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LYCOMING COUNTY PLANNING COMMISSION
Executive Plaza
330 Pine Street
Williamsport, Pennsylvania 17701

Jerry S. Walls, AICP, Executive Director

Charles F. Greevy III, Solicitor

Voice: (570) 320-2130
Fax: (570) 320-2135
e-mail: lycoplan@lyco.org

Mailing Address:
48 West Third Street
Williamsport, Pennsylvania 17701

WILLIAMSPORT AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION

LONG RANGE TRANSPORTATION PLAN

2007-2026

ADDENDUM

Prepared by

Lycoming County Planning Commission Staff

Revised June 14, 2007

INTRODUCTION

The Lycoming County Comprehensive Plan, along with the six Joint Municipal Comprehensive Plans adoption process was completed in August 10, 2006 through adoption by 26 municipalities and the Lycoming County Board of Commissioners. This plan also serves as the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) 2007-2026 Long Range Transportation Plan fulfilling the requirements of both the Pennsylvania Municipalities Planning Code and federal Transportation Equity Act for the 21st Century, (TEA-21) requirements.

The purpose for this plan addendum is to supplement the Lycoming County Comprehensive Plan (WATS Long Range Transportation Plan) to ensure compliance with the new Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU) federal requirements for development of Long Range Transportation Plans which must be completed by July 1, 2007. The Lycoming County Planning Commission staff believes the currently adopted Lycoming County Comprehensive Plan along with the six Joint Municipal Comprehensive Plans generally comply with SAFETEA-LU requirements, however more specific information and clarification is provided herewith to strengthen the plan with regard to the SAFETEA-LU.

PLAN UPDATE CYCLE

SAFETEA-LU requires a five year plan update cycle for Metropolitan Long Range Transportation Plans in air quality attainment areas such as the County of Lycoming. Accordingly, the Lycoming County Planning Commission will ensure that the plan is updated at least every five years. If circumstances warrant, plan updates can be considered more frequently than five years.

CAPITAL TRANSPORTATION PROJECT LISTINGS

The Williamsport MPO follows the PennDOT planning and programming process to update the Transportation Improvement Program on a two year cycle. The TIP includes all highway, bridge, safety, transit and bicycle and pedestrian projects with committed federal, state and local funding sources during the upcoming four federal fiscal years along with an Annual Listing of Obligated Projects. The TIP is fiscally constrained in accordance with PennDOT Financial Guidance that is issued to all MPO's and RPO's in the Commonwealth of PA.

In addition, the WATS Long Range Plan includes 209 proposed transportation projects among all transportation modes in Lycoming County including highways, bridges, transit, airport, rail and bicycle and pedestrian facilities during a 20 year plan horizon. The projects beyond year four of the plan do not have committed funding sources. (See Exhibit A.)

Highways and Bridges

Highway and bridge candidate projects are identified through the WATS ongoing transportation planning process. Information on project needs is compiled through special studies, safety data review, traffic information and many other sources. WATS solicits input from the 52 municipalities within Lycoming County, Williamsport-Lycoming Chamber of Commerce and many other stakeholder organizations during the update to the Commonwealth's 12 Year Transportation Program and testifies at State Transportation Commission public hearings on Lycoming County's transportation issues, needs and priorities. In terms of highway projects, completion of US 15 and US 220 corridor safety improvements as part of the overall development of the future Interstate 99 corridor is a significant priority in the WATS Long Range Plan. Heavy emphasis is also placed on the preservation of Lycoming County's piece of the Interstate Highway System with several projects to rehabilitate Interstate 180 included on the WATS Long Range Plan and Transportation Improvement Program. Improving access to the Williamsport Regional Airport is a major project to improve intermodal connectivity. Several intersection safety improvement projects are also programmed based on review of safety data, such as accident and traffic count information.

The WATS TIP and Long Range Plan regards bridge system preservation as an extremely important element of Lycoming County's transportation system with over 550 state and locally owned bridges accounted for in the inventory. High priority is given by WATS to the strategically targeted rehabilitation and replacement of structurally deficient and functionally obsolete bridges. The PennDOT Bridge Management System is utilized to identify and prioritize such bridges. The Lycoming County Commissioners have also authorized a County Bridge Inspection Program which provides inspection of all County and municipality owned bridges 20 feet or greater in length requiring inspection under the National Bridge Inspection System, (NBIS) Program. The Lycoming County Planning Commission will be undertaking a study in 2007-2008 to develop an inspection program for bridges under 20 feet in length as a state-wide pilot initiative funded by the PennDOT Local Technical Assistance Program. The Market Street Bridge Replacement project is the largest bridge project underway in Lycoming County.

Public Transit

The River Valley Transportation Services provides fixed route transit service in Lycoming County. The RVTS works with the WATS MPO to develop transit projects for programming on the WATS TIP and the Long Range Plan. As part of this process, the

RVTS develops an annual Plan and Performance Report which is reviewed and approved by WATS. The WATS TIP and RVTS Annual Plan and Performance Report provide information required by SAFETEA-LU that includes alternatives analysis, justification of projects, local financial commitments, economic development potential and reliability of ridership and cost forecasts. The major transit projects include the Williamsport Trade and Transit Centre Expansion and Church Street Transportation Center.

Bicycle and Pedestrian Facilities

The WATS TIP and Long Range Plan is highlighted by the Susquehanna Greenway System projects proposed within Lycoming County, including the Susquehanna Riverwalk in Williamsport, South Williamsport and Loyalsock Township. Future connections of this greenway system are envisioned to connect Williamsport to Jersey Shore and the Pine Creek Rail Trail and to communities east of Williamsport including Montoursville, Muncy, Hughesville, Montgomery with extensions to the Union County Line as part of an overall 500 mile greenway system including 22 member counties in the Susquehanna Greenway Partnership. Other important pedestrian projects include the Williamsport Streetscape Initiative being done in conjunction with the overall Williamsport Revitalization Vision, and a Jersey Shore Pedestrian Friendly community initiative. Streetscape projects have also recently been completed in Hughesville and Montoursville and additional pedestrian improvement projects are in the planning stages.

Airport

The Williamsport Regional Airport is one of 15 commercial service airports operating in Pennsylvania and is the only commercial airport in Lycoming County. The airport projects contained in the WATS Long Range Plan have been derived from the Airport Master Plan Update which was adopted by the Airport Authority in June, 2006. The most significant airport capital improvement involves the Runway 9/27 Safety Improvement Project.

Rail

The SEDA-COG Joint Rail Authority owns the Lycoming Valley Railroad in Lycoming County. Rail projects were identified from the Authority's Capital Budget. The most significant rail capital projects are the replacement of the Loyalsock Creek Railroad Bridge as part of the PennDOT Airport Access Road project and the development of a new bulk freight transfer center at the Newberry Rail Yard as recommended in the WATS Multi-Modal Freight Transfer Center Feasibility Study.

Please refer to Exhibit A in the Appendix Section for a complete listing of capital transportation projects included in the WATS TIP and Long Range Plan. The projects are grouped in three timeframes. The first timeframe is 2007-2010 and includes all projects currently programmed on the WATS TIP by Federal Fiscal Year with committed funding sources. These are the highest priority projects contained in the Long Range Plan as determined by the WATS MPO. The second plan timeframe is 2011-2015. These projects

are medium priorities and do not currently have committed funding sources but will be considered for advancement to the TIP for programming purposes when adequate funding is made available. The third plan timeframe is 2016-2027. These projects are WATS MPO lower priority projects that do not have committed funding sources but are recognized in the plan as longer term needs that should be addressed when funding is made available. This capital transportation project listing is updated at least every two years along with the TIP so project needs and priorities are continuously re-evaluated and adjustments to priorities can be made by WATS to respond to changing circumstances. Since Lycoming County is an air quality attainment area, the WATS TIP and Long Range Plan transportation projects are not required to undergo an Air Quality Conformity Analysis.

FINANCIAL PLAN

Federal planning regulations governing the development of Long Range Transportation Plans require the inclusion of financial plans that “demonstrate the consistency of proposed transportation investments with already available and projected sources of revenue.” The intent of the planning regulations is to keep the costs of proposed transportation improvements in line with estimated federal, state, and local revenues expected to be reasonably available over the 20 year period of the WATS Long Range Transportation Plan. All costs and revenue projections are to be based on data reflecting existing funding levels and historic trends. Existing and proposed revenues are supposed to cover all forecasted capital, operating, management and maintenance costs for transportation improvements.

Presented in this section are the present and forecasted financial resources expected to be reasonably available during the 20 year timeframe of this Long Range Plan. Revenues are provided for each transportation mode. Project cost summaries are also provided for each mode to demonstrate that current and anticipated future revenues can be sufficient to implement the projects proposed during the various timeframes of this plan.

Revenue Estimate Methodology

MODE: Highway / Bridge Facilities
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In July, 1997, Metropolitan Planning Organizations, (MPO's), Regional Planning Organizations, (RPO's), PennDOT, the State Transportation Commission and the US Department of Transportation met to perform a value adding management analysis for the transportation planning and programming process in Pennsylvania. Since that time, these organizations have collaborated in developing and refining guidance used in the development of Pennsylvania's Transportation Programs. A formula allocation process was developed that utilized needs based factors such as transportation system size, usage and performance. This formula in effect distributes funds to areas with greater needs. Care was taken to ensure that only data determined to be accurate and reliable was used in the 2007 Transportation Program formula calculations as follows:

- Size is represented by lane miles or square feet of deck area on bridges.
- Usage is represented by vehicle miles traveled or population.
- Performance is represented by highway facilities or structurally deficient bridges or pavement conditions.

Statewide Reserves and Spikes

Economic Development: Reserve \$25 million per year in state funds for transportation improvements associated with economic development opportunities.

Statewide Transit Flex: Reserve \$ 25 million per year in federal funds to flex to transit.

Statewide Items: Reserve \$ 32.375 million per year for State and Local Bridge Inspection, Environmental Resource Agencies, Raised Pavement Markers and PA DCNR bridges.

Interstate Funding Formula: The Interstate is considered as a new “planning partner”. All Interstate Maintenance Funds, as well as the portion of National Highway System and Bridge funds that these miles/bridges represent, including appropriate state match, will be programmed centrally by PennDOT. The priority for these funds will be for system preservation. Any capacity adding projects would be advanced through coordination with the MPO/RPO.

Discretionary Funding (Spike): 20% of the highway funds allocated to PA will be reserved for the PennDOT Secretary’s discretion for distribution purposes.

Funding Formulas

Highway Funding Formula: (Federal and State): The factors for highway funds distribution as a base allocation to all MPO’s and RPO’s in PA is based on the following formula agreed to by the PA Planning Partners. 30% (vehicle miles traveled, % of total) plus 30% (lane miles, % of total) plus 30% (population, % of total) plus 10% (Maintenance allocation – capital highway needs only, % of total). Note that Interstate is included as a separate “planning partner” as previously discussed.

Bridge Funding Formula: (Federal and State): The factors for bridge funds distribution as a base allocation to all MPO’s and RPO’s in PA is based on the following formula. 20% (square foot of deck area of all bridges > 20’, % of total) plus 80% (square foot of deck area of structurally deficient bridges > 20’, % of total). Note that Interstate is included as a separate “planning partner” as previously discussed.

Highway Safety Improvement Program Funding Formula (formerly the STP – rail/highway safety). The factors for safety funds distribution to all MPO’s and RPO’s in PA is based on the following formula. 25% (lane miles, % of total) plus 25% (vehicle

miles traveled, % of total) plus 25% (highway fatalities, % of total) plus 25% (reportable crashes, % of total).

High Risk Rural Roads: Funding for this program is distributed through the Highway Safety Improvement Program formula.

Surface Transportation Program – Transportation Enhancements. These funds will be distributed to all MPO’s and RPO’s in PA based on population (80%) and land area (20%), with 20% reserved for the PennDOT Secretary’s discretionary use.

Surface Transportation Program – Railroad. The factors for rail/highway safety distribution to all MPO’s and RPO’s in PA is based on a formula consisting of 50% (# of grade crossings, % of total) plus 50% (# of rail/highway crashes, % of total).

Special Federal Funding (SXF) which is earmarked for special projects in federal legislation and Appalachian Development Highway (APD) funding which may only be used on routes designated as Appalachia highway corridors are considered as additional funds to the region beyond the base allocation.

