronyms and Abbreviations

| Acronym or Abbreviation | Meaning  |
|-------------------------|--|
| <b>AADT</b>             | Annual Average Daily Traffic                                       |
| <b>AASHTO</b>           | American Association of State Highway and Transportation Officials |
| <b>ACM</b>              | Agency Coordination Meeting  |
| <b>ADA</b>              | Americans with Disabilities Act of 1990                            |
| <b>ADT</b>              | Average Daily Traffic  |

| Acronym or Abbreviation | Meaning   |
|-------------------------|---|
| <b>ACS</b>              | American Community Survey                           |
| <b>APA</b>              | American Planning Association                       |
| <b>AQ</b>               | Air Quality   |
| <b>ARLE</b>             | Automated Red-Light Enforcement                     |
| <b>BAMS</b>             | Bridge Asset Management System                      |
| <b>BIL</b>              | Bipartisan Infrastructure Law                       |
| <b>BMP</b>              | Best Management Practice                            |
| <b>BMS</b>              | Bridge Management System                            |
| <b>BRDG</b>             | Bridge  |
| <b>CBD</b>              | Central Business District                           |
| <b>CCAP</b>             | County Commissioners Association of Pennsylvania    |
| <b>CFMP</b>             | Comprehensive Freight Management Plan               |
| <b>CMA</b>              | Congestion Management Agency                        |
| <b>CMAQ</b>             | Congestion Mitigation and Air Quality               |
| <b>CMP</b>              | Congestion Management Process                       |
| <b>CNG</b>              | Compressed Natural Gas                              |
| <b>CSV</b>              | Central Susquehanna Valley Transportation Project   |
| <b>DCED</b>             | Department of Community and Economic Development    |
| <b>DCNR</b>             | Department of Conservation and Natural Resources    |
| <b>DEP</b>              | Department of Environmental Protection              |
| <b>DOI</b>              | Decade of Investment                                |
| <b>DVMT</b>             | Daily Vehicle Miles Traveled                        |
| <b>ECMS</b>             | Engineering and Construction Management System      |
| <b>EJ</b>               | Environmental Justice                               |
| <b>ENS</b>              | Emergency Notification System                       |
| <b>EOP</b>              | Emergency Operations Plan                           |
| <b>EPA</b>              | Environmental Protection Agency                     |
| <b>FAA</b>              | Federal Aviation Administration                     |
| <b>FAST</b>             | Fixing America's Surface Transportation Act         |
| <b>FD</b>               | Final Design  |
| <b>FEMA</b>             | Federal Emergency Management Agency                 |
| <b>FFY</b>              | Federal Fiscal Year                                 |
| <b>FHWA</b>             | Federal Highways Administration                     |
| <b>FRA</b>              | Federal Railroad Administration                     |
| <b>FTA</b>              | Federal Transit Administration                      |
| <b>GIS</b>              | Geographic Information Systems                      |
| <b>GLG</b>              | Green Light Go Municipal Signal Partnership Program |

