

Williamsport Area Transportation Study Metropolitan Planning Organization

LONG RANGE TRANSPORTATION PLAN
2018 - 2038

CHAPTER 4 – STRATEGIC DIRECTION
AND IMPLEMENTATION

Strategic Direction

Drawing upon the information in the preceding two chapters, a clear path forward emerges for the Williamsport Area Transportation Study Metropolitan Planning Organization over the period from 2018 to 2038. First, the following Federal Government planning goals will be adhered to:

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

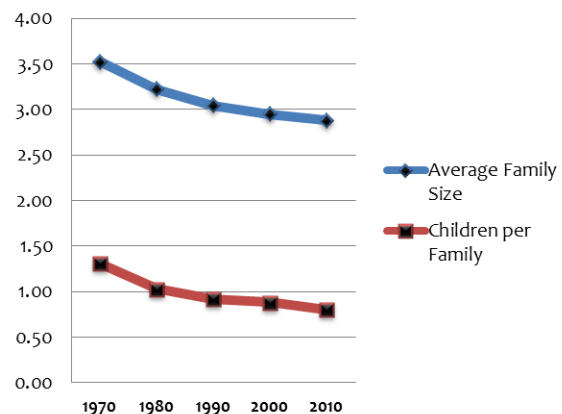
Second, the following Commonwealth of Pennsylvania planning goals will be pursued:

1. System preservation by using increasingly good data about the transportation systems in Pennsylvania to develop asset management strategies to maintain the current transportation system at a high level of quality
2. Improvement of safety statewide for all modes and all users
3. To expand and improve personal and freight mobility
4. Emphasize stewardship by increasing efficiency and streamlining processes

Three common transportation needs emerged from Lycoming County comprehensive planning:

1. A need to better accommodate non-motorized modes of transportation
2. A need to address the maintenance needs of transportation infrastructure, in particular structurally deficient bridges, and ensure a resilient and robust transportation system
3. A need to better forecast how future economic development and future transportation infrastructure will influence and stimulate each other

Analysis of current economic and demographic trends in Lycoming County reveals that we are losing population overall, especially young people and professionals. We have smaller families with fewer children. With fewer young people, we are losing people who would potentially be developing future small businesses and providing services necessary for a high quality of life. Historically, Lycoming County has over-relied on single industries to drive the local economy: lumber, manufacturing, natural gas. We are losing manufacturing jobs, the largest private



employment sector in the county. Gas development is very cyclical. If we do nothing, we will see a major decline in population and a complete loss of those demographics that are most likely to contribute to economic diversity and sustainability. Therefore, we need a strategy that simultaneously addresses the need for a transportation system that supports a diversified economic base and the need for a transportation system that appeals to the retention and attraction of productive citizenry. Our transportation system will support a diversified economic base by prioritizing both projects that assist freight movement and projects that enhance the mobility of visitors to our arts, culture, and recreation resources.

Analysis of the multimodal system inventory of Lycoming County with an eye to deficiencies reveals a system that has no major current deficiencies in condition or capacity. Our state-owned highway and bridge system is in better repair than the statewide system, and plans are in place to repair the portions of the system in substandard condition. While condition of locally owned bridges is known through the county local bridge inspection program, data on locally owned roadways is sparse. However, in light of the continued shrinking population in Lycoming County, highway and bridge system maintenance will become increasingly more expensive to maintain on a per capita basis. Therefore, options to rightsize the highway and bridge system should be pursued to reduce future maintenance cost burdens.

Weaving together these threads gives us four main focus areas for future transportation projects in Lycoming County:

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

WATS Long Range Plan Implementation Strategies

Long Range Transportation Plans should include elements related to both plan implementation and monitoring. This ensures that the goals and objectives and issues identified throughout the plan can advance from theoretical concepts to action by the WATS MPO and other appropriate parties as well as include techniques that can be used to monitor progress in this regard or to re-evaluate the plan in light of changing circumstances. The implementation strategies for this plan are summarized below:

- Review federal rulemaking regarding development of transportation system performance measures and incorporate appropriate system performance measures into WATS Long Range Planning Process.
- Actively implement the objectives of the PA On Track State-wide Long Range Transportation Plan, the Pennsylvania Strategic Highway Safety Plan, and the Pennsylvania Comprehensive Freight Movement Plan.
- Ensure consistency of WATS Long Range Plan Goals, Objectives and Project Selection Criteria when identifying, prioritizing and programming all Lycoming County Transportation Improvement projects.
- Maintain updated socio-economic and demographic information as part of WATS Transportation Plan Updates.
- Develop and maintain transportation databases as needed to establish and track performance measures.
- Monitor and update Federal Functional Classification System and Enhanced National Highway System Maps as appropriate.
- Support transportation projects that reduce the number of miles of fair or poor pavements in Lycoming County.
- Support transportation projects that reduce the number of structurally deficient and impending deficiency bridges in Lycoming County
- Support strategically targeted transportation safety funding for projects that address high crash locations and improve safety. Consider low cost countermeasures to address certain crash locations as appropriate given limited safety funding availability. Utilize PennDOT Highway Safety Reports to identify crash locations and evaluate appropriate countermeasures for implementation.
- Identify and deploy Intelligent Transportation Systems, (ITS) technologies consistent with PennDOT District 3-0 Regional Operations Plan, (ROP) and update ROP as needed.
- Incorporate TSMO strategies as part of overall WATS Long Range Planning Process to reduce congestion
- Support evaluation of transit service extensions to growth areas and regionally (beyond Lycoming County) where providing such service is cost effective, meets mobility needs, and promotes economic activity.
- Support continued conversion of RVT bus fleet to compressed natural gas to provide anticipated savings in RVT operating costs and utilize an abundant local energy resource.
- Support completion of major transit capital improvement projects.
- Continue to work closely with SEDA-COG to update the Joint Coordinated Human Services Public Transportation Plan to ensure regional connectivity and cooperation in assessing regional public transit needs and opportunities and to implement the SEDA-COG Regional Public Transit Needs Assessment recommendations prepared by Gannett Fleming.
- Support additional direct commercial air service opportunities.
- Support efforts to maintain federal subsidies to continue the operation of the Williamsport Air Traffic Control Tower.
- Work with the Airport Authority to ensure full municipal compliance with PA Act 164, Airport Hazard Zoning Law.
- Support the completion of the SEDA-COG Joint Rail Authority adopted Five Year Strategic Plan capital improvement projects.

- Support preservation, maintenance and capacity expansion of rail freight infrastructure.
- Work with the Joint Rail Authority to ensure multi-modal connectivity to current rail served industry and future development served by rail.
- Continue to work with the SEDA-COG Joint Rail Authority and Norfolk Southern to improve highway / rail grade crossing safety.
- Support continuation of rail passenger excursions coordinated between the Joint Rail Authority and Lycoming County Visitors Bureau.
- Support the completion of the Genesee-Susquehanna Greenway Trail.



- Ensure adherence to WATS Programmatic Commitments for environmental review and mitigation activities associated with WATS projects and complete Linking Planning and NEPA screening forms for WATS proposed projects PRIOR to inclusion of projects on the WATS Long Range Plan and TIP.

- Update WATS Public Participation Plan to ensure WATS remains in full compliance with federal and state public participation

requirements and maximizes opportunities to ensure meaningful public involvement in the WATS transportation planning process, especially in regard to addressing environmental justice benefits and burdens and Title VI requirements.