Based on the above formulas and assuming the same level of federal and state funding during the next 20 years, the highway / bridge mode funding allocations to the Williamsport Metropolitan Planning Organization under eligible programs are as follows:

**Highway / Bridge Base Funding Allocations (000’s)
Based on PennDOT 2007 Program Guidance**

Period	NHS	STP	State Highway	Federal Bridge	State Bridge	Total
2007-2010 (4yrs)	8,306	8,289	8,204	20,991	10,226	56,016
2011-2015 (5yrs)	10,382	10,361	10,255	26,238	12,782	70,018
2016-2026 (11 yrs)	22,841	22,794	22,561	57,725	28,121	154,042

The FFY 2007-2010 time period of the WATS Long Range Plan contains \$ 102,208,000 in highway / bridge projects. The plan is fiscally constrained because \$ 56,016,000 from the highway/bridge base allocation is being used toward these projects along with an additional \$ 46,192,000 from funding sources that are considered to be “in addition to our region’s base allocation” such as federal earmarks (SXF), Appalachian Development Highway Program (APD), “Spike” and Interstate Maintenance, (IM) funding for projects

such as the Williamsport Regional Airport Access Road, US 15 Steam Valley Mountain highway realignment, Market Street Bridge and Interstate 180 rehabilitation projects. These projects are programmed on the fiscally constrained FFY 2007-2010 Transportation Improvement Program, (TIP) that has been approved by the Federal Highway Administration and are identically shown on this plan.

The FFY 2011-2015 time period of the WATS Long Range Plan covers the next five federal fiscal years beyond the TIP (FFY 2011, FFY 2012, FFY 2013, FFY 2014, FFY 2015) and are the next grouping of projects that will be considered by WATS for advancement to the TIP as funding is made available. A total of \$ 93,717,000 in highway/bridge projects are proposed on the WATS Long Range Plan during this five year timeframe. The plan is fiscally constrained because up to \$ 70,018,000 can be used from the highway/bridge base allocation toward these projects along with \$ 35,000,000 in Appalachian Development Highway Program funds and state match for the US 15 Steam Valley Mountain Relocation project which are considered "in addition to our region's base allocation."

The FFY 2016-2026 time period of the WATS Long Range Plan covers the final 11 federal fiscal years of the plan's 20 year horizon (FFY 2016, FFY 2017, FFY 2018, FFY 2019, FFY 2020, FFY 2021, FFY 2022, FFY 2023, FFY 2024, FFY 2025, FFY 2026) and are considered by WATS as lower priorities at the present time. A total of \$ 60,661,000 in highway/bridge projects are proposed on the WATS Long Range Plan during this 11 year timeframe. The plan is fiscally constrained because up to \$ 154,042,000 can be used from our region's highway/bridge base allocation toward these projects.

It should be noted that the estimated costs of all projects shown in this plan are based on current dollars and do not account for inflationary factors that can escalate costs during the outyears of this plan. All cost estimates shown in this plan will be updated to reflect year of expenditure costs to account for inflationary factors no later than December 11, 2007 in compliance with SAFETEA-LU.

Highway/Bridge Fiscal Constraint Summary

FFY 2007-2010 WATS Transportation Improvement Program Revenues = \$ 102,208,000
FFY 2007-2010 WATS Transportation Improvement Program Projects = \$ 102,208,000

*FFY 2011-2015 Anticipated 5 Year Highway/Bridge Revenues = \$ 105,018,000
FFY 2011-2015 WATS Long Range Plan Highway/Bridge Projects = \$ 93,717,000

FFY 2016-2026 Anticipated 11 Year Highway/Bridge Revenues = \$ 154,042,000
FFY 2016-2026 WATS Long Range Plan Highway/Bridge Projects = \$ 60,661,000

Total Anticipated 20 Year Highway/Bridge Revenue 2007-2026 = \$ 361,268,000
WATS Long Range Plan 20 Year Highway/Bridge Projects = \$ 256,586,000

* Includes \$ 35 million from Appalachian Development Highway Program which is regarded as funding “in addition to the region’s base allocation.

ILLUSTRATIVE HIGHWAY PROJECTS

There are three I-99 related projects that are supported by the WATS MPO as part of the Long Range Plan where the large estimated costs of the projects are greatly in excess of the funding anticipated to be available during the 20 year horizon of this plan. These projects are shown below for illustrative purposes only and are not calculated as part of the financial constraint requirement. They are not included in Exhibit A.

US 220 (Future I-99) Susquehanna Beltway. Upgrade corridor to four lane limited access highway between Jersey Shore and Williamsport. Estimated Cost \$ 350 million.

I-180/US15/US 220 Interchange Improvements (Future I-99). Upgrade interchange for I-99 designation. Estimated cost: \$ 90 million.

US 15/PA 973 Perryville Interchange (Future I-99). Complete full directional interchange for I-99 designation. Estimated cost \$ 25 million.

There are a total of \$ 154.3 million in unfunded highway/bridge needs not including the I-99 projects in the WATS Long Range Plan. Adding the I-99 projects increases the unfunded highway/bridge needs to \$ 619.3 million.

MODE: Transit Facilities

Funding for transit improvements in Pennsylvania for public transit systems such as River Valley Transportation Services are derived from a combination of federal, state and local monies. Federal funding is provided through SAFETEA-LU. State funding is provided through formulas established in Act 26 of 1991 and amended Act 3 of 1997. In addition, state capital budget funding is released annually for capital improvements. As part of an agreement between the Commonwealth and the transit community during enactment of Act 3 of 1997, a total of \$ 25 million per year in federal highway funding is flexed to transit agencies for their projects.

The fiscally constrained FFY 2007-2010 Transportation Improvement Program Transit Portion contains \$ 33,827,000 in transit projects. WATS assumes that this level of federal, state and local funding will remain constant during the remaining 16 years of the Long Range Plan. As a result, the transit portion of this plan is fiscally constrained based on the following:

Transit Fiscal Constraint Summary

FFY 2007-2010 WATS Transportation Improvement Program Revenues = \$ 33,827,000

FFY 2007-2010 WATS Transportation Improvement Program Projects = \$ 33,827,000

FFY 2011-2015 Anticipated 5 Year Transit Revenues = \$ 42,283,000

FFY 2011-2015 WATS Long Range Plan Transit Projects = \$ 33,798,000

FFY 2016-2026 Anticipated 11 Year Transit Revenues = \$ 93,024,000

FFY 2016-2026 WATS Long Range Plan Transit Projects = \$ 46, 510,000

Total Anticipated 20 Year Transit Revenue 2007-2026 = \$ 169,134,000

WATS Long Range Plan 20 Year Transit Projects = \$ 114,135,000

There are a total of \$ 80.3 million in unfunded transit needs in the WATS Long Range Plan.

MODE: Bicycle and Pedestrian Facilities

The fiscally constrained WATS FFY 2007-2010 Transportation Improvement Program contains \$ 3,683,000 in bicycle and pedestrian improvement projects using funding sources such as the Transportation Enhancement Program / Hometown Streets / Safe Routes to School Programs, PA DCNR, PA DCED and Community Development Block Grant funds. WATS assumes that this level of federal, state and local funding will remain constant during the remaining 16 years of the Long Range Plan. As a result, the bicycle and pedestrian facility portion of this plan is fiscally constrained based on the following:

Bike/ Ped Fiscal Constraint Summary

FFY 2007-2010 WATS Transportation Improvement Program Revenues = \$ 3,683,000

FFY 2007-2010 WATS Transportation Improvement Program Projects = \$ 3,683,000

FFY 2011-2015 Anticipated 5 Year Bike/Ped Revenues = \$ 4,603,000

FFY 2011-2015 WATS Long Range Plan Bike/Ped Projects = \$ 3,100,000

FFY 2016-2016 Anticipated 11 Year Bike/Ped Revenues = \$ 10,128,000

FFY 2016-2026 WATS Long Range Plan Bike / Ped. Projects = \$ 7,000,000

Total Anticipated 20 Year Bike / Ped. Revenues 2007-2026 = \$ 18,414,000

WATS Long Range Plan 20 Year Bike / Ped. Projects = \$ 13,783,000

There are a total of \$ 10.1 million in unfunded bicycle and pedestrian facility needs in the WATS Long Range Plan.

MODE: Airport Facilities

Federal, State and local funding for capital improvements at the Williamsport Regional Airport are derived from the Federal Airport Improvement Program, (AIP) Entitlement and Discretionary Programs with state and local matching funds provided through the PennDOT Airport Development Grants, (ADP) and the County of Lycoming. Funding for airport projects is typically 95% federal, 2.5% state and 2.5% County. Airport projects are not included on a fiscally constrained Transportation Improvement Program, however the airport projects included in the WATS Long Range Transportation Plan are considered fiscally constrained due to the following considerations.

The airport projects shown in the FFY 2007-2010 portion of the WATS Long Range Plan are included on the Federal Aviation Administration approved Capital Improvement Program as part of the overall federally approved Airport Layout Plan contained in the Williamsport Regional Airport Master Plan. The projects are also included on the PennDOT Bureau of Aviation approved 12 Year Program. The FAA and PennDOT will not include these projects in their FAA Capital Improvement Program and PennDOT 12 Year Program if funding is not expected to be reasonably available to carry out the projects. The total funding available for airport projects in FFY 2007-2010 is \$17,502,000. This figure includes a large AIP discretionary grant for the runway safety improvement project. It is not expected this level of funding will be sustained in future years. Based on historical average annual funding levels, it is anticipated that the airport will annually receive approximately \$ 2,200,000 per year in Federal AIP Entitlement, Discretionary Funds and State ADG funds during the remaining 16 years of the Long Range Plan. As a result, the projects contained in the airport facility portion of the WATS Long Range Plan are fiscally constrained based on the following:

Airport Projects Fiscal Constraint Summary

FFY 2007-2010 Airport Revenues = \$ 17,502,000

FFY 2007-2010 Airport Projects = \$ 17,502,000

FFY 2011-2016 Anticipated 5 Year Airport Revenues = \$ 11,000,000

FFY 2011-2016 WATS Long Range Plan Airport Projects = \$ 4,792,000

FFY 2016-2026 Anticipated 11 Year Airport Revenues = \$ 24,200,000

FFY 2016-2026 WATS Long Range Plan Airport Projects = \$ 1,315,000

Total 20 Year Anticipated Airport Revenues = \$ 52,702,000

WATS 20 Year Long Range Plan Airport Projects = \$ 23,609,000

There are a total of \$ 6.1 million in unfunded airport improvement needs in the WATS Long Range Plan.

MODE: Rail Facilities

The rail capital projects identified by the SEDA-COG Joint Rail Authority are derived from the authority's approved capital budget which is based on revenues from Federal STP Section 130 Railroad Safety Funds, the PA Rail Capital Budget, PA Rail Freight Assistance Program and local match provided by the authority and the rail operator. The projects are along the Lycoming Valley Railroad. The Rail Authority expects to receive a total of \$ 10,371,000 from these funding sources for rail capital projects along the Lycoming Valley Railroad. However, the WATS MPO did not assume this constant level of rail capital funding for the remaining 16 years of the plan because the large amount of federal and state funding available for the Lycoming Valley Railroad Bridge Replacement and the Newberry South Intermodal Facility projects cannot be reasonably expected to be received by the Rail Authority in future years. Based on historical trends, the average annual Federal and State funding received by the Rail Authority is about \$1 million every four year period. As a result, the projects contained in the rail facility portion of the WATS Long Range Plan are fiscally constrained based on the following:

Rail Projects Fiscal Constraint Summary

FFY 2007-2010 Rail Revenues = \$ 10,371,000

FFY 2007-2010 Rail Projects = \$ 10,371,000

FFY 2011-2016 Anticipated 5 Year Rail Revenues = \$ 1,250,000

FFY 2011-2016 WATS Long Range Plan Rail Projects = \$ 1,100,000

FFY 2016-2026 Anticipated 11 Year Rail Revenues = \$ 2,750,000

FFY 2016-2026 WATS Long Range Plan Rail Project = \$ 2,000,000

Total 20 Year Anticipated Rail Revenues = \$ 14,371,000

WATS 20 Year Long Range Plan Rail Projects = \$ 13,471,000

There are a total of \$ 3.1 million in unfunded LVRR rail needs in the WATS Long Range Plan.

The WATS Long Range Plan for all transportation modes is fiscally constrained since anticipated revenues are less than the estimated cost of proposed projects during the plan's 20 year horizon as noted below:

WATS Long Range Plan Fiscal Constraint Summary (All Modes)

FFY 2007-2026 Anticipated Revenue (All Modes) = \$ 615,889,000

FFY 2007-2026 WATS Long Range Plan Projects (All modes) = \$ 421,584,000

There are a total of \$ 253.9 million in unfunded transportation needs (all modes) contained in the WATS Long Range Plan. Adding I-99 illustrative projects increases these unfunded needs to \$ 718.9 million.

PennDOT STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

SAFETEA-LU indicates that Metropolitan Long Range Transportation Plans should refer to the goals and objectives contained in the state-adopted Strategic Highway Safety Plan. Accordingly, the WATS MPO supports the PennDOT SHSP goals and objectives and maintains the Long Range Plan is consistent with the PA SHSP.

ENVIRONMENTAL MITIGATION

SAFETEA-LU provides a new requirement not found in the former TEA-21 legislation for Metropolitan Transportation Plans to provide a textual discussion of the types of potential environmental mitigation activities and potential locations for these activities, to restore and maintain environmental functions that could be affected by the Metropolitan Transportation Plan.