| Acronym or Abbreviation | Meaning   |
|-------------------------|---|
| <b>GWA</b>              | Greater Williamsport Alliance Planning Area           |
| <b>HCON</b>             | Highway Construction                                  |
| <b>HOP</b>              | Highway Occupancy Permit                              |
| <b>HPMS</b>             | Highway Performance Monitoring System                 |
| <b>HRST</b>             | Highway Restoration                                   |
| <b>HSIP</b>             | Highway Safety Improvement Program                    |
| <b>IIJA</b>             | Infrastructure Investment and Jobs Act                |
| <b>ISTEA</b>            | Intermodal Surface Transportation Efficiency Act      |
| <b>IRI</b>              | International Roughness Index                         |
| <b>ITE</b>              | Institute of Transportation Engineers                 |
| <b>ITS</b>              | Intelligent Transportation System                     |
| <b>JRA</b>              | Joint Rail Authority (SEDA-COG)                       |
| <b>LCPC</b>             | Lycoming County Planning Commission                   |
| <b>LEP</b>              | Limited English Proficiency                           |
| <b>LOLD</b>             | Letter of Local Determination                         |
| <b>LOS</b>              | Level of Service                                      |
| <b>LPN</b>              | Linking Planning & NEPA                               |
| <b>L RTP</b>            | Long Range Transportation Plan                        |
| <b>LTAP</b>             | Local Technical Assistance Program                    |
| <b>LUTED</b>            | Land Use, Transportation, and Economic Development    |
| <b>LVRR</b>             | Lycoming Valley Railroad                              |
| <b>MAP-21</b>           | Moving Ahead for Progress in the 21st Century Act     |
| <b>MATP</b>             | Medical Assistance Transportation Program             |
| <b>MLF</b>              | Municipal Liquid Fuels Program                        |
| <b>MOU</b>              | Memorandum of Understanding                           |
| <b>MPC</b>              | Municipalities Planning Code                          |
| <b>MPMS</b>             | Multimodal Project Management System                  |
| <b>MPO</b>              | Metropolitan Planning Organization                    |
| <b>MSA</b>              | Metropolitan Statistical Area                         |
| <b>MTF</b>              | Multimodal Transportation Fund                        |
| <b>NACTO</b>            | National Association of City Transportation Officials |
| <b>NAICS</b>            | North American Industry Classification System         |
| <b>NBIS</b>             | National Bridge Inspection Program                    |
| <b>NEPA</b>             | National Environmental Policy Act                     |
| <b>NEVI</b>             | National Electric Vehicle Infrastructure              |
| <b>NHPP</b>             | National Highway Performance Program                  |
| <b>NHS</b>              | National Highway System                               |
| <b>NIMS</b>             | National Incident Management System                   |

| Acronym or Abbreviation | Meaning  |
|-------------------------|--|
| <b>NPS</b>              | Nonpoint Source  |
| <b>NWI</b>              | National Wetlands Inventory  |
| <b>OPI</b>              | Overall Pavement Index   |
| <b>P3</b>               | Public Private Partnership   |
| <b>PA</b>               | Pennsylvania   |
| <b>PAMS</b>             | Pavement Asset Management System   |
| <b>PAT</b>              | Planning Advisory Team   |
| <b>PBPP</b>             | Performance Based Planning and Programming   |
| <b>PCD</b>              | Lycoming County Department of Planning and Community Development                       |
| <b>PCT</b>              | Pennsylvania College of Technology   |
| <b>PE</b>               | Preliminary Engineering  |
| <b>PEMA</b>             | Pennsylvania Emergency Management Agency   |
| <b>PennDOT</b>          | Pennsylvania Department of Transportation  |
| <b>PHMC</b>             | Pennsylvania Historical & Museum Commission  |
| <b>PIF</b>              | Project Initiation Form  |
| <b>PNDI</b>             | Pennsylvania Natural Diversity Inventory   |
| <b>PPP</b>              | Public Participation Plan  |
| <b>PSAB</b>             | Pennsylvania State Association of Boroughs   |
| <b>PSATS</b>            | Pennsylvania State Association of Township Supervisors                                 |
| <b>PSP</b>              | Pennsylvania State Police  |
| <b>PUC</b>              | Pennsylvania Public Utility Commission   |
| <b>RLR</b>              | Rail Line Relocation and Improvement   |
| <b>RMS</b>              | Roadway Management System  |
| <b>ROP</b>              | Regional Operations Plan   |
| <b>ROW</b>              | Right of Way   |
| <b>RPO</b>              | Rural Planning Organization  |
| <b>RRIF</b>             | Railroad Rehabilitation & Improvement Financing  |
| <b>RTAP</b>             | Rail Transportation Assistance Program   |
| <b>RVTA</b>             | River Valley Transit Authority   |
| <b>SAFETEA-LU</b>       | Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy For Users |
| <b>SAMI</b>             | Safety and Mobility Initiative   |
| <b>SD</b>               | Structurally Deficient   |
| <b>SEDA-COG</b>         | Susquehanna Economic Development Association Council of Governments                    |
| <b>SHSP</b>             | Strategic Highway Safety Plan  |
| <b>SOV</b>              | Single Occupancy Vehicle   |
| <b>STAMPP</b>           | Systematic Techniques to Analyze and Manage PA Pavements                               |
| <b>STC</b>              | State Transportation Commission  |