- Ensure that WATS Long Range Plan projects remain within fiscal constraint targets established through PennDOT issued Financial Guidance.
- Ensure WATS Long Range Plan is officially updated no later than every five years in accordance with federal requirements with the next official plan update scheduled by December 31, 2018 WATS MPO adoption. More frequent plan updates can be considered as needed to properly respond to emerging federal and state planning requirements and/or local issues and priorities as deemed necessary by WATS.
- Perform study on likely CSVT impacts on traffic flows and land use
- Supports extension of I-180 from its current terminus in Williamsport north to the New York state line as I-180
- Study (and adjust if necessary) the balance of mobility and access on our downtown road systems, such as advancing transportation improvements needed to support the Old City Revitalization Initiative.
- Continue current preventative maintenance strategies regarding bridges and pavement
- Identify and promote ways to increase transit usage, especially targeted to the 65 and older population

- Seek more inclusion and collaboration with municipal officials, school districts and other stakeholder organizations as part of the PennDOT Connects collaboration process on transportation planning issues and at early stages of project development.
- Advocate for more targeted enforcement of speeding and distracted driving laws
- Promote and support data driven transportation asset management by municipal governments
- Create a countywide database of sidewalks, trails, and paths so we are better able to effectively plan for walking and bicycling
- Create a countywide program of walkability audits
- Support education about the benefits and responsibilities of walking and bicycling
- In areas with high Amish population, include extra width shoulders on pavement projects and open a dialogue on other related transportation safety issues.
- Support grant applications for multiuse trail projects that connect communities
- Promote the creation of dedicated PennDOT funding for active transportation projects
- Work with municipalities to identify low volume, costly to maintain rural paved roads for conversion to gravel.
- Repair or replace all structurally deficient bridges through the TIP and through the Lycoming County Local Bridge Bundling program.
- Perform preventative maintenance on impending deficiency bridges.
- Identify low volume, minimally sufficient, functionally redundant bridges for removal prior to them becoming structurally deficient.
- Identify low volume rural roads for conversion to gravel
- Promote transit oriented development.
- Identify appropriate corridors throughout the county for complete streets improvements.
- Support implementation of high priority transportation projects contained in the Lycoming County Comprehensive Plan Update and six updated Multi-Municipal Comprehensive Plans.

Implementation Process

The WATS MPO has an outstanding record of delivering transportation projects within Lycoming County on time and within budget. Building upon this tradition, it is important that the future transportation plan contain realistic and achievable transportation projects that have well established needs vetted through the planning process while considering limited availability of current and future resources.



Delivering the Final Section of US 15 North of Williamsport

The remainder of the WATS Long Range Plan focuses on how this plan will be implemented. First, the WATS criteria for project evaluation and selection will be presented. Next, a financial analysis will be provided which identifies the types of federal, state, local and other funding sources along with anticipated funding levels that are reasonably expected to be available for transportation improvement projects undertaken during the 20 year plan horizon. All proposed transportation projects will be presented by transportation mode and funding source(s) for staged implementation. How WATS will seek public involvement in the project development process will be outlined. Further, the WATS methodology to incorporate environmental justice in implementation will be described. Finally, plan implementation strategies will be outlined to properly address key issues identified in the WATS transportation planning process for future action by appropriate parties.

Project Selection Criteria

Future transportation projects in Lycoming County will be described by one or more of the following statements.

The project...

- ... is a priority project from the Lycoming County Comprehensive Plan and/or Multi-Municipal Comprehensive Plan or addresses a transportation issue identified within those plans
- ... addresses one or more of the SAFETEA-LU/MAP-21/FAST Act Planning Objectives
- ... contributes substantially towards meeting an FHWA performance-based planning target
- ... addresses one or more of the PA On Track and Pennsylvania Comprehensive Freight Movement Plan planning objectives
- ... addresses one or more objectives of the Pennsylvania Strategic Highway Safety Plan
- ... maintains or enhances the ability to move freight or travel to Lycoming County
- ... is a streetscape, walkability, or safety project located in urbanized areas
- ... identifies and removes costly functionally redundant infrastructure or improves infrastructure in already densely developed areas
- ... pursues one or more of the implementation strategies of this Long Range Transportation Plan
- ... has been vetted through WATS transportation planning process, including sufficient opportunities for public and stakeholder involvement.
- ... has a project sponsor with committed required matching funds (TIP only)

...involves multi-modal integration components (such as transit, rail freight, air service) to improve transportation flow of people and goods movement.

... supports improved access for redevelopment of brownfield or infill development

...improves mobility to employment, health care, education and supports overall economic development and productivity

...addresses transportation security issues and needs or responds to major disasters consistent with the Pennsylvania and Lycoming County Hazard Mitigation Plans and Emergency Operations Plans.

...improves bicycle and pedestrian safety and access to recreation facilities, job centers, schools and promotes regional connectivity consistent with Lycoming County Recreation and Open Space Plan

...addresses ADA accessibility issues and needs

...improves and preserves highway pavement condition by reducing poor or fair IRI / OPI mileage maintaining roadways in a good state of repair, with priority focus on higher volume roadways. Life cycle pavement data will also be used in highway pavement asset manage

...incorporates new emerging technologies, such as ITS deployment or signal modernization to improve traffic incident management, emergency response, operational safety and system efficiency consistent with PennDOT District 3-0 Regional Operations Plan.

...incorporates TSMO strategies to decrease congestion

...attempts to avoid impact on sensitive environmental resources and, where avoidance is not possible, mitigation opportunities have been thoroughly explored

... helps to preserve Lycoming County's air quality attainment status

... promotes energy conservation.

... benefits environmental justice population areas.

... supports potential Scenic Byways designations.

... provides repair or preventative maintenance of existing infrastructure

... supports good state of repair of transit facilities and modernized fully accessible transit vehicle fleets.

... supports expansion of public transportation availability in designated growth areas and serves major land developments.



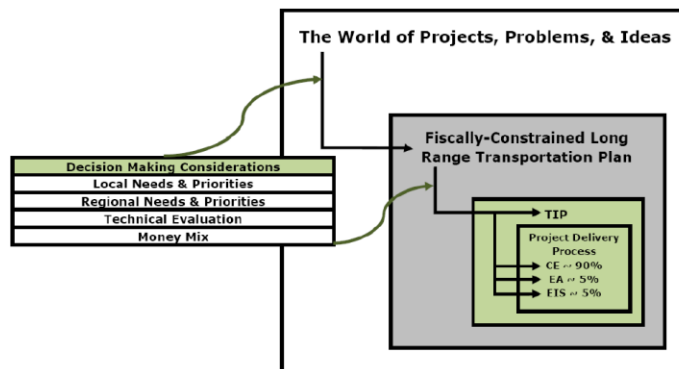
- ...encourages or incorporates alternative fuels such as Compressed Natural Gas and encourage use of locally available energy resources consistent with Lycoming County Energy Plan
- ... promotes increased transit ridership
- ... increases livability and improves quality of life
- ... fosters public-private partnerships
- ... improves rail/highway grade crossing safety
- ... reduces or mitigates stormwater impacts of surface transportation
- ... considers context sensitive solutions to ensure compatibility with community character and right sizing of project to address the project defined purpose and need.

Since financial resources will never be enough to adequately address all identified transportation problems and needs, it is important to establish criteria which should be used to evaluate transportation needs and develop and prioritize solutions that address the needs considering limited available resources. There are four basic considerations incorporated into the decision-making process at the key prioritization points:

1. *Local Needs and Priorities*
2. *County-wide (or Regional) Needs and Priorities*
3. *Technical Evaluation*
4. *Money Mix*

Establishing a project selection process helps to provide consistency between the goals and policies implemented through plans and programs and the mix of projects and investments of the Transportation Improvement Program. It also allows for a collaborative effort including input from both the public and stakeholders. However, project evaluation and prioritization should not be overly prescriptive or inflexible in adapting to ever-changing circumstances.

As an example of how the WATS MPO has utilized the project selection criteria above, please consider the programming of the following projects which contribute towards meeting an FHWA performance-based planning target for safety collectively referred to as PM-1.