The Lycoming County Comprehensive Plan (WATS Long Range Plan) provides extensive information about Lycoming County's outstanding environmental resources in Chapter 3 – Land Use and Resource Management Plan. The plan highlights several overall County environmental goals:

- Manage new development and re-development along highway corridors in ways that compliment and enhance local communities.
- Guide development to areas of existing and proposed infrastructure.
- Guide new development to enhance local communities.
- Minimize / mitigate environmental impacts from new highway development.

Major strategic actions to achieve these goals consist of:

- Coordinate economic development and transportation and infrastructure planning with land use planning.
- Coordinate infrastructure improvements within Growth Areas. Discourage infrastructure investment in rural resource protection areas. (The plan includes Growth Areas and Special Resource Protection Areas as required by the PA Municipalities Planning Code. These growth areas were delineated through each of the six multi-municipal Comprehensive Plans.)
- Use public infrastructure improvements and extensions as tools to guide development. Encourage service improvements within designated growth areas and deny public funding to discourage extension of public water and sewer to areas outside designated growth areas.
- Paving of rural gravel roads does not always make sense in the long run, and should be discouraged when paving would stimulate development in areas not suited for growth and where paving would induce higher speeds causing increased accidents, and thus generate a need for safety improvements.

- Lycoming County has over 2200 miles of streams. Flooding and floodplain development is a major concern due to our historic development pattern. The County has spent over \$ 14 million for property buyouts and flood proofing to remove people and property from harms way. The County has also developed an extensive flood warning system and is in the process of working with the Army Corps of Engineers to complete feasibility studies for two major flood damage reduction projects involving the Lower Lycoming Creek Flood Hazard Reduction Project and the Montoursville Flood Protection Project. Lycoming County has the only full time Hazard Mitigation Planner in the Commonwealth along with the first ever County adopted Hazard Mitigation Plan.
- Coordinate economic development and transportation and infrastructure planning with land use planning.
- Develop multi-modal transportation connections between residential neighborhoods and recreational areas.
- Update Lycoming County's extensive inventory of historic sites and structures.

Lycoming County, through Comprehensive Planning over the last 35 years has proactively supported well planned development and infrastructure improvements that conserve the natural resources and quality of life that County residents and visitors enjoy. The Comprehensive Plan considers both the potential economic benefits and environmental impacts from transportation improvements. New and expanded infrastructure, including transportation improvements, are encouraged in designated Growth Areas and are discouraged in Rural Resource Protection Areas where more fragile environmental resources are located.

The Lycoming County Planning Commission utilizes its Geographic Information System, (GIS) to map key existing environmental resources. This mapping includes conservation lands, scenic areas, special protection watersheds, steep slopes/hazards, agricultural preservation lands, trail and greenway networks, floodplains/flood fringe/floodways, wetlands and historic sites. In an attempt to formulate mitigation strategies, this environmental resource base mapping with an overlay transportation projects was used to identify environmental functions that could be impacted by the planned transportation projects. Refer to Exhibit B in the Appendix Section for these mapping products.

It is the policy of the WATS MPO to attempt to avoid environmental impacts resulting from transportation projects if at all possible. However, this is often difficult to achieve. Therefore, where environmental impacts will result from transportation projects, the focus should be to mitigate these impacts as much as possible. From an overall perspective, the main emphasis of the WATS Long Range Plan is to promote transportation system preservation. New capacity-adding projects are not a heavy emphasis in this plan. The WATS MPO supports right-sizing projects early in the development of project needs studies and scoping activities. The WATS MPO also supports use of SMART Growth techniques, such as highway access controls to avoid future traffic congestion and capacity problems. These techniques are integrated in our zoning and land development review and approval processes. The WATS Long Range Plan has a strong emphasis on upgrading structurally deficient bridges. Strong

consideration is given to replacing bridges on existing alignments to minimize environmental impacts, especially in the Special Resource Protection Areas, unless using the existing alignment would pose serious public safety hazards.

The Lyco-GIS environmental mapping and criteria will be used during the WATS TIP and Long Range Plan project prioritization process and scoping of transportation projects so that environmental issues and concerns can be identified early in the project development process and resources can be avoided or mitigated.

The Lycoming County Planning Commission presented the Lycoming County Comprehensive Plan (WATS Long Range Plan) to federal and state environmental resource agencies at a PennDOT Agency Coordination Meeting held on May 23, 2007. Special attention was given to discussion of the environmental resource mapping available on Lyco-GIS and how this information will be used by the WATS MPO during the transportation project prioritization, selection and scoping process. The environmental goals and action strategies were also presented. The LCPC received favorable reaction and positive comments on our Comprehensive Plan presentation to these agencies. This coordination step also addresses SAFETEA-LU with respect to the requirement for the WATS MPO to consult with federal, state and local agencies representing environmental protection, tribal government, wildlife management, land management and historic preservation. regarding the Long Range Plan.

COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLANS

SAFETEA-LU requires the development of this plan in order for applicants in the WATS MPO area of jurisdiction to be eligible to receive funding under Section 5310 (Special Needs of Elderly and Individuals with Disabilities), 5316(g) Job Access and Reverse Commute), or 5317(f) New Freedom Programs. The plan must be developed through a process that includes representatives from public, private, and non-profit transportation providers. The WATS MPO Coordinated Public Transit-Human Services Interim Transportation Plan is included as Exhibit C in the Appendix Section.

EXISTING TRANSPORTATION FACILITIES

SAFETEA-LU requires that Long Range Plans include operational and management strategies that improve the performance of existing facilities. These strategies should reduce overall congestion and facilitate the flow of people and goods. The plan should also address increased transportation safety and security measures and include a congestion management process.

The WATS Long Range Plan provides a thorough discussion of the existing transportation facilities for all transportation modes present in Lycoming County. The plan addresses SAFETEA-LU planning factors to support economic vitality, increase accessibility and mobility, protect the environment, enhance modal integration, promote

efficient system management, increase safety and transportation security. The WATS Long Range Plan promotes consistency with state and local land use plans and economic development plans and supports the Keystone Principles for Sustainable Growth. In addition, the WATS transportation planning process includes supplemental studies and tools to regularly evaluate the performance of the existing transportation system in terms of congestion, safety and security that include:

- The WATS Congestion Management Plan
- The Lycoming County Hazard Mitigation Plan
- The Lycoming County Emergency Operations Plan
- The PennDOT Engineering District 3-0 Intelligent Transportation Systems Regional Architecture
- The PennDOT Engineering District 3-0 Regional Operations Plan (currently under development)
- The SEDA-COG Travel Demand Model

These documents are hereby adopted by reference as part of the WATS Long Range Plan.

PUBLIC PARTICIPATION PLAN (PPP)

SAFETEA-LU requires that MPO's must develop a written public participation plan. This is a plan that lays out the process for collecting public input on MPO documents. The following are requirements for a PPP:

- Make the Long Range Plan and TIP available for public viewing in advance of board meetings where documents will be adopted.
- The PPP should provide for meetings where the public can comment. These meetings should be scheduled at convenient and accessible places and times.
- The PPP must use visualization techniques. These techniques may vary, but include maps, transportation models and animation.
- Publish the Long Range Plan and TIP by electronic means, including publishing on the internet.

The WATS MPO Public Participation Plan is provided as Exhibit D in the Appendix Section.

SAFETEA-LU COMPLIANCE STATEMENT

The WATS MPO maintains that the Lycoming County Comprehensive Plan (WATS Long Range Plan) including the Six Joint Municipal Comprehensive Plans and this Addendum fulfill the SAFETEA-LU compliance requirements for development of Metropolitan Transportation Plans.

Questions or comments regarding this WATS Long Range Plan Addendum should be directed to:

Mark R. Murawski, Transportation Planner
Lycoming County Planning Commission
48 West Third Street
Williamsport, PA 17701

Phone: (570) 320-2138

Fax: (570) 320-2135

Email: mark.murawski@lyco.org

Web: www.lyco.org

APPENDIX

EXHIBIT A

WATS LONG RANGE PLAN
TRANSPORTATION CAPITAL PROJECT LISTINGS

2007-2026

**WILLIAMSPORT AREA TRANSPORTATION STUDY
LONG RANGE TRANSPORTATION PLAN
LYCOMING COUNTY 20 YEAR CAPITAL TRANSPORTATION PROJECTS (2007-2026)**

MODE: HIGHWAY/BRIDGE

Project Location	Municipality	Project Description	High Priorities			Medium Priorities			Lower Priorities		
			*Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total Cost (\$000's)
T-616 Sheridan Street	Loyalsock	Bridge Replacement	P, F	300	U,R,C	1,000				1,300	
T-650 over Muncy Creek	Penn/Shrewsbury	Bridge Replacement	F,U,R,C	1,365						1,365	
T-664 over L. Muncy Creek	Moreland	Bridge Rehab	F,U,R,C	640						640	
T-343 over Pine Run	Piatt/Woodward	Bridge Replacement	F,U,R,C	940						940	
T-521 over Sugar Run	Penn	Bridge Replacement	C	600						600	
T-443 over L. Muncy Ck.	Moreland	Bridge Replacement	C	900						900	
PA 14 over Lycoming Ck	McIntyre	Bridge Rehab.	C	1,200						1,200	
Market Street Br. Over Susquehanna River	Williamsport S. Wmspt Loyalsock	Bridge Replacement	C	10,297						10,297	

*(Phases: "P" Preliminary Design; "F" Final Design; "U" Utilities; "R" Right of way; "C" Construction)

MODE: HIGHWAY/BRIDGE

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP) High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total Cost (\$000's)
US 15 over PA 14 (Trout Run)	Lewis	Bridge Deck Rehab.	P,F	100	U,R,C	2,600			2,700
US 15 Steam Valley Mtn.	Lewis/Cogan House	Highway Relocation/ Realignment	R,C	38,621	C	35,000			73,621
US 15 Reconstruction	WilliamSPORT	Highway Concrete Reconstruction	C	1,944					1,944
PA 44 over Antes Creek	Limestone	Bridge Replacement	P,F,U,R,C	760					760
PA 118 over L. Muncy Ck #3	Jordan	Bridge Replacement	U,R,C	880					880
PA 118 /PA 405	Hughesville	Intersection Safety Improvement	P,F,U,R,C	900					900
PA 118 over L. Muncy Ck. #2	Franklin	Bridge Replacement	P,F,U,R,C	1,360					1,360
I-180 Montoursville-Faxon	Loyalsock	Highway Resurfacing	P,F,U,R,C	6,000 *IM TIP					6,000
US 220 North of Bryan Mills	Penn	Highway Reconstruction	F	500	U,R,C	6,000			6,500

MODE: HIGHWAY/BRIDGE

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP)
 High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total Cost (\$000's)
US 220 @ Pine Run Rd, Northway Rd, Quenshukney Rd.	Woodward	Corridor Safety Improvements at each intersection	F,C	425					425
PA 287 over Larrys Creek	Mifflin	Bridge Replacement	F,U,R,C	960					960
PA 287 over Bonnell Run	Pine	Bridge Replacement	P,F,U,R,C	660					660
PA 405/442 over Muncy Ck	Muncy Creek	Bridge Replacement	C	10,800					10,800
PA 442 over L. Muncy Creek	Muncy Creek	Bridge Rehab.	C	1,300					1,300
PA 864 over Mill Creek	Upper Fairfield	Bridge Rehab.	P,F,C	580					580
PA 864 Improvements	Picture Rocks	Betterment,Roadway Resurfacing	C	906					906
PA 973 over Larry's Creek	Mifflin	Bridge Replacement	P,F	100	U,R,C	1,000			1,100
PA 973 over Mud Run	Mifflin	Bridge Replacement	P,F,U,R,C	860					860

MODE: HIGHWAY/BRIDGE

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP)
 High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total Cost (\$000's)
SR 1003 over Wallis Run	Gamble	Bridge Replacement	P,F	100	U,R,C	500			600
SR 1005 (Proctor Rd) over Plunketts Creek	Plunketts Creek	Bridge Replacement	C	600					600
SR 1005 over Plunketts Creek	Plunketts Creek	Bridge Replacement	F,U,R,C	740					740
SR 2014 over Twin Run	Muncy	Bridge Replacement	P,F,U,R,C	760					760
SR 2014	Montoursville	Highway Betterment	C	1,000					1,000
SR 2039 over Mill Creek	Loyalsock	Bridge Replacement	P,F	100	U,R,C	1,000			1,100
SR 2051 over Wolf Run	Muncy	Bridge Replacement	P,F	100	U,R,C	860			960
SR 2085 over Muncy Creek	Penn	Bridge Replacement	P,F	100	U,R,C	960			1,060