| Acronym or Abbreviation | Meaning   |
|-------------------------|---|
| <b>STIP</b>             | Statewide Transportation Improvement Program  |
| <b>STP</b>              | Surface Transportation Program  |
| <b>TAM</b>              | Transit Asset Management  |
| <b>TAMP</b>             | Transportation Asset Management Plan  |
| <b>TAP</b>              | Transportation Alternatives Program   |
| <b>TEA-21</b>           | Transportation Equity Act for the 21st Century                                      |
| <b>TENH</b>             | Transportation Enhancements   |
| <b>TIA</b>              | Transportation Impact Assessment  |
| <b>TIGER</b>            | Transportation Investment Generating Economic Recovery Discretionary Grants Program |
| <b>TIS</b>              | Transportation Impact Study   |
| <b>TIP</b>              | Transportation Improvement Program  |
| <b>TMA</b>              | Transportation Management Area  |
| <b>TMDL</b>             | Total Maximum Daily Load  |
| <b>TRB</b>              | Transportation Research Board   |
| <b>TSMO</b>             | Transportation System Management & Operations                                       |
| <b>TYP</b>              | Twelve-Year Program   |
| <b>UPWP</b>             | Unified Planning Work Program   |
| <b>USDOT</b>            | United States Department of Transportation  |
| <b>VMT</b>              | Vehicle Miles Traveled  |
| <b>WATS</b>             | Williamsport Area Transportation Study  |

## Appendix B – WATS Public Participation Plan

**The WATS MPO Public Participation and Title VI Program are accessible from the WATS MPO TIP website (<https://www.lyco.org/WATS-MPO/TIP>) or the WATS MPO Public Involvement website (<https://www.lyco.org/WATS-MPO/Involvement>)**

## Appendix C – Public Transportation Financial Capacity Analysis

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## Appendix D – WATS 2025-2028 Highway and Bridge Projects

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## Appendix E – WATS 2025-2028 Transit Projects

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## Appendix F – 2025-2028 Interstate Projects

The 2025-2028 Interstate TIP Projects are accessible  
from the WATS MPO TIP website  
(<https://www.lyco.org/WATS-MPO/TIP>)

## Appendix G –2025-2028 Statewide Projects

The 2025-2028 Statewide TIP Projects are accessible  
from the WATS MPO TIP website  
(<https://www.lyco.org/WATS-MPO/TIP>)

## Appendix H – WATS 2025-2028 TIP Project Selection Matrix

## Appendix I – WATS 2023 TYP Survey Results

## Appendix J – Public Comment Period Advertisement

## Appendix K – Summary of Public Comment

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## **Appendix K – Public Comment Period Public Outreach**

During the March 1 – March 31, 2024 Draft 2025-2028 Transportation Improvement Program (TIP) Public Comment Period the WATS MPO implemented an extensive public outreach program in compliance with the WATS MPO Public Participation Plan. This public outreach included mailings, posting the draft TIP on the WATS MPO website, and utilizing the WATS MPO social media accounts to inform the public about the Draft 2025-28 TIP.

The MPO sent emails and letters to all Lycoming County municipalities and agencies/organizations listed on the MPO Public Participation Plan Interested Party List. The MPO instructed interested parties and the public that physical copies of the Draft 2025-28 TIP were available upon request, and anyone interested in obtaining a physical copy should contact the MPO directly to have a copy mailed to them.

During the 30-day Public Comment Period, the MPO posted 13 separate posts on Facebook, 13 separate posts on Instagram, and 13 separate tweets on Twitter. These posts included information on the different aspects of the Draft 2025-28 TIP as well as reminders of when the Public Comment Period closes, where interested residents can find more information regarding the Draft 2025-28 TIP, and where to direct questions/comments.