Source: PennDOT Developing Regional Long Range Plans

The Williamsport MPO FFY 2019-2022 TIP includes road safety improvement projects that are intended to improve the performance of the roadway system relative to the five federal safety performance measures. To ensure planned HSIP projects achieve a significant reduction of traffic fatalities and serious injuries on all public roads, the Williamsport MPO did the following for the development of the FFY 2019-2022 TIP:

- Coordinated with PennDOT District 3-0 traffic safety managers

- Consulted with municipal officials and emergency service responders
- Reviewed crash statistics, mapping, data driven safety analysis, and prior road safety audits
- Participated in PennDOT Connects Outreach Meetings

Based on this process, the following regional Williamsport MPO projects were included in the FFY 2019-2022 TIP to help achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

Project	Improvement Focus
MPMS # 93016- US 220/PA 405 intersection	Intersection Safety Improvements
MPMS # 93732 US 220 (PA 287-West 4th St)	Corridor Safety Improvements/Access Controls
MPMS # 106182 Countywide Cable Guiderail	Upgrade Cable Guiderail at various locations
MPMS # 108942 I-180, SR 147, SR 220 Ramps	Install Wrong Way Signs
MPMS # 110769 Interstate Delineation	Interstate Safety Improvements
MPMS # 110769 Districtwide Cable Guiderail	Upgrade cable guiderail at various locations
MPMS # 110248 Reflective Pavement Markers	Replace reflective pavement markers on various State routes in Lycoming County
MPMS # 110249 Reflective Pavement Markers	Replace reflective pavement markers on various State routes in Lycoming County
MPMS # 110250 Reflective Pavement Markers	Replace reflective pavement markers on various State routes in Lycoming County
MPMS # 110890 Montgomery Corridor RRR	Install LED lighting at 8 rail/highway crossings

WATS Criteria in Selecting & Prioritizing Transportation Projects for Funding Consideration on Long Range Transportation Plan/Transportation Improvement Program (TIP)

It should be noted that these criteria are considered by WATS in selecting and prioritizing highway, bridge, transit, safety, bikeway and pedestrian and highway/rail grade crossing projects for programming on the Long Range Plan and TIP. Aviation and railroad projects are not programmed on the TIP and the sponsoring agencies such as the Williamsport Municipal Airport Authority, Norfolk Southern and SEDA-COG Joint Rail Authority have their own project selection criteria and programming processes, where WATS involvement in project selection is limited to consultation and coordination without direct approval authority over these modes, as per federal law. It is recognized that projects will not address all criteria. Those projects that best address applicable criteria will receive priority attention for WATS Long Range Plan inclusion and TIP programming purposes.

The WATS Technical Committee will initiate the project selection process considering the aforementioned criteria as a starting point and formulate recommendations to the WATS Coordinating Committee for final approval on the Long Range Plan and TIP. Projects must be contained on the WATS MPO Long Range Transportation Plan prior to programming on the WATS TIP for funding.

Public Involvement

Introduction

Public involvement is essential to good planning. Without meaningful public participation, there is a risk of making poor decisions, or decisions that have unintended negative consequences. The fundamental objective of public involvement programs is to make certain that issues of everyone with an interest in transportation decisions are identified and addressed in the development of policies, programs and projects being proposed in Lycoming County.

Federal law, (SAFETEA-LU and MAP-21 and FAST Act) require that *“the MPO shall develop and use a documented participation plan that defines the process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.”*

Federal Requirements

According to the Federal Highway Administration, current Federal statutes and regulations provide general guidelines for public involvement processes and procedures. There is great flexibility available to transportation agencies in developing specific public involvement / participation plans. However, while the set of techniques for any given situation may differ depending upon such factors as demographics and identified potential impacts, the general approach to developing a public involvement / participation plan contains elements that are relevant and responsive to all communities. Below are brief excerpts from relevant federal statutes, regulations and Executive Orders setting forth key elements of the public involvement process that is to be used during the transportation planning and project development.

Americans with Disabilities Act (ADA)

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.” With advance notice, special provisions must be made to accommodate hearing-impaired or visually impaired participants.



Roads To Freedom
Center for Independent Living of North Central PA

Title VI of the Civil Rights Act

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. Title VI states, “No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Environmental Justice

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

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

Because WATS MPO utilizes federal funds to plan and implement transportation projects the MPO is responsible for undertaking a cursory analysis of federally funded projects listed within the LRTP. In order to show that our plan meets these objectives, an Equity Analysis—a.k.a., “Benefits and Burdens Analysis”—was prepared to show the potential benefit and/or burden on the EJ populations.

EJ Populations were identified using data from the 2010 Decennial Census and the American Community Survey, (ACS). Federal guidelines specify that **minority** and **low-income** populations must be considered in EJ analysis. The following definitions are used for the purposes of this analysis:

Minority: Individuals who are: Black or African American, Hispanic or Latino, Asian American, and American Indian/ Native American or Alaskan Native

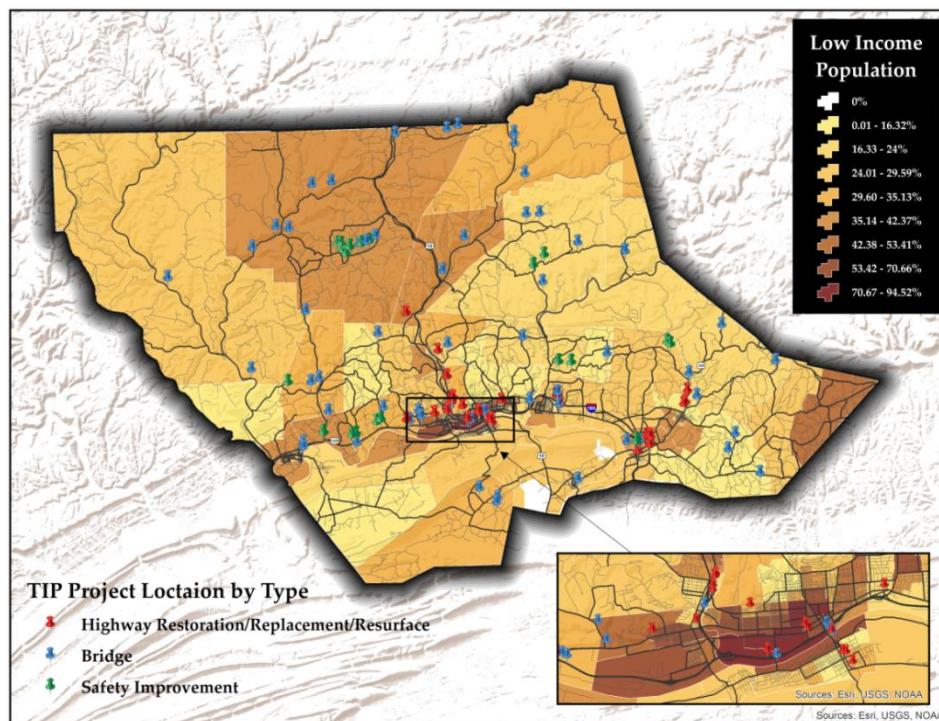
Low-income: Person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.