MODE: HIGHWAY/BRIDGE

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP)
 High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
SR 2088 Airport Access Road	Montoursville Loyalsock	New two lane road and RR bridge replacement with bikeway relocation	C	11,860					11,860
SR 3003 over Pine Creek	Porter	Bridge Rehabilitation	F,U,R,C	2,550					2,550
SR 3024 over Larry's Creek	Mifflin	Bridge Replacement	P,F	100	U,R,C	1,760			1,860
SR 4001 over Little Pine Ck	Pine	Bridge Rehab.	P	300	F,U,R,C	4,350			4,650
US 15 over Black Hole Ck	Clinton	Bridge Replacement					P,F,U,R, C	1,000	1,000
US 15 over PA 14	Lewis	Bridge Replacement			P,F,U,R, C	3,234			3,234
US 15 over PA 14	Lewis	Bridge Replacement			P,F,U,R, C	2,926			2,926
PA 42 over L. Muncy Ck	Jordan	Bridge Replacement					P,F,U,R, C	500	500
PA 44 over Antes Creek	Limestone	Bridge Replacement			P,F,U,R, C	755			755

MODE: HIGHWAY/BRIDGE

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP) High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
PA 44 over Upper Pine Bottom	Cummings	Bridge Replacement			P,F,U,R, C	500			500
PA 44 over Upper Pine Bottom	Cummings	Bridge Replacement					P,F,U,R, C	500	500
PA 87 over Trib. To Loyalsock Ck	Upper Fairfield	Bridge Replacement			P,F,U,R, C	500			500
PA 118 over Big Run	Franklin	Bridge Replacement					P,F,U,R, C	820	820
PA 118 over L. Muncy Ck	Franklin	Bridge Replacement			P,F,U,R, C	832			832
US 220 over Pine Run	Piatt/ Woodward	Bridge Replacement					P,F,U,R, C	655	655
PA 284 over Bonnell Run	Pine	Bridge Replacement					P,F,U,R, C	500	500
PA 287 over Bonnell Run	Pine	Bridge Replacement			P,F,U,R, C			400	400
PA 414 over Upper Pine Bottom	Cummings	Bridge Replacement					P,F,U,R, C	1,000	1,000

MODE: HIGHWAY/BRIDGE

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP) High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
PA 414 over Callahan Run	McHenry	Bridge Replacement					P,F,U,R, C	500	500
PA 654 over Mosquito Ck	DuBoistown	Bridge Replacement					P,F,U,R, C	753	753
PA 864 over Mill Creek	Upper Fairfield	Bridge Replacement			P,F,U,R, C	958			958
PA 973 over First Fork Larrys Creek	Mifflin	Bridge Replacement			P,F,U,R, C	500			500
PA 973 over Hoagland Run	Lycoming	Bridge Replacement			P,F,U,R, C	500			500
PA 973 over Lycoming Ck	Hepburn/ Lycoming	Bridge Replacement			P,F,U,R, C	1,847			1,847
PA 973 over Mill Creek	Hepburn	Bridge Replacement					P,F,U,R, C	555	555
SR 1003 over Wallis Run	Gamble	Bridge Replacement			P,F,U,R, C	584			584
SR 1006 over Wallis Run	Cascade	Bridge Replacement			P,F,U,R, C	200			200

MODE: HIGHWAY/BRIDGE

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP)
 High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
SR 1006 over Ingle Mill Run	Plunketts Ck	Bridge Replacement			P,F,U,R,C	500			500
SR 2001 over Spring Creek	Washington	Bridge Replacement					P,F,U,R,C	500	500
SR 2001 over Black Hole Ck	Clinton	Bridge Replacement			P,F,U,R,C	500			500
SR 2002 over White Deer Hole Creek	Washington	Bridge Replacement					P,F,U,R,C	500	500
SR 2005 over Black Hole Ck	Clinton	Bridge Replacement					P,F,U,R,C	500	500
SR 2014 over Twin Run	Muncy	Bridge Replacement			P,F,U,R,C	500			500
SR 2015 over Big Run	Franklin	Bridge Replacement					P,F,U,R,C	500	500
SR 2019 over German Run	Moreland	Bridge Replacement					P,F,U,R,C	500	500
SR 2019 over German Run	Franklin	Bridge Replacement					P,F,U,R,C	500	500

MODE: HIGHWAY/BRIDGE

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP)
 High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
SR 2022 over Trib. Mill Ck	Hepburn	Bridge Replacement					P,F,U,R, C	500	500
SR 2030 over Trib. Loyalsock Creek	Upper Fairfield	Bridge Replacement					P,F,U,R, C	500	500
SR 2039 over Mill Creek	Loyalsock	Bridge Replacement					P,F,U,R, C	545	545
SR 2039 over Trib West Mill Creek	Eldred	Bridge Replacement					P,F,U,R, C	400	400
SR 2050 over L. Muncy Ck	Jordan / Franklin	Bridge Replacement					P,F,U,R, C	500	500
SR 2051 over Wolf Run	Muncy	Bridge Replacement					P,F,U,R, C	500	500
SR 2061 over Sugar Run	Moreland	Bridge Replacement					P,F,U,R, C	500	500
SR 2061 Arch St. over Susquehanna River	Duboisstown/ Williamsport	Bridge Replacement					P,F,U,R, C	12,000	12,000
SR 2074 over West Branch	Franklin	Bridge Replacement					P,F,U,R, C	300	300

MODE: HIGHWAY/BRIDGE

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP) High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
SR 2085 over Muncy Creek	Shrewsbury	Bridge Replacement			P,F,U,R, C	849			849
SR 3024 over Larrys Creek	Mifflin	Bridge Replacement			P,F,U,R, C	960			960
SR 3026 over Trib Beautys Run	Lycoming	Bridge Replacement					P,F,U,R, C	500	500
SR 4001 over Love Run	Cummings	Bridge Replacement					P,F,U,R, C	500	500
SR 4001 over Little Pine Ck	Pine	Bridge Replacement			P,F,U,R, C	4,000			4,000
I-180 Beacon Light Road	Muncy Creek	Complete full interchange to Muncy Industrial Park			P,F,U,R	2,500	C	22,500	25,000

MODE: HIGHWAY/BRIDGE

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP) High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
US 220/ PA 405	Wolf	Intersection Safety Improvements			P,F,U,R, C	1,000			1,000
T-329 over Mosquito Ck	Armstrong	Bridge Replacement			P,F,U,R, C	1,550			1,550
T-836 over Trout Run	Lewis	Bridge Replacement			P,F,U,R, C	936			936
T-397 over White Deer Hole Creek	Washington	Bridge Replacement			P,F,U,R, C	1,792			1,792
T-414 over Quenshukeny Run	Woodward	Bridge Removal			C	85			85
T-686 over Rock Run	Shrewsbury	Bridge Replacement			P,F,U,R, C	957			957
T-629 over Slacks Run	Lewis	Bridge Replacement			P,F,U,R, C	1,120			1,120
T-549 over Carpenters Run	Muncy	Bridge Replacement			P,F,U,R, C	749			749
T-706 over Beaver Run	Penn	Bridge Replacement			P,F,U,R, C	790			790

MODE: HIGHWAY/BRIDGE

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP)
 High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
T-665 over Pleasant Stream	McIntyre	Bridge Replacement			P,F,U,R, C	1,144			1,144
T-776 over English Run	Pine	Bridge Replacement			P,F,U,R, C	1,019			1,019
T-665 over Pleasant Stream	McIntyre	Bridge Replacement					P,F,U,R, C	1,372	1,372
T-375 over Quenshukeny Run	Woodward	Bridge Replacement					P,F,U,R, C	915	915
T-673 over Lychoming Ck (Co. Br. 106)	McIntyre	Bridge Replacement					P,F,U,R, C	2,688	2,688
T-447 over Laurel Run	Moreland	Bridge Replacement					P,F,U,R, C	978	978
T-250 over Gregs Run	Wolf	Bridge Replacement					P,F,U,R, C	707	707
T-437 over Unnamed Branch	Muncy Creek	Bridge Replacement					P,F,U,R, C	978	978
T-434 over Mosquito Ck.	Armstrong	Bridge Replacement					P,F,U,R, C	1,600	1,600

MODE: HIGHWAY/BRIDGE

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP)
 High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
T-270 over Greys Run	Wolf	Bridge Replacement					P,F,U,R, C	936	936
T-856 over Pleasant Stream	Lewis	Bridge Replacement					P,F,U,R, C	1,123	1,123
T-668 over Sugar Run	Moreland	Bridge Replacement					P,F,U,R, C	936	936
SR 3005 over Mud Run	Mifflin	Bridge Replacement					P,F,U,R, C	TBD	TBD
T-842 over First Fork Larry's Creek	Mifflin	Bridge Replacement					P,F,U,R, C	TBD	TBD
PA 287 over Second Fork Larry's Creek	Mifflin	Bridge Replacement					P,F,U,R, C	TBD	TBD
PA 44	Watson	Roadway Stabilization					P,F,R,U, C	TBD	TBD
US 15 (PA 54 to Scenic Overlook)	Clinton, Armstrong	Roadway Safety Improvements (Center Turn Lane)					P,F,R,U, C	1,200	1,200
PA 87 South of Barbours	Plunketts Creek	Embankment Slide Repairs					P,F,R,U, C	2,200	2,200

MODE: Bicycle and Pedestrian Facilities

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP) High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
Susquehanna Riverwalk	Williamsport, S. Wmspt, Loyalsock	4.1 mile Bike/Ped facility on Williamsport Levee System	P,F,U,R, C	1,738					1,738
Williamsport Streetscape	Williamsport	New sidewalks, curbing, lighting, trees in CBD	P,F,U,R, C	1,330					1,330
Susquehanna Riverwalk Extension	S. Wmspt	Bike / Ped Facility on S. Wmspt Levee System	P,F,U,R, C	342					342
Jersey Shore Ped. Safety	Jersey Shore	Pedestrian Improvements at Wylie St/Allegheny St.	P,F,U,R, C	142					142
East Lycoming School District Ashkar Elementary	Hughesville	Pedestrian Safety Improvements at elementary school	P,F,U,R, C	131					131
Susquehanna Greenway	Jersey Shore, Porter, Piatt, Woodward, Williamsport	Implement Susquehanna Greenway System Jersey Shore-Wmspt			P,F,U,R, C	3,100			3,100

Susquehanna Greenway	Montoursville , Fairfield, Muncy, Muncy Ck, Clinton, Armstrong, Montgomery, Brady	Implement Susquehanna Greenway System Montoursville- Muncy-Montgomery to Union Co. Line					P, F, U, R, C	7,000	7,000
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MODE: Transit

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 (Approved TIP)
 High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
RVTS	Williamsport	Expand Trade and Transit Centre	P,F,U,R, C	3,500	C	2,500	C	3,500	9,500
RVTS	Williamsport	Church St, Center	P,F,U,R, C	5,500					5,500
RVTS	Williamsport	Support Vehicles	C	275					275
RVTS	Williamsport	Garage & Office Improvements	C	1,500					1,500
RVTS	Williamsport	Transit Vehicles	C	3,840					3,840
RVTS	Williamsport	Support Equipment	C	200					200
RVTS	Williamsport	Tire Leasing	C	142					142
RVTS	Williamsport	Asset Maintenance	C	660					660
RVTS	Williamsport	Maintenance Items	C	200					200
RVTS	Williamsport	Contingency	C	40					40
RVTS	Williamsport	Operating Assistance	C	16,770					16,770
RVTS	Williamsport	Planning Assistance	C	500					500
RVTS	Williamsport	Regional Transit Hub	C	500		2,000	C		2,500
RVTS	Williamsport	Support Vehicles				345	C		345
RVTS	Williamsport	Garage & Office Improvements				2,500	C		2,500
RVTS	Williamsport	Transit Vehicles				6,850	C		6,850
RVTS	Williamsport	Support Equipment				380	C		380
RVTS	Williamsport	Tire Leasing				243	C		243
RVTS	Williamsport	Asset Maintenance				1070	C		1070

MODE: Aviation (Williamsport Regional Airport, WRA)

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026

High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
WRA	Montoursville	Replace existing 6 unit T-Hangers with 10 Unit Hangers (2ea.)	P,F,U,R, C	1,400					1,400
WRA	Montoursville	Construct Runway 27 Safety Area Improvements	P,F,U,R, C	740					740
WRA	Montoursville	Phase 1 Equipment Storage Building	P,F,U,R, C	90					90
WRA	Montoursville	Phase 2 Equipment Storage Building	P,F,U,R, C	527					527
WRA	Montoursville	Airside Business Park Infrastructure	P,F,R,U, C	320					320
WRA	Montoursville	Rehab Taxiways A,E, and F Lighting	P,F,U,R, C	210					210
WRA	Montoursville	Acquire Security Vehicle	C	42					42
WRA	Montoursville	Acquire Mower Arm Attachment for Multipurpose Vehicle	C	21					21
WRA	Montoursville	Acquire 8 wheeled vehicle for security fence inspection	C	21					21

MODE: Aviation (Williamsport Regional Airport, WRA)