In addition, the MPO received public comment from residents with questions on the Draft 2025-28 TIP. The MPO addresses these comments in Appendix K – Summary of Public Comment.

### **Appendix K – Summary of Public Comment**

**Comment No. 1:** At the March 21, 2024 Lycoming County Planning Commission (LCPC) public meeting, Planning Commission member Jeffrey Stroehmann asked about the status of I-99 and where the project stands.

*Action Taken: MPO staff presented the available information that for Lycoming County, the I-99 project will require two changes to current access. One access point on US-15 North was closed and the second access point in Old Lycoming Township is being reviewed.*

**Comment No. 2:** At the March 21, 2024 Lycoming County Planning Commission (LCPC) public meeting, Planning Commission member Jeffrey Stroehmann asked about the status of I-99 and if that project is still on the 12-year plan.

*Action Taken: MPO staff reached out to PennDOT District 3-0 to get an answer to the question and updated the LCPC.*

**Comment No. 3:** At the March 21, 2024 Lycoming County Planning Commission (LCPC) public meeting, Planning Commission member Jeffrey Stroehmann asked if it is any easier to get previous TIP project re-instated on future TIPS, as there are still concerns/issues with the 220 corridor.

*Action Taken: MPO staff stated that any previous TIP projects will have to be reviewed by PennDOT, FHWA, and the MPO before they could be proposed to be reinstated on future TIPs. Regarding the concerns/issues with the 220 corridor, MPO staff stated that WATS MPO does have a supplemental funding request to perform a impact study for the corridor now that the 220 Safety Corridor project is wrapping up. To date, the MPO has not received approval or denial for the supplemental funding.*



## Appendix L – Self Certification Resolution

**WILLIAMSPORT AREA TRANSPORTATION STUDY  
METROPOLITAN PLANNING ORGANIZATION  
SELF-CERTIFICATION RESOLUTION**

**RESOLUTION** of the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including transportation disadvantaged, has been followed in developing the Transportation Improvement Program, (TIP) and the Long-Range Transportation Plan (LRTP).

**WHEREAS**, 23 CFR § 450.336 specifies that, concurrent with the submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transportation Administration, (FTA) as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations, (MPOs) shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

**WHEREAS**, Sections 134 and 135 of Title 23 USC, 49 USC 5303-5304, and 23 CFR § 450 set forth national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including development of a TIP and LRTP, and establish policies and procedures for MPOs to conduct metropolitan planning process; and

**WHEREAS**, the TIP continues to be financially constrained as required by 23 CFR § 450.326 and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

**WHEREAS**, the requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

**WHEREAS**, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR § 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; the Older Americans Act, as amended (42 USC 6101), prohibiting the discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC § 324 prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the Americans with Disabilities Act of 1990 (42 USC 12101 et. seq.), and 49 CFR § 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

**WHEREAS**, the requirements of Section 1101(b) of the Fixing America's Surface Transportation, (FAST) Act (Public Law 114-94) and 49 CFR § 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met; and

**WHEREAS**, the provisions of 23 CFR § 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

**WHEREAS**, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) and Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency) have been meet; and

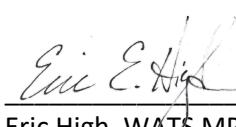
**WHEREAS**, the provisions of 49 CFR § 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

**NOW, THEREFORE, BE IT RESOLVED** that the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including transportation disadvantaged populations, has been followed in developing the region's transportation plans and programs, including the WATS MPO FFY 2025-2028 TIP and the WATS MPO LRTP (See Exhibit 1).

We, the undersigned, hereby certify that the foregoing resolution was adopted in accordance with the WATS Bylaws, by the WATS MPO at their May 13, 2024 publicly advertised meeting, and that said resolution is now in full force and effect.



Scott R. Williams, WATS MPO Secretary



Eric High, WATS MPO Chairperson

# Appendix M – WATS TIP Modification Procedures

## Memorandum of Understanding

### MEMORANDUM OF UNDERSTANDING

#### WILLIAMSPORT AREA TRANSPORTATION STUDY, (WATS) METROPOLITAN PLANNING ORGANIZATION (MPO) PROCEDURES FOR 2025-2028 Transportation Improvement Program Revisions

##### Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used by the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) for the processing of revisions to the 2025-2028 WATS Transportation Improvement Program (TIP).