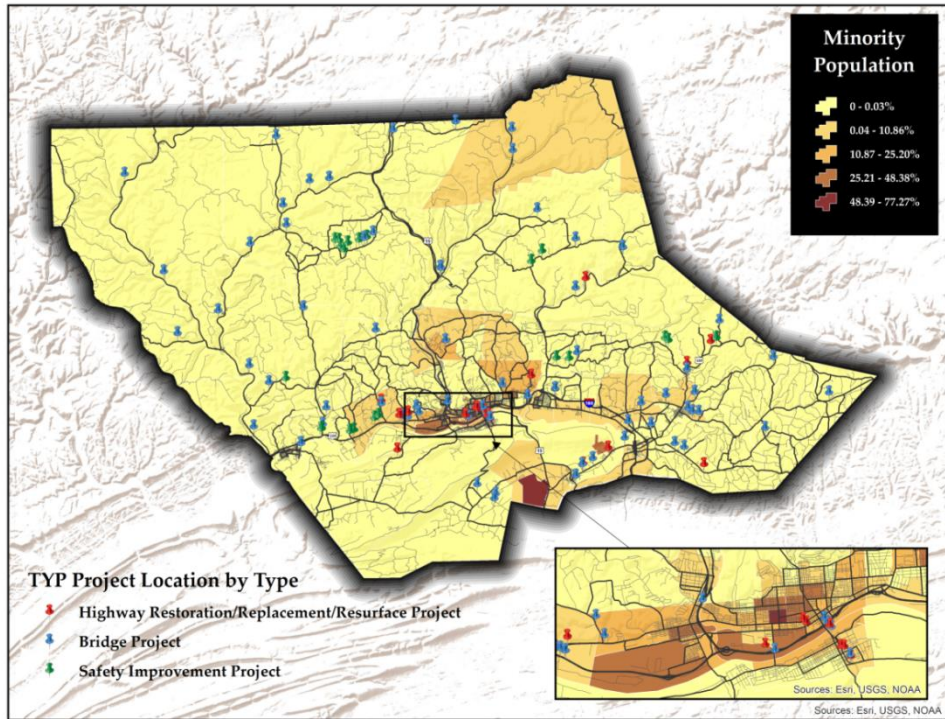
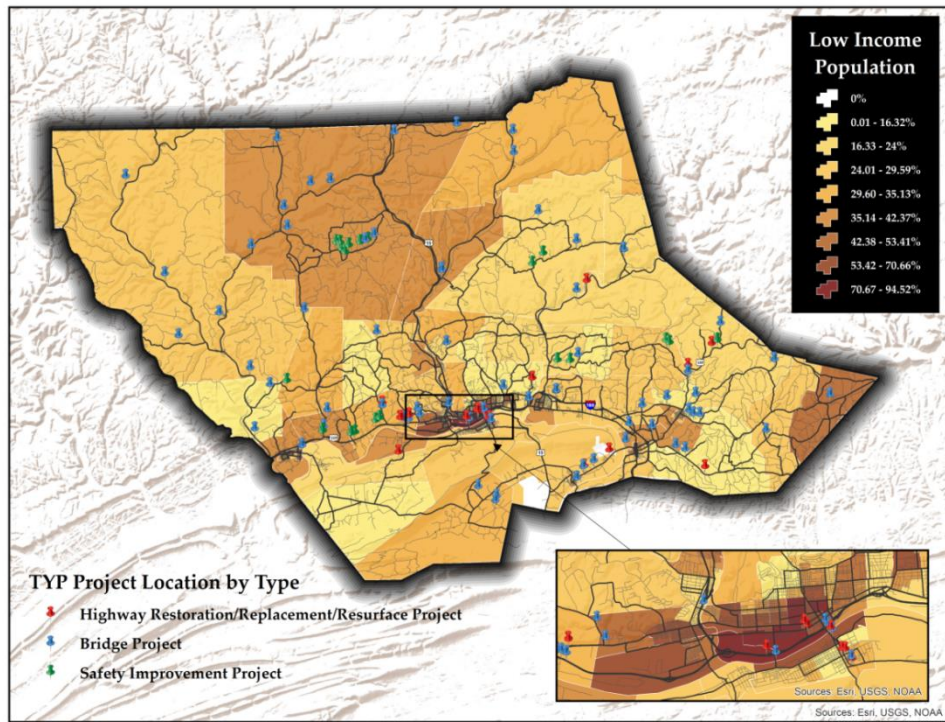
In order to analyze the impact of the projects proposed within this plan on the populations of concern as defined above, Census and ACS data was utilized to prepare illustrative maps. These maps show minority and low-income populations by census block groups within Lycoming County. In the following maps, each census block is categorized by a gradient display to assure a more complete understanding of the populations that they contain. The locations of both short term (2019-22 TIP) and medium term (2023-30 TYP) roadway and bridge projects on the Draft LRTP 2038 were then overlaid to determine the extent and nature of impact. In order to gain additional context for this analysis please refer to the *Demographic Trends* section of Chapter 2 – Planning Context.

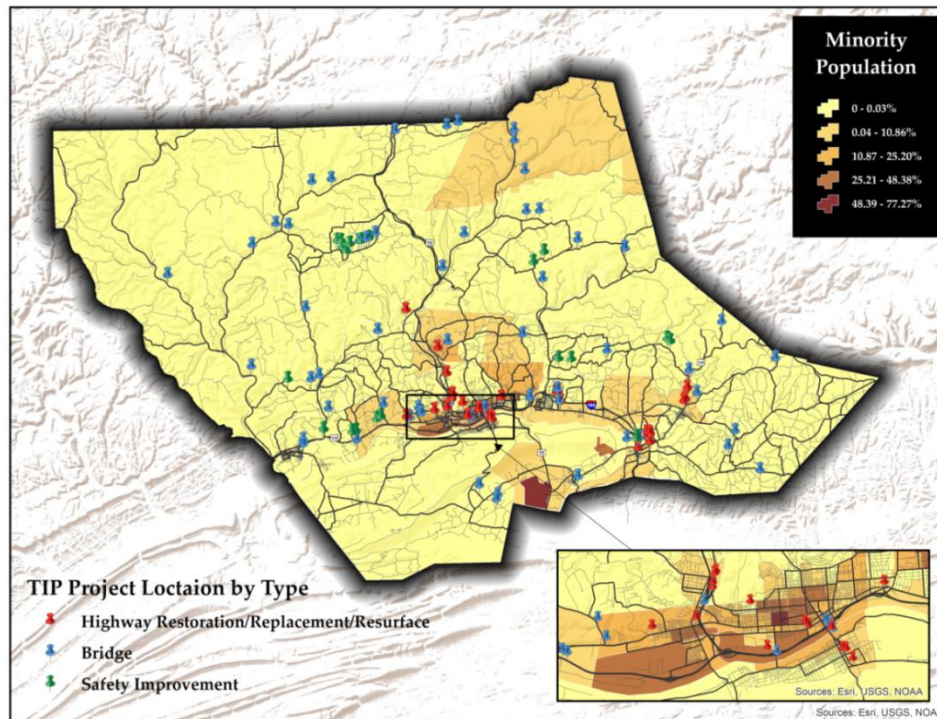
For the roadway and bridge projects on the 2015-2018 TIP which have advanced beyond the Preliminary Engineering or Final Design phases, PennDOT (and its consultant teams) identified populations of concern through the project development process. The project design teams have worked to avoid, minimize, and mitigate adverse impacts to those populations. These efforts are documented in the appropriate environmental clearance documents for the projects.

For other transportation projects which are advancing from the WATS Long Range Plan for programming on the WATS Transportation Improvement Program preliminary design phase, WATS will work with PennDOT and other project sponsors to identify the environmental justice populations and evaluate direct and indirect impacts of the projects on these populations. For projects which have advanced beyond preliminary design phase, WATS, PennDOT and other project sponsors will work to avoid, minimize and mitigate adverse impacts to environmental justice populations. Again, these efforts are documented in the appropriate environmental clearance documents for the projects.

The following maps illustrate both the short term TIP projects and the longer term TYP projects and their locations relative to Low Income Populations and then in comparison to Minority populations in the following series of maps. The populations are featured in a graduated format (which is defined in the legend of each map) and the project types are grouped in the representative categories of Highway Restoration/Replacement/Resurface, Bridge, and finally Safety Improvement.







Of the WATS TIP, the following 13 individual projects are notably located within our most densely populated environmental justice population clusters. These projects are:

- West Fourth Street Reconstruction Project in the Newberry Section of the City of Williamsport.
- West Third Street Reconstruction Project between Campbell and Basin Streets in the City of Williamsport Central Business District.
- Hepburn Street Reconstruction Project between Via Bella and West Third Streets in the City of Williamsport.
- Reconstruction of West Fourth Street from US 15 to Campbell Street in the City of Williamsport.
- High Street resurfacing project from Lycoming Creek Road to Hepburn Street, City of Williamsport.
- Lycoming Creek Road resurfacing project from High Street to Pleasant Hill Road in Old Lycoming, Loyalsock and Lycoming Townships.
- Interstate 180 resurfacing from US 15 to Warrensville Road in the City of Williamsport and Loyalsock Township.
- Pathway to Health Phase IV transportation enhancement project in the City of Williamsport.
- Millers Run Greenway Transportation Enhancement project in Loyalsock Township.
- US 220 West Fourth Street Interchange Ramp 4 bridge improvement in Woodward Township.
- US 220 Corridor Access Management – Safety Improvements from PA 287 to West Fourth Street Interchange in Piatt and Woodward Townships.
- PA 44 over Lawshee Run bridge improvement project in Jersey Shore Borough.