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026

High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
WRA	Montoursville	Acquire Tractor for Snow Removal	C	78					78
WRA	Montoursville	Expand and Rehab. GA hangar apron and taxilanes	P,F,U,R, C	175					175
WRA	Montoursville	Install public parking lot equipment	P,F,U,R, C	60					60
WRA	Montoursville	Extend parallel taxiway B to runway 27 end	P,F,U,R, C	802					802
WRA	Montoursville	Relocate airport fuel farm	P,F,U,R, C	600					600
WRA	Montoursville	Expand general aviation apron	P,F,R,U, C	315					315
WRA	Montoursville	Extend Runway 9-27 Phase 1 env/design	P,F	421					421
WRA	Montoursville	Relocate Access Road and Reconstruct existing road	P,F,U,R, C	631					631
WRA	Montoursville	Extend Parallel Taxiway B to runway 9 end	P,F,U,R, C	1,579					1,579

MODE: Aviation (Williamsport Regional Airport, WRA)

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
WRA	Montoursville	Acquire Friction Measuring Equipment		21	C	21			21
WRA	Montoursville	Install runway pavement condition sensors		105	P,F,R,U, C	105			105
WRA	Montoursville	Remove Obstructions in Runway 9 approach (trees)		210	P,F,R,U, C	210			210
WRA	Montoursville	Improve Airport Drainage Phase 2		210	P,F,R,U, C	210			210
WRA	Montoursville	Rehab runway 9-27 HIRLs		526	P,F,R,U, C	526			526
WRA	Montoursville	Construct 100' x 100' hangar		750	P,F,U,R, C	750			750
WRA	Montoursville	Construct 12 Unit T-Hangar 15,000 sf and apron		550	P,F,U,R, C	550			550
WRA	Montoursville	Construct air cargo apron 200' x 300'		2,105	P,F,U,R, C	2,105			2,105
WRA	Montoursville	Obstruction Removal + Lighting		315	P,F,R,U, C	315			315

MODE: Aviation (Williamsport Regional Airport, WRA)

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
 High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
WRA	Montoursville	Construct 100' x 100' Corporate Hangar					P,F,U,R,C	750	750
WRA	Montoursville	Acquire Land for Runway 9 RPZ, 40 acres (Kremser + Snyder)					R	315	315
WRA	Montoursville	Conduct Feasibility Study for Levee Extension					P	250	250
WRA	Montoursville	Extend Runway 9-27 Phase 2 site preparation	C	1,052					1,052
WRA	Montoursville	Extend Runway 9-27 Phase 3 paving and lighting	C	1,263					1,263
WRA	Montoursville	Displace runway-27 Threshold – Phase 1 design	P,F	315					315
WRA	Montoursville	Displace runway 27 Threshold – Phase 2 NAVAIID Relocation	C	3,157					3,157

MODE: Aviation (Williamsport Regional Airport, WRA)

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
WRA	Montoursville	Displace Runway 27 Threshold -- Phase 3 Lighting	C	526					526
WRA	Montoursville	Extend Runway 9-27 Phase 4 NAVAIDs	C	3,157					3,157

MODE: Rail (Lycoming Valley Railroad, LVRR))

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
LVRR	Montoursville / Loyalsock	Replace Loyalsock Creek RR Bridge	P,F,R,U, C	5,765					5,765
LVRR	Williamsport	Newberry Yard Turnout -- Upgrade Lonza switch from 85# to 130#	P,F,U,R, C	50					50
LVRR	Williamsport	Newberry South Utilities and Access Road	P,F,R,U, C	100					100

MODE: Rail (Lycoming Valley Railroad, LVRR))

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
LVRR	Montoursville	Hawbaker Aggregate Loading	P,F,U,R, C	TBD					TBD
LVRR	Williamsport	New Engine House in Newberry	P,F,U,R, C	400					400
LVRR	Williamsport	Newberry South Intermodal Facility	P,F,R,U, C	3,900					3,900
LVRR	Muncy Creek/ Muncy	MIP Expansion at Halls Station	P,F,U,R, C	100					100
LVRR	System-wide	JRA Annual Grade Crossing Program	P,F,U,R, C	TBD	P,F,U,R, C	TBD	P,F,U,R, C	TBD	TBD
LVRR	System-wide	Pandrol Plate Installation	P,F,U,R, C	25					25
LVRR	System-wide	Reclaim ballast shouldered/rental of bulldozer	P,F,U,R, C	6					6
LVRR	System-wide	Upgrade signals at various crossings	P,F,U,R, C	25					25
LVRR	System-wide	Install welded rail on LVRR secondary			P,F,U,R, C	1,000	P,F,U,R, C	2,000	3,000
LVRR	Clinton	Upgrade Tracks near Koppers			P,F,U,R, C	100			100

MODE: Rail (Lycoming Valley Railroad, LVRR))

FFY 2007-2010 FFY 2011-2015 FFY 2016-2026
High Priorities

Project Location	Municipality	Project Description	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Phase/s	Cost (\$000's)	Total (\$000's)
LVRR	Williamsport	Install Metal Siding on LVRR office building in Newberry					P,F,U,R, C	TBD	TBD
LVRR	Williamsport	Construct passenger boarding area for LVRR excursions					P,F,U,R, C	TBD	TBD
LVRR	Piatt	Level Corners Industrial Sites					P,F,U,R, C	TBD	TBD
LVRR	System-wide	Security Lighting and Fencing					P,F,U,R, C	TBD	TBD

**WATS LONG RANGE PLAN
20 YEAR TRANSPORTATION CAPITAL PROJECTS (2007-2026)
SUMMARY ESTIMATED COSTS**

Highway / Bridge

2007-2010 = \$ 102,208,000
 2011-2015 = \$ 93,717,000
 2016-2026 = \$ 60,661,000

Total = \$ 256,586,000

Bike/Ped

2007-2010 = \$ 3,683,000
 2011-2015 = \$ 3,100,000
 2016-2026 = \$ 7,000,000

Total = \$ 13,783,000

Transit

2007-2010 = \$ 33,827,000
 2011-2015 = \$ 33,798,000
 2016-2026 = \$ 46,510,000

Total = \$ 114,135,000

Aviation

2007-2010 = \$ 17,502,000
 2011-2015 = \$ 4,792,000
 2016-2026 = \$ 1,315,000

Total = \$ 23,609,000

Rail

2007-2010 = \$ 10,371,000
 2011-2015 = \$ 1,100,000
 2016-2026 = \$ 2,000,000

Total = \$ 13,471,000

GRAND TOTAL (All Modes)

2007-2010 = \$ 167,591,000
 2011-2015 = \$ 136,507,000
 2016-2026 = \$ 117,486,000

Total (Fiscally Constrained) Plan = \$ 421,584,000

Committed/ Pending Funds = \$ 167,591,000
 Unfunded Needs = \$ 253,993,000

With I-99 Illustrative Projects:

Total Plan = \$ 886,584,000
 Unfunded Needs = \$ 718,993,000

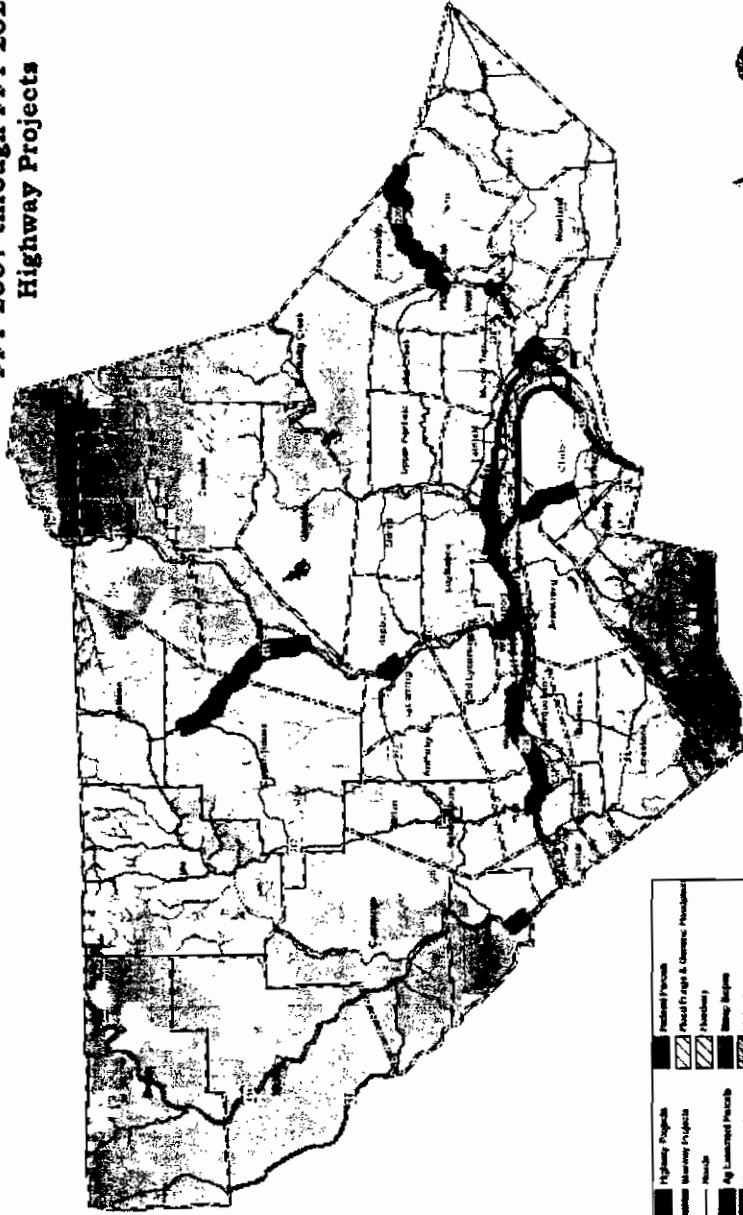
EXHIBIT B

LYCO-GIS MAPPING

**ENVIRONMENTAL RESOURCES BASE MAP WITH
TRANSPORTATION PROJECTS OVERLAY**

Lycoming County Comprehensive Plan

Lycoming County Transportation Plan FFY 2007 through FFY 2027 Highway Projects



	Highway Projects		Funded Projects
	Minority Projects		Planned Projects & Complete
	None		Highway
	Ag Landscaped Projects		Other Rights
	Community Assessments		Highways
	State Projects		Highways
			State Aids
			Development/Other Maintenance
			High Quality Maintenance



EXHIBIT C

**WATS COORDINATED PUBLIC TRANSIT – HUMAN
SERVICES INTERIM TRANSPORTATION PLAN**

(Already Provided to WATS and approved on 5/31/07)

EXHIBIT D
WATS PUBLIC PARTICIPATION PLAN

MEMBERS:

W.E. Toner Hollick, Chairman
Charles D. Springman, Vice-Chairman
Joseph H. Neyhart, Secretary
Richard C. Haas, Treasurer
Ann S. Pepperman, Esq.
George A. Durrwachter, DMD
Robert E. Bauder, P.E.
Roger D. Jarrett
Robert E. Waltz



LYCOMING COUNTY PLANNING COMMISSION
Executive Plaza
330 Pine Street
Williamsport, Pennsylvania 17701

Jerry S. Walls, AICP, Executive Director

Charles F. Greevy III, Solicitor

Voice: (570) 320-2130
Fax: (570) 320-2135
e-mail: lycoplan@lyco.org

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

PUBLIC PARTICIPATION PLAN

For

Transportation Planning and Programming

WILLIAMSPORT AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION

Prepared by

Lycoming County Planning Commission



REVIEW DRAFT
Updated: May 7, 2007



INTRODUCTION

The Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) is committed to a proactive public involvement process regarding the development of transportation plans and programs within Lycoming County. The Lycoming County Planning Commission serves as the overall lead agency in the administration of the WATS transportation planning program and is therefore responsible to ensure that the public has been afforded ample opportunity to receive timely public notice, complete information, and full public access to all technical documents and policy decisions formulated by the WATS MPO, including the ability of the public to provide meaningful input prior to final decision-making by the WATS MPO. Although public input is welcome and encouraged at all times during the WATS transportation planning process, it is especially important for WATS to secure public input early and often during the development and update to the Long Range Transportation Plan and Transportation Improvement Program as these documents set forth a long term vision for overall Lycoming County transportation system needs and transportation project priorities for funding purposes.

This public participation plan emphasizes the need to identify, reach out and engage populations that have traditionally been underserved by existing transportation systems, including minority populations, non-English speakers and those with limited English proficiency, elderly persons, low income persons and individuals with disabilities.

The WATS MPO will evaluate this Public Participation Plan annually. The evaluation will include reviewing public meeting attendance, the number of public comments received, web usage, including "number of hits" to the website and public comments on WATS plans and programs. Findings will be incorporated into subsequent public involvement activities and this plan will be revised where appropriate.

WHAT IS WATS?