##### What is the Statewide Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP)?

The STIP is the official transportation improvement program document mandated by federal statute ([23 CFR § 450.218](#)) and recognized by the FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation by federal statute. The STIP includes regional TIPs developed by the Planning Partners (MPOs and RPOs), the PennDOT Developed Interstate Management (IM) Program and Statewide Programs developed by PennDOT. Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, Secretary of Transportation's Discretionary SPIKE, the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, the National Electric Vehicle Infrastructure (NEVI) Formula Program, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate projects. The Commonwealth's 12-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/WATS TIP.

##### How and When is a STIP/TIP Developed?

For more information on the development of the STIP/TIP, see *Pennsylvania's 2025 Transportation Program General and Procedural Guidance* dated April 19, 2023 ([Appendix N](#)).

##### WATS TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If WATS, RVTA, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/WATS TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in [23 CFR § 450](#) govern the provisions for revisions of the STIP and WATS TIP. The intent of this federal regulation is to acknowledge the

relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, [23 CFR § 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, WATS, FHWA, FTA, and RVTA. Any alternative procedures must be agreed upon, and documented in the WATS TIP.

STIP/WATS TIP revisions must be consistent with PennDOT's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the WATS LRTP. In addition, STIP/WATS TIP revisions must support Pennsylvania's Transportation Performance Measures and Targets, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP), and Congestion Management Plan (CMP), as well as the PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, WATS MPO, and RVTA at the county and levels. This approach will be applied to continue the implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessments, target settings, and re-evaluations of data associated with the STIP/WATS TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic objectives, and that enhances to overall performance of the Commonwealth's transportation system.

STIP/WATS TIP revisions must correspond to the adopted provisions of the WATS Public Participation Plan (PPP). The WATS PPP is a documented broad-based public involvement process that describes how WATS will involve and engage the public and interested parties in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/WATS TIP.

MPOs/RPOs in attainment areas are required to update their LRTP every 5 years, and the MPO/RPO LRTP "clock" is reset with the Board/Committee adoption of the MPO/ROP LRTP. If an attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire.

A LRTP lapse occurs when WATS has not updated the WATS LRTP in accordance with the cycles defined in the federal planning regulations [\[23 CFR § 450.324\(c\)\]](#). If a WATS LRTP lapses because the LRTP has not been updated in accordance with the planning lifecycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for WATS MPO. During a WATS MPO LRTP lapse, all STIP/WATS TIP revisions will be treated as an amendment and require federal approval. There will be no administrative modifications for the WATS MPO TIP until WATS LRTP is in compliance with federal planning regulation.

If a STIP/WATS TIP revision occurs based on FHWA August Redistribution that adds, advances, or adjusts federal funding for a project, WATS will be notified of the Administrative Modifications by PennDOT.

## WATS TIP Revisions

In accordance with the federal transportation planning regulations [\[23 CFR § 450\]](#), revisions to the STIP/WATS TIP will be handled as an **Amendment** or an **Administrative Modification** based on agreed upon procedures detailed below.

An **Amendment** is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in a STIP/WATS TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source.**

- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
  - \$10 million for the Interstate Management (IM) Program;
  - \$7.5 million for MPOs with most recent US Census Urbanized Areas (UZA) population  $\geq$  1,000,000;
  - \$3 million for MPOs with most recent US Census Urbanized Areas (UZA) population  $\geq$  200,000 but  $<$  1,000,000;
  - \$2 million for the remaining areas;
  - \$1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
  - Result in an air quality conformity reevaluation.
  - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
  - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.
- During a WATS LRTP lapse, all STIP/WATS TIP revisions will be treated as amendments and the below administrative modifications will not be utilized (or be in effect).