- PA 405 resurfacing project from Main Street to SR 2057 in Muncy Borough and Muncy Creek Township.

As shown by the mapping above, the WATS TIP & TYP projects fairly well distributed throughout the County. Since PennDOT District 3 and the WATS MPO prioritize asset management and safety improvements there are very little occurrences of right-of-way acquisition and practically no capacity expansion projects planned during the LRTP's 20 year planning horizon. The projects that are located in areas of concentrated populations of concern, which may contribute to some short term impacts during construction, will generally benefit those residents by improving traveling conditions and safety for all users.

Going forward, the WATS MPO will continue its targeted outreach efforts to ensure ample opportunities for meaningful input from environmental justice populations on all WATS proposed projects, especially regarding those projects situated within environmental justice population centers which are primarily concentrated within the Williamsport Urbanized Area. The MPO will also continue to refine the locations of populations of concern (as additional ACS and Census information becomes available), to expand methods of analysis for determining benefits and burdens, and to implement techniques for informing all citizens about future transportation projects.

Limited English Proficiency

On August 11, 2000, the President signed Executive Order 13166, "Improving Access to Services for Persons with *Limited English Proficiency*, (LEP). "LEP" persons are those individuals who do not speak English as their primary language, and who also have a limited ability to read, speak, write or understand English. The key commonality among LEP persons is their inability to communicate effectively in the English language, regardless of their native tongue. Persons that are multi-lingual, in that they speak one or more other languages in addition to being proficient in English, are not considered to be Limited English Proficient. The Executive Order is intended to improve access to federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency.

The Federal Highway Administration has published guidance related to LEP in 2005 which includes methods by which transportation agencies can determine the need for translation of materials or provision of interpreters at public hearings or other events. It states that recipients "are required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons."

State Requirements

Commonwealth of Pennsylvania, Sunshine Law

Act 84 of 1986 as amended June 15, 1993, February 26, 1996 and October 15, 1998 is an act requiring public agencies to hold certain meetings and hearings open to the public; and providing penalties. The PA General Assembly finds that secrecy in public affairs undermines the faith of the public in government. Highlights of this law include:

- *Official action and deliberation by a quorum of the members of an agency shall take place at a meeting open to the public.*

- *Written minutes shall be kept of all open meetings of agencies.*
- *Public notice is not required in the case of an emergency meeting or a conference.*
- *The board or council has the option to accept all public comment at the beginning of the meeting.*
- *A person attending a meeting of an agency shall have the right to use recording devices to record all the proceedings.*



Public Participation Plans

SAFETEA-LU requires MPO's to develop and document, in consultation with interested parties, a Public Participation Plan that details strategies for incorporating visualization techniques, using electronic media, holding public meetings, and responding to public input, among other things prior to development of the Long Range Transportation Plan and Transportation Improvement Program. The public involvement process shall include the publication and distribution of draft versions of the proposed plan and provide adequate opportunities for review and comment. The approved plan must also be published or made readily available in other ways for informational purposes. Where possible, this process should include visualization techniques and make use of the internet. Federal regulations require that public officials (elected and appointed) and citizens have adequate opportunity to participate in the development of the Long Range Plan before it is approved and adopted by the MPO. The regulations explicitly identify several parties who should be engaged and involved throughout the plan development / update process.

WATS MPO Approach Toward Fulfillment of Public Involvement Process

This section of the plan specifically outlines how the WATS MPO, under the leadership direction of the Lycoming County Board of Commissioners and planning staff, responds to the previously outlined federal and state requirements regarding public involvement in the development of this Long Range Transportation Plan, Transportation Improvement Program and during the transportation project development process and preparation of special studies and related plans.

Compliance With Americans with Disabilities Act

All WATS MPO public meetings are located in ADA accessible buildings. Most meetings are held at the Lycoming County Executive Plaza Building, 300 Pine Street, Williamsport, PA 17701. This meeting location is conveniently situated near the River Valley Transit Hub (Trade and Transit Centre) which operates a fully accessible fixed route transit fleet as well as ADA paratransit services subcontracted through shared ride provider, STEP. All public notices published by WATS indicate that special ADA accommodations can be provided with advance notification to the Lycoming County Planning Commission. The WATS Transit Advisory Committee includes voting representation by physically and mentally disabled community organizations and individual transit consumers. If an alternate meeting site is chosen, care is taken to ensure ADA compliance is satisfied. All public meetings associated with development of this Long Range Transportation Plan have been held at the ADA accessible Executive Plaza meeting location.

Compliance with Title VI

The WATS MPO is fully committed to ensure compliance with Title VI. Accordingly, the MPO adopted Title VI complaint procedures at their July 23, 2012 public meeting. Since discrimination can happen at any time in any organization, it is essential employees know what to do if they are given a complaint under Title VI. These MPO adopted compliant procedures are provided in the Appendix section. An example of the Title VI WATS MPO complaint form is illustrated below:

**WATS MPO RURAL Planning Organization
TITLE VI COMPLAINT FORM**

Please Print All Information Below.

Complainant Name: _____ Name of Individual Assisting Complainant: _____

Complainant Address: _____ Assisting Individual Address: _____

Complainant Phone # _____ Assisting Individual Phone # (Home or Cell) _____

Basis of Complaint: (e.g., Race, Color, National Origin, Sex, Age, Disability, Retaliation)

Date(s) of alleged discrimination:

Please provide a detailed description of the circumstances of the incident(s), including any additional information supporting your complaint (please use additional pages as necessary):

Please provide the name(s), title and address of the person who discriminated against the Complainant.

Please provide, if applicable, names and contact information of people who may have knowledge of the alleged incident(s) or are perceived as parties in the complained-of incident(s).

Please list any other agency where complaint has been filed:

Complainant Signature: _____ Date: _____

The WATS MPO will acknowledge receipt of the complaint by notifying the Complainant within 15 days of the complaint filing. The WATS MPO will transmit the complaint to the proper state or federal agency (e.g., Federal Highway Administration, Federal Transit Administration, and PennDOT) for investigation and disposition pursuant to that agency's Title VI complaint procedures.

Next Action:

Contact information: Mark Marawski, Lycoming County Transportation Planner
Lycoming County Planning Commission
48 West Third Street
Williamsport, PA 17701
Phone number: 717-320-2138
Fax number: 717-320-2135
E-Mail: mmurawski@lyco.org

All WATS public meeting notices indicate the procedures for filing a Title VI complaint. The WATS MPO has not received any complaints under Title VI associated with development of this plan or other WATS functions.

Compliance with Limited English Proficiency, (LEP)

As noted in Chapter 2, according to current US Census American Community Survey information, there are a total of 109,790 persons in Lycoming County aged five years and older. An estimated 969 people in Lycoming County speak a primary language at home other than English and speak English “less than very well” (0.8% of the population 5 and over). Lycoming County is much lower than the statewide percent of 3.8% primary non English speaking population. This LEP population breakdown for Lycoming County is illustrated below:

Estimated Total Population 5 Years Old And Over			109,790
Estimated Population Speaking Only English			105,810
Language	Total Number of People Speaking Language At Home	Number of People Speaking This Language At Home Who Speak English "Very Well"	Number of People Speaking This Language At Home Who Speak English "Less Than Very Well"
Spanish	1,575	1,231	344
French, Haitian, or Cajun	273	260	13
German or other West Germanic languages	766	551	215
Russian, Polish, or other Slavic languages	274	216	58
Other Indo-European languages	466	402	64
Korean	59	37	22

Chinese (incl. Mandarin, Cantonese)	141	72	69
Vietnamese	80	16	64
Tagalog (incl. Filipino)	54	29	25
Other Asian and Pacific Island languages	117	69	48
Arabic	129	82	47
Other and unspecified languages	46	46	0
TOTAL	3,980	3,011	969

Source: US Census American Community Survey 2012-2015 5-Year Estimates

The WATS MPO complies with LEP requirements by including in the WATS public meeting notices the availability of LEP language translation services upon advance notification.