Federal laws and regulations require the formation and designation by the Governor of a Metropolitan Planning Organization (MPO) for each urbanized area with a population in excess of 50,000 to coordinate a comprehensive and continuing transportation planning process. The Williamsport Area Transportation Study (WATS) Coordinating Committee is the designated MPO for Lycoming County carry out this process.

The WATS Coordinating Committee consists of 11 voting members as follows:

- PennDOT Engineering District 3-0 Executive, Chairman
- PennDOT Deputy Secretary for Planning
- Two Lycoming County Commissioners
- Mayor of Williamsport
- Williamsport City Council Member
- River Valley Transportation Services General Manager
- SEDA-COG Joint Rail Authority Executive Director
- Williamsport Regional Airport Executive Director
- Lycoming County Association of Township Officials Representative
- Lycoming-Sullivan Boroughs Association Representative

In addition, WATS also has a Technical Committee that makes recommendations to the Coordinating Committee for final approval. The WATS Technical Committee consists of 7 voting members as follows:

PennDOT Program Center Representative, Chairman
PennDOT Engineering District 3-0 Representative
Lycoming County Planning Commission Executive Director
Lycoming County Planning Commission Member
River Valley Transportation Services General Manager
City of Williamsport Engineer
Williamsport Regional Airport Executive Director

The above representation provides an excellent cross-section of state, county and municipal transportation elected and appointed officials addressing all transportation modes found in Lycoming County. This is important to ensure that WATS develops sound transportation policies, programs and projects that move people and goods in a safe, efficient and cost effective manner, promote economic development, protect the environment and preserve Lycoming County's outstanding quality of life amenities while ensuring ample opportunities for meaningful public involvement early and often throughout the transportation planning and programming process.

WATS prepares an annual Unified Planning Work Program, (UPWP) detailing all transportation planning and programming tasks to be undertaken for that given year. The UPWP includes a budget that outlines the federal, state and local funds that are committed to the completion of each of these tasks. The UPWP is publicly advertised and is approved by the Lycoming County Planning Commission and WATS at annual public meetings. The UPWP is also posted on the county website.

LEGISLATIVE AND REGULATORY REQUIREMENTS

Federal

Public involvement in the transportation planning and programming process is a key component of prior federal transportation reauthorization legislation and the newly enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Public involvement must also consider Presidential Executive Order 12898, Environmental Justice. The U.S. Environmental Protection Agency defines environmental justice as the "fair treatment of people of all races, cultures and income with respect to development, implementation and enforcement of environmental laws, regulations, programs and policies."

The Federal Highway Administration notes three fundamental environmental justice principles:

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

Title VI of the Civil Rights Act of 1964 is the federal law that protects individuals from discrimination on the basis of their race, color, or national origin in programs that receive federal financial assistance. In operating a federally assisted program, a recipient cannot, on the basis of race, color, or national origin, either directly or through contractual means deny program services, aids, or benefits; provide a different service, aid, or benefit, or provide them in a manner different than they are provided to others; or segregate or separately treat individuals in any manner related to the receipt of any services, aid, or benefit.

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination on the basis of disability by public entities in services, programs and activities. Public entities are required to make programs accessible to individuals with disabilities including conducting meetings and hearings in ADA-compliant buildings. Special accommodations must be provided to ensure communications are equally effective for persons with disabilities in order to participate in meetings, planning and programming activities.

Lycoming County is an air quality attainment area with regard to the Clean Air Act Amendments regulated pollutants meaning the County has achieved national ambient air quality standards. Therefore, the Long Range Plan and Transportation Improvement Program does not need to undergo an air quality conformity analysis as part of the public involvement process.

State

The Commonwealth of Pennsylvania has two laws that have jurisdiction over a public participation plan: 65 Pa.C.S 701 et seq. Open Meeting Law known as the Sunshine Act and 65 P.S 66.1 et seq. Right to Know Law. These two laws, often referred to as the Open Records Law, are intended to provide residents of Pennsylvania with knowledge of activities undertaken by public agencies at public meetings and access to contents of public records. PA residents have a right to examine, inspect, and duplicate any public record of a public agency. The statute provides four exceptions that remove any given document from the definition of "public record":

- Documents involving the progress of official agency investigations.
- Documents limited in access by statute or judicial action.
- Documents which would prejudice or impair a person's reputation or personal security, not including their right to privacy.
- Documents which, if disclosed, would precipitate agency loss of federal funds.
-

WATS Public Participation Goals

- Conduct a wide variety of outreach techniques to the public in the development of transportation plans and programs.
- Afford public access to technical and policy information used in the development of transportation plans and programs.
- Provide for adequate notification related to public involvement activities to allow for public review and comment at key decision points. Encourage public involvement early and often during the transportation planning process.
- Demonstrate responsiveness to public comment and inform participants of such WATS responses during the planning and programming process.

- Annually evaluate the WATS Public Participation Plan, inform the public of such evaluation results and encourage public feedback to ensure WATS continues to effectively provide adequate opportunity for public involvement in its plans and programs and undertakes any necessary improvements as appropriate.

LYCOMING COUNTY DEMOGRAPHICS

The WATS transportation planning area includes the entire geographic area of Lycoming County and includes 52 municipalities. With 1,246 square miles, Lycoming County is the largest geographic county within Pennsylvania and is actually larger geographically than the State of Rhode Island. Lycoming County as a whole is a rural landscape with a developing network of urban communities along the West Branch Susquehanna River corridor and tributary corridors. The mountainous majority of the County is forested and managed by public agencies and private landowners. Williamsport is the County seat and, along with other municipalities of the Williamsport Urbanized Area comprises the urban hub of industrial, commercial, cultural, and institutional activity. Highways including Interstate 180, US 15 and US 220 and numerous state and local routes traverse the County, in many instance paralleling the early travel corridors – the waterways.

Other urban centers include Jersey Shore, Hughesville, Montgomery, Montoursville and Muncy. These communities offer small town settings comprised of main street districts, older residential neighborhoods, and small to medium sized industrial operations laid out in walkable patterns. In recent years, residential development has spread out from these communities into neighboring municipalities. In many cases, this new development has not expanded the historic patterns of development.

The rural portions of Lycoming County are dominated by distinctive features. The northern portion of the County is characterized by rolling hills dissected by steep stream valleys. The southern portion of the county contains sharp-crested ridges separated by long narrow valleys. These ridge and valleys extend in an arc from southwest to northeast across the central part of the state. This southern region profits from rich soils in the fertile floodplains and throughout the valley landscapes. These rural areas are sprinkled with numerous small towns and villages. State forests, parks and game lands comprise vast acreages throughout the county.

POPULATION TRENDS

According to the US Census data, the following population trends are evident in Lycoming County:

	Total Population				Population Change			
	1970	1980	1990	2000	1990-2000		1970-2000	
PA	11,800,766	11,863,895	11,881,643	12,281,054	399,411	3.4%	480,288	4.1%
Lycoming County	113,296	118,416	118,710	120,044	1,334	1.1%	6,748	6.0%

Figure 1: US Census Data

The above Census data shows that Lycoming County's population from 1970, 1980, 1990 and 2000 has increased a total of 6% which is slightly higher than the state-wide population increase of 4.1 % over this same time period.

In addition, population forecasts were prepared by the Lycoming County Planning Commission for the County Water Supply Plan Update in 2003. These forecasts were developed based on 2000 population figures and the average decennial growth rate from 1950-2000. Consideration was also given to the availability of existing or planned public infrastructure (transportation, sewer, water). These forecasts show that Lycoming County will continue to grow at a steady rate over the next 15 years. The majority of this growth will occur in the urbanized area whereas the forecasted population in the rural areas is expected to only see slight modification since very little of this area is served by transportation or utility infrastructure that would support more intensive growth.

Population Forecast

	2010		2000-2010 Change		2020		2010-2020 Change	
	2000 Pop.	Forecast Pop.	#	%	Forecast Pop.	#	%	
Lycoming County	120,044	128,308	8,264	6.88	138,872	10,564	8.23	

Figure 2: Lycoming County Comprehensive Plan

Low Income / Poverty Status Population Levels

According to the US Census Bureau the percent of individuals below the poverty level has remained the same at 11.5% between 1990 and 2000 which closely mirrors state trends.

Population By Race

According to the 2000 US Census 94% of Lycoming County residents are White and 4.3% are African American with other races accounting for a very minor share of the population.

% Population By Race							
	White	African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Other	Two or More Races
Lycoming County	94.0%	4.3%	.2%	.4%	.09%	.3%	.8%
PA	85.4%	10.0%	.1%	1.8%	0.0%	1.5%	1.2%
U.S.	75.1%	12.3%	.9%	3.6%	.1%	5.5%	2.4%

Figure 3: US Census Data

Population By Age

Persons aged 65 years and older consist of 16% of the Lycoming County population.

Population By Age Group							
	Under 5	5-19	20-24	25-44	45-64	65+	Total Pop.
Lycoming County Pop.	6,601	25,294	7,734	33,061	28,103	19,251	120,044
% of total co. pop.	5.5 %	21.0 %	6.4 %	27.6 %	23.5 %	16.0 %	100 %

Figure 4: US Census 2000 data

The Census data for Lycoming County forms the basis for identifying target environmental justice population groups where WATS public outreach techniques can be more strategically focused.

INTERESTED PARTIES

SAFETEA-LU requires that the WATS Public Involvement Plan define a process for citizens, public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties to provide input on the metropolitan planning program.

This plan identifies the following as interested parties:

- PennDOT
- River Valley Transportation Services
- SEDA-COG Joint Rail Authority
- Norfolk Southern
- STEP, Inc.
- Billtown Cab Co.
- Williamsport-Lycoming Chamber of Commerce
- Lycoming County Tourist Promotion Agency
- Industrial Properties Corporation
- All Lycoming County Municipalities
- Susquehanna Trailways
- Williamsport Bicycle Club
- Our Towns 2010
- PA Motor Truck Association
- SEDA-Council of Governments
- West Branch Manufacturers Association
- West Branch COG
- Pine Creek COG
- PA DEP
- PA DCNR
- PA DCED
- US Army Corps of Engineers

- Williamsport Municipal Airport Authority
- PA Aviation Advisory Committee
- Williamsport Parking Authority
- Lycoming County Housing Finance Inc.
- First Communities Foundation
- Route 15 Coalition
- Appalachian Thruway Association
- PA Highway Information Association
- Children's Development Center
- National Multiple Sclerosis Society
- Easter Seal Society
- Susquehanna Health
- Bi-County Office for the Aging
- American Association of Retired People
- Lycoming County Mental Health and Mental Retardation
- Hope Enterprises
- Williamsport Home
- Center for Independent Living of Northcentral PA
- Rose View Manor
- Sycamore Manor
- Manor Care Health Services
- North Central Sight Services
- Office of Vocational Rehabilitation
- American Cancer Society
- Lycoming Valley Association for the Deaf
- American Lung Association of Central PA
- Lycoming County Public Assistance Office
- Williamsport YMCA/YWCA
- Valley View Nursing Home
- The Center
- Lycoming College
- Penn College of Technology
- Career-Link
- Lycoming County Health Improvement Coalition
- AFSCME
- Coalition for Responsible Growth & Resource Conservation

CURRENTLY USED PUBLIC OUTREACH TECHNIQUES

The Lycoming County Planning Commission uses a variety of outreach techniques to solicit public participation in the WATS transportation planning process. These techniques are outlined below:

- WATS convenes regular public meetings to conduct its business. Public meeting notices are advertised in the Williamsport Sun Gazette, the local newspaper for general circulation in Lycoming County not less than 8 calendar days prior to the date of the public meeting. The public meeting notice contains the date, time and location of the

public meeting along with a brief description on the meeting purpose. The LCPC Transportation Planner name, phone number, fax and email address are provided for persons to contact with questions about the meeting, information requests or special needs accommodations (for individuals with disabilities) related to meeting attendance. WATS public meetings are held in ADA compliant buildings, mostly at Lycoming County Executive Plaza, Commissioners First Floor Conference Room, 330 Pine Street, Williamsport, PA 17701, which is in very close proximity to public transportation (Williamsport Trade and Transit Centre located just one block away) with accessible on-street parking and at the new West Third Street Parking Deck.