Approval by the WATS MPO is required for **Amendments**. The WATS MPO must then initiate PennDOT Central Office approval using the e-STIP process. An e-STIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the WATS meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the e-STIP process, the Planning Partner/District/CPDM staff should ensure that projects involved in the e-STIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

An e-STIP submission shall include:

- Fiscal Constraint Chart with remarks
- Pdf copy of the TIP
- Supporting materials to explain the reasoning, cause, and/or justification for the amendment revision, as needed, such as PMC items.

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In

the case that a project phase is pushed out of the TIP period, the WATS MPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on respective WASTS MPO TIP will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An **Administrative Modification** is a minor revision to a STIP/TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure.
- Draws down or returns funding from an existing STIP/WATS TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the WATS MPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.

**Administrative Modifications** do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and the WATS MPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

**Administrative Modifications do not require federal approval.** PennDOT and WATS will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

All revisions, amendments, and administrative modifications shall be identified, numbered, and grouped as one action on an FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire revision action) will require review and/or approval by the Cooperating Parties. In the case that a project phase is pushed out of the TIP period, WATS will demonstrate, through an FCC, fiscal balance of the subject project phase on the second period of the WATS LRTP.

### Transit Statewide Managed Funds

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Project(s) funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the WATS TIP if the project is located within Lycoming County.

### Fiscal Constraint

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Demonstration that STIP/WATS TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/WATS TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS).

All revisions must maintain a year-to-year fiscal constraint per [23 CFR 450.218\(l\)&\(m\)](#) and [23 CFR 450.326\(g\)\(j\)&\(k\)](#), for each of the four years of the STIP/WATS TIP. All revisions shall account for year of expenditure (YOE), and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for the completion of the project, which may extend beyond the four years of the STIP/WATS TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

### STIP/TIP Financial Reporting

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At the end of each quarter, PennDOT will provide WATS with a STIP/WATS TIP Financial report of actual federal obligations and state encumbrances for highway/bridge and transit programs in the WATS region. At the end of the federal fiscal year (FFY), the PennDOT Progress Report can be used by WATS as the basis for compiling information to meet the federal annual listing of obligated project requirement [\[23 CFR § 450.334\]](#). The STIP/WATS TIP Financial Report provided to FHWA and FTA will also include the FHWA Planning Performance Measure – “percent of STIP/WATS TIP projects advanced per year” on a Statewide and Planning Partner basis. A summary report detailing this information will be provided no later than 30 days after the end of a FFY.

### WATS TIP Transportation Performance Management

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In accordance with [23 CFR § 450.326\(c\)](#), PennDOT and WATS will ensure STIP/WATS TIP revisions promote progress toward achievement of performance targets.

### MPO/RPO TIP Revision Procedures

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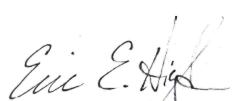
As the WATS TIP is adopted, this MOU between PennDOT and WATS will be included with the WATS TIP documentation. The MOU will clarify how WATS will address all WATS TIP revisions. **In all cases, WATS TIP revision procedures will be developed under the guidance umbrella of this document.** If WATS elects to amend this MOU in the future to set more stringent procedures, then FHWA and FTA will adhere to those

more restrictive procedures, but the WATS MPO established provisions cannot be less stringent than the statewide MOU.

This document will serve as the basis for PennDOT when addressing federally-funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2024, and remain in effect until September 30, 2026, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned hereby agree to the above procedures and principles adopted by the WATS MPO at **their May 13, 2024 public meeting.**



Eric High, WATS MPO Chairperson

May 21, 2024

Date



Todd Wright, General Manager River Valley  
Transit Authority

May 21, 2024

Date

Kristin Mulkerin, Director, PennDOT Center  
for Program Development and  
Management

Date



Scott R. Williams, WATS MPO Secretary

May 20, 2024

Date

## Appendix N – Pennsylvania’s 2025 Transportation Program General Guidance

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The Pennsylvania’s 2025 Transportation Program General and Procedural Guidance is accessible from the WATS MPO TIP website (<https://www.lyco.org/WATS-MPO/TIP>)