Compliance with PA Sunshine Law

All WATS public meetings are publicly advertised in the Williamsport Sun Gazette at least 7 days prior to the meeting and are open to the general public. Agendas for the meetings are posted to the Lycoming County website prior to the meeting. Public information requests for WATS produced documents are handled directly either by Lycoming County Planning Department Staff or the Lycoming County Right to Know Public Information Officer in a manner that is in compliance with state law. Minutes of all WATS public meetings are compiled and placed on the Lycoming County website.

Compliance with Public Participation Plan

In 1994, the WATS MPO developed a Public Participation Plan with subsequent plan amendments since that time to ensure compliance with federal public participation requirements and to respond to changing demographics and emerging new technologies that have become available to the WATS MPO to improve public outreach techniques. This plan provides a demographic overview of Lycoming County based on Census information, identifies “interested parties” for WATS targeted public outreach in response to federal SAFETEA-LU requirements and outlines a variety of techniques used by WATS to conduct its public outreach program. The updated demographic profiles for Lycoming County which serve as a foundation of WATS public outreach are outlined in Chapter 3. This section of the plan will focus on the identification of “interested parties” in response to SAFETEA-LU requirements along with discussion of WATS public outreach techniques used in Long Range Plan development and other WATS programs.

Interested Parties

Interested parties are defined under federal SAFETEA-LU legislation. In response, the WATS MPO has further defined interested parties to ensure local public participation among all categories of transportation users and stakeholders defined in the law. The WATS Public Participation Plan identifies the following organizations as interested parties:

- ✓ PennDOT
- ✓ River Valley Transit
- ✓ SEDA-COG Joint Rail Authority
- ✓ Norfolk Southern
- ✓ STEP
- ✓ Billtown Cab

- ✓ Williamsport-Lycoming Chamber of Commerce
- ✓ Lycoming County Tourist Promotion Agency
- ✓ Lycoming County Industrial Properties Corporation
- ✓ All 52 Lycoming County Municipalities (Inc. Townships / Boros Association)
- ✓ Susquehanna Trailways
- ✓ Williamsport Bicycle Club
- ✓ Our Towns 2010
- ✓ PA Motor Truck Association
- ✓ SEDA-COG
- ✓ West Branch Manufacturers Association
- ✓ West Branch Council of Governments
- ✓ Pine Creek Council of Governments
- ✓ PA Department of Environmental Protection
- ✓ PA Department of Community and Economic Development
- ✓ US Army Corps of Engineers
- ✓ Williamsport Municipal Airport Authority
- ✓ PA Aviation Advisory Committee
- ✓ Williamsport Parking Authority
- ✓ Lycoming County Housing Finance, Inc.
- ✓ First Communities Foundation of PA
- ✓ 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 of Independent Living / Roads to Freedom 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
- ✓ Career-Link
- ✓ Lycoming County Health Improvement Coalition
- ✓ AFSCME
- ✓ Coalition for Responsible Growth and Resource Conservation

The WATS MPO conducts directly mailings to the above-listed organizations during development of the WATS Long Range Plan and Transportation Improvement Program and other WATS initiatives as appropriate.



Williamsport/Lycoming Chamber of Commerce

WATS Public Outreach Techniques

The Lycoming County Planning Commission utilizes a variety of public outreach techniques to encourage public participation in the development of WATS programs, including the Long Range Plan and Transportation Improvement Program. These outreach techniques are summarized below:

Public Participation Element	Outreach Technique
WATS Documents Availability	LCPC Office, Interested Party mailings, county website: http://www.lyco.org
Comment Opportunities	Public meetings, written comments (email or hardcopy)
Public Meeting	Hold minimum of 1 public meeting during public comment period and 1 public meeting at plan adoption stage
Public Comment Period Notice	Publish legal notice at least 30 calendar days prior to TIP public comment period ending and 45 calendar days for Long Range Plan ending (appearing in the Williamsport Sun Gazette minimum of 3 times.)
Public Meeting Notice	Publish legal notice at least 7 calendar days prior to public meeting (appearing in Williamsport Sun Gazette)
Public Comment Summary	Prepare a summary of comments received during public comment period)
Visualization Techniques	Where appropriate, make use of Geographic Information System, (GIS) to develop maps, charts, figures, power-point presentations and public displays.
Social Media	Major announcements will be posted to Lycoming County Government Facebook and other social media accounts

During the plan development period, 16 public meetings will take place with active discussion of the long range transportation plan and an opportunity for public input:

Public Meeting	Date/Time	Place	Topics Discussed
WATS Technical Committee	9/11/17 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Plan Update Kickoff
WATS Coordinating Committee	9/25/17 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 2
WATS Technical Committee	12/4/17 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Opportunity for Public Input
WATS Coordinating Committee	12/18/17 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Opportunity for Public Input
WATS Technical Committee	1/29/18 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 3
WATS Coordinating Committee	2/1/18 12:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 3
WATS Technical Committee	4/16/18 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 1
WATS Coordinating Committee	4/30/18 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 1
WATS Technical Committee	6/1/18 12:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 4
WATS Coordinating Committee	6/18/18 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 4

Lycoming County Board of Commissioners	11/1/2018 10:00 AM	Executive Plaza, Williamsport PA	330 Pine St,	Opportunity for Public Input / Presentation of Draft Plan
Lycoming County Planning Commission (Canceled due to weather)	11/15/2018 6:00 PM	Executive Plaza, Williamsport PA	330 Pine St,	Opportunity for Public Input / Presentation of Draft Plan
WATS Technical Committee	12/3/18 10:00 AM	Executive Plaza, Williamsport PA	330 Pine St,	Opportunity for Public Input / Presentation of Draft Plan
WATS Coordinating Committee	12/17/18 1:00 PM	Executive Plaza, Williamsport PA	330 Pine St,	Summary of Public Comment / Plan Adoption
Lycoming County Planning Commission	12/20/2018 6:00 PM	Executive Plaza, Williamsport PA	330 Pine St,	Rescheduled Presentation of Adopted Plan

The WATS Technical Committee is serving as the overall WATS Long Range Plan development steering committee. In addition to the above noted public meeting schedule, an Agency Coordination Meeting, (ACM) consultation was scheduled with ACM participation environmental agencies on **August 22, 2018** fulfilling the federal environmental consultation public involvement requirements. A federally required 45 day public comment period was advertised by WATS following the ACM presentation beginning on **October 18, 2018** and concluding on **December 2, 2018** for this draft Long Range Transportation Plan. A significant snowstorm, which occurred on the day of our second of two public hearings (11/15/18), forced us to reschedule/re-advertise the hearing for the December 3, 2018 WATS Technical Committee meeting. In doing so, we also extended the public comment period for an additional week to December 7, 2018. All public comments were summarized and addressed prior to the WATS MPO plan adoption date at the December 17, 2018 WATS Coordinating Committee public meeting. Direct mailings of Long Range Plan summary documents will be provided directly to all interested parties outlined previously in this Chapter.

Environmental Impacts

Transportation investments can have a direct, indirect or cumulative impact on the sensitive resources protected under NEPA. 40, CFR SS 1500-1508 defines these impacts as follows:

Direct Impacts: caused by the transportation project and occur at the same time and place.

Indirect Impacts: caused by the transportation project and occur later in time or farther removed in distance. These impacts may include changes in population, land use patterns, effects on the environment, etc..