- The LCPC prepares meeting agendas, previous meeting minutes and related informational materials via mail to WATS committee members and other interested parties or to the general public upon request at least one week prior to the scheduled public meeting date.
- The LCPC utilizes email to disseminate WATS informational materials upon request.
- The LCPC employs its Lyco-Geographic Information System, (GIS) to map environmental justice target populations to strategically focus public outreach efforts.
- The LCPC regularly posts WATS planning documents (plans, special studies, maps, tables, charts and other databases) on the Lycoming County website www.lyco.org. This includes the Lycoming County Comprehensive Plan which serves as the WATS Long Range Transportation Plan and the WATS Transportation Improvement Program and all special studies and other important transportation products. Convenient weblinks are provided at our website for users to quickly access other key transportation agency websites at the federal, state and local levels.
- The Lycoming County Planning Commission routinely reviews key WATS transportation planning products at its regularly scheduled public meetings which provides the public with an additional opportunity for review and comment.
- For large-scale planning initiatives such as the Lycoming County Comprehensive Plan Update (WATS Long Range Plan) and the Williamsport Revitalization Initiative, WATS Multi-Modal Freight Study, special public forums, visioning sessions and stakeholders meetings are convened by the Lycoming County Planning Commission working in cooperation with other organizations as appropriate to regularly update the public on key progress and to solicit feedback on such special initiatives.
- The WATS MPO stands ready to arrange for foreign language translators or interpreters for individuals with hearing loss to attend public meetings as requested. Written information can also be translated in additional languages or in Braille, if requested.
- The LCPC publishes an annual report detailing WATS transportation planning initiatives and accomplishments for the previous calendar year which is provided to interested parties.

- Updates to the WATS Long Range Plan, (LRP) and the WATS Transportation Improvement Program, (TIP) undergo this public participation process utilizing the outreach techniques discussed above.

For updates involving the TIP and WATS Long Range Plan public review, the following process is followed:

- An advertisement is published in the Williamsport Sun-Gazette at least (30) calendar days prior to the public comment period ending date and then two additional advertisements are published within this 30 day period. A minimum of one public meeting is held by the WATS MPO during the public comment period prior to TIP and LRP adoption to review and respond to TIP/LRP public comments.
- The TIP is mailed directly to interested parties which includes organizations serving environmental justice target populations. As a result, the Williamsport MPO TIP is available at over 100 locations throughout Lycoming County. Because of the size of the Long Range Plan, hardcopies are available on request. These documents are posted on the county website.
- A written summary is prepared by the LCPC that outlines the public outreach process used, provides a summary of public comments received by the LCPC and a response regarding how the MPO addressed these comments. This summary is included with the TIP/LRP submission to PennDOT, FHWA and FTA.
- The TIP/LRP is adopted by the WATS MPO at a public meeting.
- Exhibit A provides newly adopted WATS MPO procedures for TIP modifications.
- If the final TIP/LRP differs significantly from the version which was made available for public comment and raises substantial new issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised TIP shall be undertaken by the WATS MPO.
- For the WATS Public Participation Plan, the same public review process will be followed as in the case of the TIP, however the public advertisement period shall be at least (45) calendar days.

FUTURE PUBLIC PARTICIPATION ACTIVITIES

In addition to continuing to undertake the above-referenced public outreach techniques with an annual evaluation to review their effectiveness, the Lycoming County Planning Commission proposes the following additional techniques for future consideration:

- Issuance of a periodic customer satisfaction survey sent to the organizations listed as interested parties to solicit feedback on WATS transportation planning initiatives.
- Provide newsletters and informational brochures highlighting major WATS activities, events and accomplishments.
- Improve television and radio coverage of WATS activities.

- Produce DVD's of WATS meetings for public viewing.
- Investigate cable TV bulletin boards for WATS announcements.
- Update Lycoming County demographics and develop additional strategies for engaging environmental justice targeted population groups such as elderly, disabled, low income and minorities.
- Expand interested parties mailing list as appropriate.
- Upgrade website features and capabilities.
- Expand municipal training opportunities beyond the WATS LTAP program.
- Prepare a Citizen's Guide to Transportation Planning

HOW TO PARTICIPATE IN WATS

Contact Information:

Mark R. Murawski, Transportation Planner
 Lycoming County Planning Commission
 48 West Third Street
 Williamsport, PA 17701

Phone: (570) 320-2138
 Fax: (570) 320-2135
 Email: mark.murawski@lyco.org
 Website: www.lyco.org
 Office Hours: 8:00 AM – 5:00 PM, Monday – Friday
 Accessibility: Our office and public meeting locations are ADA compliant
 Transportation: Offices accessible via ADA compliant public transportation through River Valley Transportation Services. For route and schedule information, call (570) 326-2500 or visit their website at www.ridervt.com

This document can be made available in alternative media formats for people with disabilities.

Questions or comments regarding this WATS Public Involvement Plan or the WATS transportation planning and programming process should be directed to Mr. Murawski.

APPENDIX

MEMBERS:

W.E. Toner Hollick, Chairman
Charles D. Springman, Vice-Chairman
Joseph H. Neyhart, Secretary
Richard C. Haas, Treasurer
Ann S. Pepperman, Esq.
George A. Durrwachter, DMD
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Mailing Address:
48 West Third Street
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PROCEDURES FOR TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS

Williamsport Area Transportation Study (WATS)
Metropolitan Planning Organization (MPO)

BACKGROUND

The Federal Statewide and Metropolitan Planning regulations which govern the provision of the Statewide Transportation Improvement Program (STIP) and the Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) make a distinction between STIP and TIP modifications and other actions taken to modify the program. The intent of this distinction is to acknowledge the relevant significance, importance, and/or complexity of individual programming actions. To that end, the Federal Transportation Planning Regulations (23 CFR 450.332) permits the use of alternative procedures by the cooperating parties to more effectively manage the many actions encountered during a given programming cycle. The Federal Transportation Planning Regulations require that any alternative procedures be agreed upon and such alternative procedures be documented and included in the TIP document.

The STIP, including the WATS MPO TIP, constitutes a list of projects for subsequent scheduling and implementation. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If the WATS MPO or the Commonwealth would like to proceed with a project not programmed in the current fiscal year, a modification must be made.

This document establishes a set of procedures to be used by the WATS MPO for processing modifications to the FFY 2007-2010 TIP, including the recently constituted Interstate Management Program (IM). An IM STIP/TIP modification for project(s) in Lycoming County shall be coordinated by the Commonwealth with notification to the WATS MPO for STIP/TIP inclusion.

All modifications must maintain year-to-year fiscal constraint (23 CFR 450.324 (E)) for the entire four years of the STIP/TIP. Modifications shall account for and maintain the estimated total cost of the project or project phase. The arbitrary reduction to the overall cost of a project, or phase of a project, shall not be utilized for the advancement of another project.

In addition, WATS TIP modifications must be consistent with the WATS Long Range Transportation Plan (LRTP) and must correspond to the adopted provisions of the WATS Public Involvement Plan (PIP). A reasonable opportunity for public review and comment shall be provided for all major revisions to the TIP. Public involvement procedures consistent with the WATS PIP shall be utilized in the modification to the TIP.

DEFINITIONS

- Planning Partners are MPO's (such as the WATS MPO), Rural Planning Organizations (RPOs), and independent counties under contract to the Pennsylvania Department of Transportation (PennDOT).
- Change in scope is a substantial alteration to the original intent, original function, or affects the range of action to a programmed project.
- Cooperating parties are PennDOT, Williamsport MPO (acting through the Lycoming County Planning Commission as the lead administrative agency staffing the WATS MPO), FHWA, FTA, and River Valley Transportation Services, the fixed route public transit operator in Lycoming County.
- A modification is either an amendment or an administrative action to the STIP/TIP.
- A new project is a project that is not programmed in the STIP/TIP and is not a project with previous obligations from a prior STIP/TIP.
- 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 a new project or project phase(s).
- A betterment is a project that treats/corrects an existing roadway to bring it up to current design standards. Treatments / corrections may involve full depth base repair, shoulder widening, increasing lane widths, correcting superelevations, drainage improvements, or guiderail updates.
- IM Program is PennDOT's four year TIP listing of statewide interstate maintenance (non capacity adding) projects.

MODIFICATIONS

An amendment is a STIP/TIP change that:

- Adds or deletes a project,
- Creates a new line item,
- Adds a new highway project phase(s) or deletes a highway project phase(s) that exceeds \$ 1 million on WATS TIP; (the threshold for the statewide IM Program will be \$ 2 million),
- Adds a new transit project phase(s) or deletes a transit project phase(s) that exceeds \$ 1 million on WATS TIP,
- Adds or deletes a highway project (does not pertain to betterments) that exceeds \$ 1 million on WATS TIP; (the threshold for the statewide IM Program will be \$ 2 million) where the funds originated from a reserve line item,
- Adds or deletes a transit project that exceeds \$ 1 million where the funds originated from a reserve line item, or
- Involves a change in the scope of work to a project(s).

All modifications (including modifications defined as administrative actions) associated with the amendment shall be identified and grouped as one action in order to demonstrate both project and program fiscal constraint. The identified grouping of projects (the entire amendment action) will require approval by the cooperating parties at a publicly advertised meeting convened by the WATS MPO.

An administrative action is a STIP/TIP change that:

- Does not add a project or delete an existing project,
- Does not add a highway project phase(s) or delete a highway project phase(s) that exceeds the threshold of \$ 1 million; (the threshold for the statewide IM Program will be \$ 2 million),
- Does not add a transit project phase(s) or delete a transit project phase(s) that exceeds the threshold of \$ 1 million.
- Adds or deletes a highway project (does not pertain to betterments) that does not exceed the threshold of \$ 1 million, (the threshold for statewide IM Program will be \$ 2 million) where the funds originated from a reserve line item,
- Adds or deletes a transit project that does not exceed the threshold of \$ 1 million where the funds originated from a reserve line item,
- Adds a railway-highway crossing or betterment project regardless of the cost of the project(s) providing the project(s) is drawn down from an existing rail or betterment STIP/TIP line item,
- Deletes a railway-highway crossing or betterment project regardless of the cost of the project(s) and directs those funds either into another rail or betterment project(s) or back to the respective STIP/TIP line item,
- Does not involve a significant change in the scope of work to a project(s),
- Draws down from an existing highway STIP/TIP reserve line item and does not exceed the threshold of \$ 1 million (the threshold for the statewide IM Program will be \$ 2 million), or
- Involves incidental right-of-way takings.

Administrative actions do not require Federal approval but will be reviewed by the WATS MPO at publicly advertised meetings for informational purposes. PennDOT will forward a copy of the modifications(s) to the appropriate federal agency for review and comment. PennDOT and the Williamsport MPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). This represents a commitment by the Williamsport MPO and PennDOT to continuously demonstrate financial constraint, of the respective STIP/TIP, throughout the programming cycle. FHWA and FTA reserve the right to disallow an administrative action if it is not consistent with federal regulations or the MOU.

FINANCIAL CONSTRAINT

The determination of STIP/TIP financial constraint to FHWA and FTA takes place through a summary of recent modifications. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System. On a quarterly basis, Funds Management reports will be provided by PennDOT to the Williamsport MPO, FHWA, and FTA.

STIP/TIP FUNDS MANAGEMENT REPORTS

In order to better manage the STIP/TIP and to provide decision makers with timely and accurate information about programmed projects, PennDOT established a financial reporting procedure and will provide a TIP Funds Management Report to the Williamsport MPO and to FHWA and FTA within 45 days after the enactment of the annual federal appropriations. The report will identify the Williamsport MPO's target amount of the statewide obligation authority for that year.

At the end of each quarter (or more often as necessary), PennDOT will provide to the Williamsport MPO, FHWA, and FTA, a STIP/TIP Status Report on actual federal obligations and state encumbrances for that year. At the end of the federal fiscal year, PennDOT will provide, to the same parties, a Summary Report of all obligations and encumbrances.

TIP MODIFICATION PROCEDURE

As the Williamsport MPO TIP is adopted, this document will be attached to the TIP. This document clarifies how the Williamsport MPO addresses TIP modifications. For the IM Program TIP, this document will serve as the basis for PennDOT's addressing of IM TIP modifications. In all cases, these procedures are consistent with the standards adopted in the PennDOT, FHWA, and FTA executed MOU effective October 1, 2006 through September 30, 2008.

Any amendment to these procedures requires the official approval of the Williamsport MPO at a publicly advertised meeting convened by the Williamsport MPO.

We, the undersigned hereby agree to the above procedures and principles which have been adopted by the WATS MPO at their July 21, 2006 public meeting.

Sandra Tosca
Sandra Tosca, WATS MPO Chairman

7/21/06
Date

Jerry S. Walls
Jerry S. Walls, WATS MPO Secretary

7/21/06
Date

William E. Nichols, Jr.
William E. Nichols, Jr., RVTS General Manager

7/21/06
Date

SAMPLE TIP ADVERTISEMENT

MEMBERS:

W.E. Toner Hollick, Chairman
Charles D. Springman, Vice-Chairman
Ann S. Pepperman, Esq., Secretary
George A. Durrwachter, DMD, Treasurer
Richard C. Haas, Assistant Treasurer
Robert E. Bauder, P.E.
Roger D. Jarett
Robert E. Waltz



LYCOMING COUNTY PLANNING COMMISSION
Executive Plaza
330 Pine Street
Williamsport, Pennsylvania 17701

Jerry S. Walls, AICP, Executive Director

Charles F. Greevy III, Solicitor

Voice: (570) 320-2130
Fax: (570) 320-2135
e-mail: lycoplan@lycco.org

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

**PUBLIC MEETING NOTICE
&
REQUEST FOR PUBLIC COMMENT**

**WILLIAMSPORT AREA TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM**

The Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) is responsible for the review and approval of local plans and programs seeking federal and state funds for transportation improvements. The WATS jurisdiction includes all of Lycoming County. Federal regulations for metropolitan transportation planning require that the metropolitan transportation planning process include a proactive public involvement process that provides complete information, timely public notice, full public access to key technical and policy decisions, and supports early and continuing involvement of the public in developing transportation plans, studies, and Transportation Improvement Programs, (TIPs). These documents must also be properly advertised for public review and comment.