Cumulative Impacts: caused by incremental impacts of the transportation project when added to other past, present, and reasonably foreseeable future actions.

In Lycoming County, these resources likely include agriculture, wild or stocked trout streams, high quality / exceptional value streams, wetlands, cultural resources, public parks and recreational lands, floodplains and flood buyout areas, waste sites and threatened and endangered or special concern species. Inventories of Environmental, natural, and cultural resources of Lycoming County are included in Chapter 2 of this plan.



Federal law requires consultation with state and federal regulatory and resource agencies to assist in the identification of potential environmental impacts and mitigation activities as conducting such consultation during the plan development process helps link the transportation planning process with the analysis of potential adverse impacts from individual projects under NEPA during project development. As projects as programmed on the Transportation Improvement Program (TIP) and enter project development, WATS will work closely with PennDOT District 3-0 to do the following to minimize and mitigate environmental impacts from transportation projects:

- Work with PennDOT to identify potential wetland banking sites or other mitigation measures identified jointly by resource agencies and PennDOT Engineering District 3-0.
- Use National Wetland Inventory hydric soils in screening, but realize this information may have to be verified using ground-truthing for project specific impacts.
- Use local data for the screening process that includes exceptional value wetlands and drinking water resources.
- Consider mitigation opportunities such as adding parks and trails, resource banking and creating riparian buffers.
- Consider opportunities for public / private partnerships in mitigation.
- Work with the PA Historical and Museum Commission on an approach to cultural and historic preservation and advanced mitigation. As part of bridge project development, evaluate historic structures and potential historic districts surrounding ineligible truss bridges to determine if structures not meeting criteria for the National Register may still contribute to a historic district.
- Consider the use of predictive modeling and topographical guidelines to anticipate where there may be undiscovered archaeological sites.
- Consider the use of historic county maps and aerial photography to determine the locations of resources including major farms, churches, canal and railroad facilities.
- Investigate opportunities during planning and programming to avoid 4 (f) properties for those proposals indicating a potential use of 4 (f) properties.
- Continue early coordination with the PA Game Commission, PA Fish and Boat Commission, PA Department of Conservation and Natural Resources, and U.S. Fish and Wildlife Service.
- Consult with appropriate parties on issues such as important bird and mammal areas, threatened and endangered species issues, where indicated through the project development process, and especially where projects require tree removal.
- For projects where in-stream work is required, consult PA Fish and Boat Commission resources to determine if seasonal restrictions are warranted.
- Consult the PA DEP Chesapeake Bay Watershed Implementation Plan for issues that may have an effect on the WATS Long Range Transportation Plan and activities which can be advanced through the project development process, such as urban stream restoration, abandoned mine reclamation, and dirt and gravel road erosion and sediment control.
- Consider advanced mitigation opportunities, such as stream acid mine drainage restoration as a banking opportunity for stream impacts.
- Consider performance measures related to environmental resources, such as measuring storm water run-off with pollutants, measuring impacts on TMDLs, improvements to dirt and gravel roads owned at the municipal level and number of users on bike / pedestrian trails.

- Continue to use the Linking Planning and NEPA (LPN) system to identify land use/agriculture areas and opportunities to avoid, minimize and mitigate impacts as proposals move from the WATS Long Range Transportation Plan to the WATS Transportation Improvement Program.

In Pennsylvania, the Agency Coordination Meeting, (ACM) is a forum where regulatory and resource agencies meet on a regular basis to discuss potential issues on various transportation projects (typically the more complex Environmental Assessment or Environmental Impact Statement projects), as well as review potential environmental concerns related to projects contained in the long range transportation plans. The ACM resource agency participants include:

- PA Department of Transportation
- PA Department of Environmental Protection
- PA Department of Agriculture
- PA Fish and Boat Commission
- PA Department of Community and Economic Development
- PA Department of Conservation and Natural Resources
- PA Game Commission
- PA Historical and Museum Commission
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Federal Highway Administration

Due to the WATS MPO and PennDOT focus on asset management and maintenance first involving minor or no right of way acquisition regarding the vast majority of projects contained in this Long Range Plan, substantial mitigation efforts are not likely to be required. Small scale mitigation actions most likely will occur at proximate individual project locations. The LCPC is housing all of the PNDI environmental receipts for each of the Long Range Transportation projects that have undergone the linking planning and NEPA screening and PNDI search process which will be used as a starting point by the WATS MPO and project sponsors in advancing each project through the appropriate environmental reviews and coordination.

Transportation Funding Overview

A variety of funding sources can be used to pay for transportation projects. This plan focuses on the primary funding sources that are used to fund transportation projects (highways, bridges, transit, active transportation) on the WATS MPO Transportation Improvement Program, (TIP) with a limited discussion of other modal funding sources related to air and rail projects that are funded outside the TIP process.

Highway and Bridge Funding

The current federal surface transportation legislation is entitled the Fixing America’s Surface Transportation Act (FAST Act). It was signed into law by the President on December 4, 2015 and authorizes funding from federal fiscal year 2017 through 2020. The FAST Act builds upon the streamlined and performance-based initiatives created by MAP-21 and provides a predictable level of funding with modest growth while ensuring the solvency of the Highway Trust Fund through the life of the legislation.

Federal Base Funding categories
National Highway Performance Program (NHPP) funds can be used on facilities located on the National Highway System (NHS)

Surface Transportation Block Grant (STP) funds can be used to improve Federal-Aid highways and bridges not on the NHS

Highway Safety Improvement Program (HSIP) funds are used for highway safety improvement projects

State base funding categories

State Bridge Allocation – used for state system bridges

State Highway (Capital) Allocation – used for state system roads

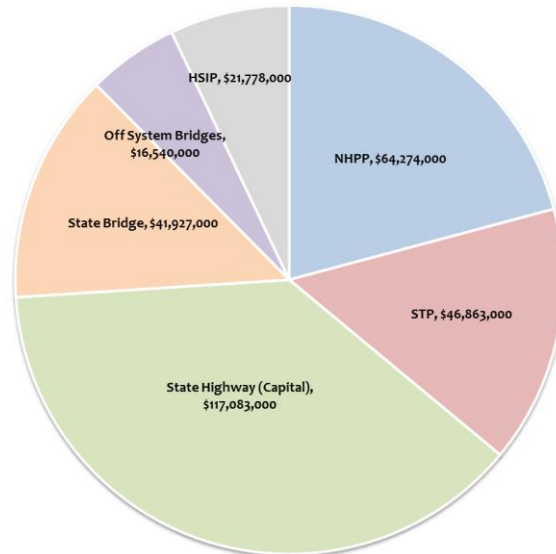
BOE - this category of funds may be used for local or minor collector functional class bridges

Note: several other categories of state and federal base funding exist, however WATS is not eligible for these funds and therefore they are not listed.

Expected total revenue from base funding sources over the life of this plan (2018-2038):

Other state funding outside of the base allocation:

Discretionary Funding (Spike) – 20% of Pennsylvania’s total Surface Transportation Block Grant Program (STP) funding received from the federal government as well as 15% of available state highway (capital) and bridge funds (required by Act 89) are held in reserve.



These funds are distributed by the Secretary of Transportation in consultation with the State Transportation Commission (STC) to supplement high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities.