The Williamsport MPO adopted on April 12, 1994 its proactive public involvement policy and procedures. Consistent with the established public involvement process, copies of the transportation improvement program project listings for the Federal Fiscal Year 2007-2010 TIP and supporting documents for highway, bridge and mass transit capital improvements proposed within Lycoming County, including administrative procedures are available for public inspection at the following primary locations:

Lycoming County Planning Commission
48 West Third Street
Williamsport, PA 17701 (570) 320-2130

River Valley Transportation Services
1500 West Third Street
Williamsport, PA 17701 (570) 326-2500

Pennsylvania Department of Transportation Engineering District 3-0 Office
715 Jordan Avenue
Montoursville, PA 17754 (570) 368-4225

All municipal offices in Lycoming County (52 different locations)

Copies of the TIP may also be available at these locations:

Williamsport-Lycoming Chamber of Commerce/Our Towns 2010
Hughesville Public Library
James V. Brown Library
Konkle WB Library
Montgomery Area Public Library
Muncy Public Library
STEP, Inc. – Bi-County Office of Aging
Hope Enterprises
Career-Link
Center for Independent Living
The Center
YMCA / YWCA
Penn College of Technology
Lycoming College
Lycoming County Public Assistance Office
All nursing homes in Lycoming County
Office of Senator Roger Madigan
Office of Representative Brett Feese
Office of Representative Steven Cappelli
Susquehanna Trailways
Susquehanna Health Systems
Williamsport Regional Airport

The TIP may also be viewed and downloaded from the County of Lycoming website at www.lvco.org by going to the Planning and Community Development Transportation section and linking to the Williamsport Area Transportation Study Transportation Improvement Program.

WATS PUBLIC MEETING SCHEDULE TO ADOPT THE FFY 2007-2010 TRANSPORTATION IMPROVEMENT PROGRAM

The above public involvement process provides for a thirty (30) day review period. The public review period starts on June 19, 2006 and will conclude on July 19, 2006.

A public meeting will be held by the WATS Technical Committee on Friday, July 14, 2006 beginning at 10 AM at the Lycoming County Executive Plaza Building, 1st Floor County Commissioners Board Room, 330 Pine Street, Williamsport, PA. The main purpose of this meeting will be to present the proposed transportation projects and receive public comments about these projects listed on the FFY 2007-2010 TIP.

A public meeting will be held by the WATS Coordinating Committee on Friday, July 21, 2006 beginning at 10 AM at the Lycoming County Executive Plaza Building, 1st Floor County Commissioners Board Room, 330 Pine Street, Williamsport, PA. The main purpose of this meeting will be to review the summary of all public comments received and consider adoption of the FFY 2007-2010 TIP.

Public attendance at the above meetings is encouraged and welcomed and persons wishing to comment on the TIP planning documents will be afforded an opportunity to be heard. All comments on the TIP or requests for additional information or special transportation needs should be directed to:

Mark R. Murawski, Lycoming County Transportation Planner
Lycoming County Planning Commission
48 West Third Street
Williamsport, PA 17701

Phone number (570) 320-2138
Fax number (570) 320-2135
Email address: mark.murawski@lvco.org

Special accommodations will be made for the disabled, including visually and hearing impaired upon notification to Mr. Murawski at least five days prior to the above scheduled meetings.

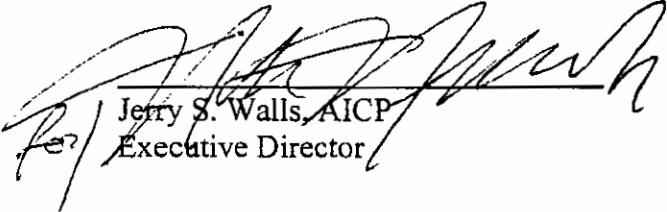
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Notice to Sun Gazette:

Please publish the above notice in the legal notices section of your newspaper on the following dates:

June 19, 2006
June 29, 2006
July 10, 2006

Please invoice the Lycoming County Planning Commission at the above address and provide a proof of publication with the invoice. Thank you.

AUTHORIZED:



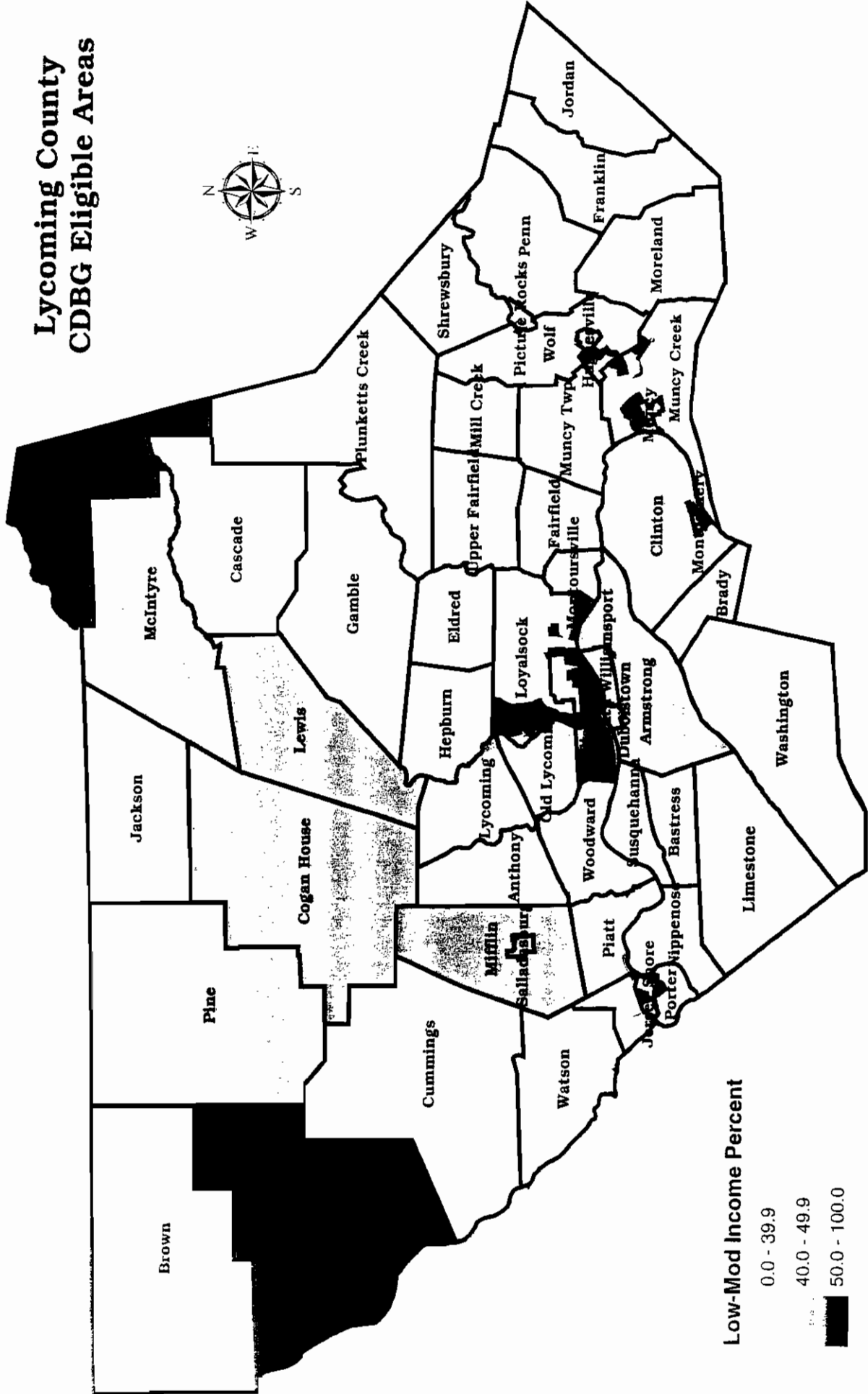
Jerry S. Walls, AICP
Executive Director

ENVIRONMENTAL JUSTICE TARGET POPULATIONS

WATS PUBLIC OUTREACH FOCUS AREAS

MAPPING

Lycoming County CDBG Eligible Areas



Low-Mod Income Percent

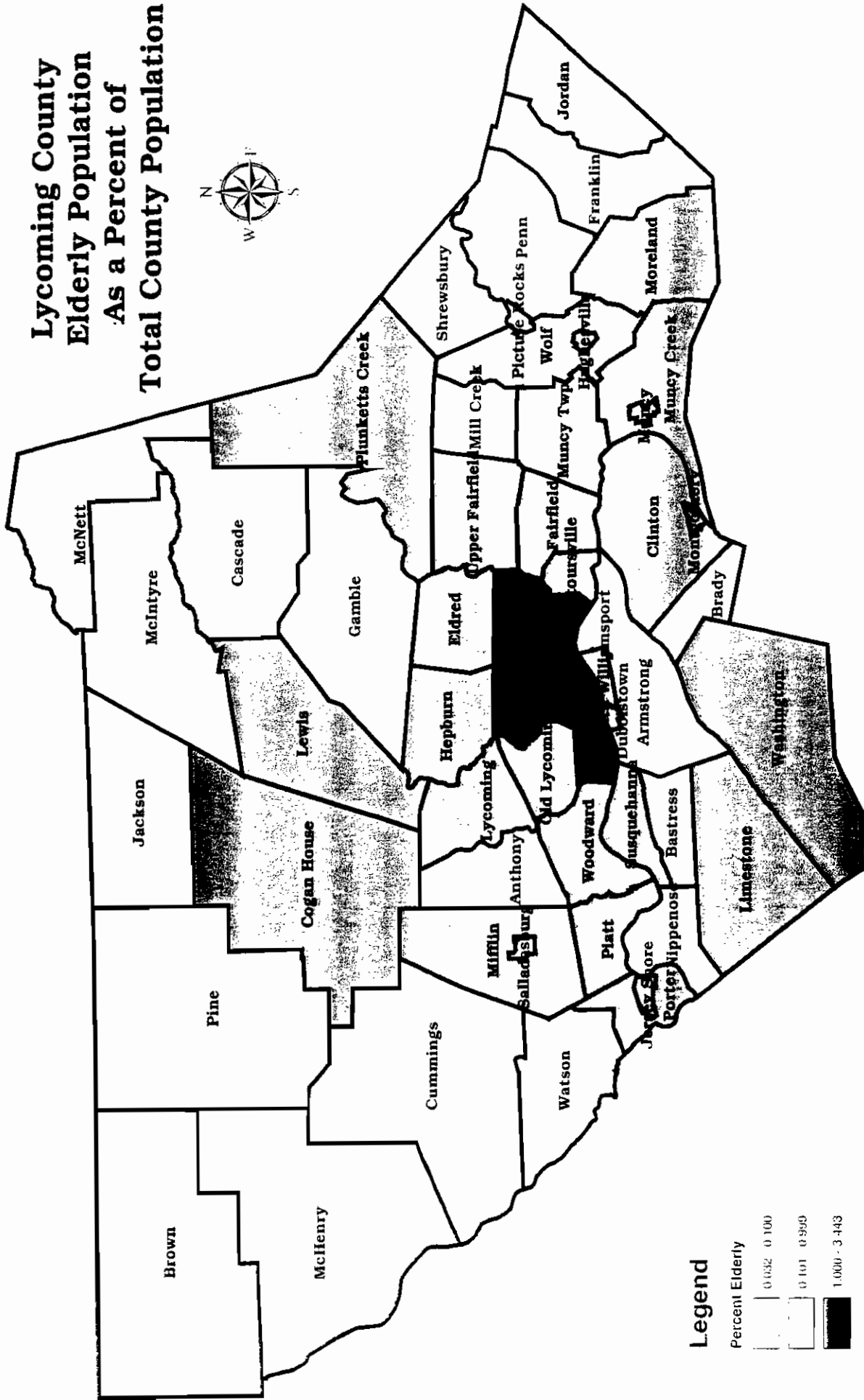
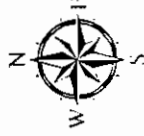
0.0 - 39.9

40.0 - 49.9

50.0 - 100.0



Lycoming County Elderly Population As a Percent of Total County Population



Legend

Percent Elderly	Shading
0.032 - 0.100	White
0.101 - 0.999	Light Gray
1.000 - 3.443	Black