409 funding program – state funding that began with Act 89 to be used for maintenance and distributed directly to PennDOT District Maintenance

Surface Transportation Block Grant Program Set-Aside (formerly Transportation Alternatives Program [TAP]) – MPOs with a population over 200,000 receive a base funding allocation of these funds, but WATS does not qualify. However, 50% of the statewide available funds are held in reserve and made available on a competitive basis

Federal Funding for Airports

The Federal Aviation Administration Airport Improvement Program, (AIP) is the largest federal funding source available for airports that are part of the National Plan of Integrated Airport Systems, (NPIAS). The NPIAS contains all commercial service airports, (such as the Williamsport Regional Airport), all reliever airports and selected general aviation airports that are deemed significant to national air transportation and thus eligible to receive federal AIP grants. The NPIAS is updated and published every two years. For small primary, reliever, and general aviation airports, the grant covers a range of 90-95 percent of eligible project costs, based on statutory requirements. AIP funding can be used on most airfield capital improvements. Projects related to airport operations and revenue generating improvements are typically not eligible for funding. AIP funding is derived from aviation user fees, aviation fuel taxes and other similar revenue deposited into the Airport and Airway Trust Fund. A portion of FAA AIP funding is used for their Discretionary Grant Program to further assist NPIS airports with eligible capital improvement needs that cannot be funded by their AIP grant allocations.



Federal Funding for Railroads

The Federal Railroad Administration, (FRA) supports passenger and freight railroading through a variety of competitive grants, dedicated grants and loan programs. Since there is no passenger rail service in Lycoming County freight railroad federal funding assistance is limited to the Rail Line Relocation and Improvement Capital Grant Program, (RLR); Railroad Rehabilitation and Repair, (Disaster Assistance); Railroad Safety Technology Grant Program, Transportation Investment Generating Economic Recovery, (TIGER) and Railway-Highway Crossing Hazard Elimination Program; Railroad Rehabilitation & Improvement Financing (RRIF) Loan Program and Transportation Innovation and Finance, (TFIA) Loan Financing which is available to other transportation modes, in addition to rail. The SEDA-COG Joint Rail Authority has made significant recent use of the TIGER II and RLR Programs to finance Lycoming County rail infrastructure upgrades, including replacement of the Loyalsock Creek Railroad Bridge.



**Loyalsock Creek Railroad Bridge Replacement Under Construction
Local Use of FRA TIGER II and RLR Grant Funds**

Programming of Federal and State Transportation Funds

The previously mentioned PennDOT administered federal and state transportation funding programs for all transportation modes are approved by the PA State Transportation Commission (STC) consisting of 15 members.

The STC was established by PA Act 120 of 1970, which also created PennDOT. This state law requires PennDOT to prepare an update to the PA Twelve Year Transportation Program every two years and submit it to the STC. The Twelve Year Program must be multi-modal and fiscally constrained. The STC seeks public input in advance of each Transportation Program Update. For the 2015 Transportation Program, the STC has just launched a new public outreach process referred to as *Talk PA Transportation* that will replace years of scheduled public hearings and modernize how public feedback is collected on transportation needs using a new website and other public outreach techniques that will complement the WATS MPO Public Involvement Process previously outlined in Chapter 6. For example, an STC member will now be assigned to each planning partner agency to attend certain MPO/RPO public meetings. The STC will still hold quarterly public meetings.

Regional Public Meetings

Learn more about how you can attend meetings in your area

Tell Us What You Think

Your feedback is important. Please take our survey to provide your input on the transportation priorities impacting current and future generations of Pennsylvanians.

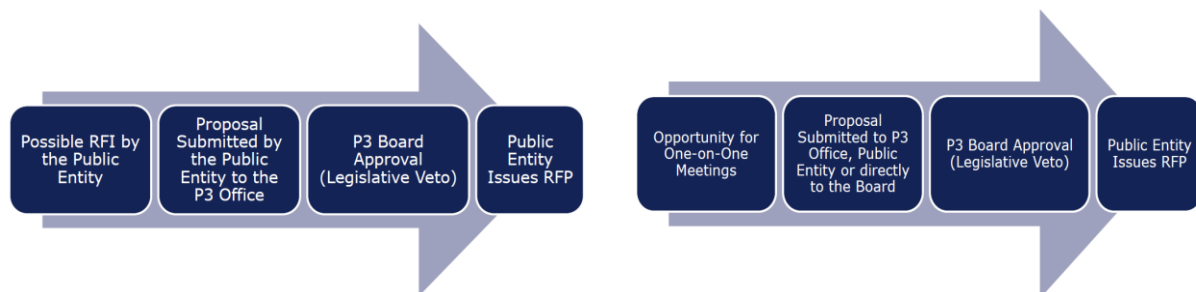
Local and Private Transportation Funding Sources

Currently neither Lycoming County nor any of its 52 local municipalities levy local transportation taxes or fees. Rather, most transportation dollars used for funding highway and bridge projects that are either county or locally owned are derived from the PA Motor Liquid Fuels allocations made by the Commonwealth. Lycoming County receives approximately \$ 400,000 annually in state liquid fuels funds. Local municipalities receive a direct allocation from the state in addition to a county shared allocation typically in the amount of \$ 150,000 per year. The state and county allocations to municipalities are based upon a formula that considers each local municipality’s road mileage and population.

As noted in Chapter 2, the PA General Assembly enacted Act 13 in 2012 which provides additional state funding to counties and local municipalities to use for transportation improvements among other eligible uses specified in the Act from Marcellus natural gas exploration fees paid to the state by gas drillers. Some municipalities have used municipal general funds to supplement their liquid fuels and Act 13 funding for local transportation projects.

In terms of private developer contributions to pay for off-site transportation improvements, this is currently done on a voluntary basis between the County and local municipalities and private developers as there are no official PA Act 209 Impact Fee Transportation Service Areas, (TSA’s) established in Lycoming County. PennDOT is authorized to secure private developer funding for transportation improvements on state roads specifically impacted by their development as a condition of PennDOT Highway Occupancy Permit approvals in certain cases. To date, there are no public private partnership proposals authorized under PA Act 88 (PA Public Private Transportation Partnerships (P3) legislation pending in Lycoming County.

PA P3 Process



Williamsport Area Transportation Study Capital Transportation Projects

Introduction

This section of the WATS Long Range Transportation Plan provides a listing of proposed transportation capital improvement projects proposed by the WATS MPO for staged implementation over the next 20 years (2019-2038). The projects identified have been carefully scrutinized through the WATS planning process and are consistent with the project selection criteria outlined earlier in this chapter.

Anticipated available funding sources for WATS MPO projects also presented earlier in this chapter will be applied to ensure that the planned projects are fiscally constrained in that anticipated funding to implement the proposed projects is expected to be reasonably available. For projects eligible to receive FAST Act federal funds along with state matching funds, the WATS MPO will be using guidance issued by PennDOT through its Financial Guidance Work Group. Aviation and rail capital improvement projects are also shown in this plan based upon priorities assigned by the Williamsport Municipal Airport Authority and SEDA-COG Joint Rail Authority, respectively, however these projects do not need to be fiscally constrained as aviation and rail projects are not required by federal law to be included in the WATS MPO approved TIP and PennDOT financial guidance does not address these modal categories when establishing funding targets.

To facilitate review of project priorities and ensure fiscal constraint, all projects shall be aggregated by transportation mode and staged based on the following timeframes:

Short Term: (Years 1-4) consistent with the WATS MPO approved FFY 2019-2022 Transportation Improvement Program, (TIP). These are the highest priority and currently underway projects.

Medium Term: (Years 5-8 [second four years], and years 9-12 [third four years]) consistent with the PennDOT Twelve Year Program Period. These are projects with phases carried over from the first four years or Twelve Year Plan projects not programmed on the current TIP or Decade of Investment projects not programmed on the current TIP. Line item reserves are included to fund future asset management and safety projects. These projects will be selected based on PennDOT priorities, performance measures adopted by WATS, and the objectives identified within this plan.

Long Term: (Years 13-20) consistent with WATS Long Range Transportation Plan horizon. Any specific projects identified in this time period would be anticipated carryover phases from projects begun the medium term. Otherwise, transportation spending in this period will be represented as line item reserves to fund future asset management and safety projects. These projects will be selected based on PennDOT priorities, performance measures adopted by WATS, and the objectives identified within this plan.

Project phases projected to take place within each timeframe are identified by the following notation:

PE = Preliminary Engineering (including studies)

FD = Final design

UTL = Utilities

ROW = Right of way

CON = Construction

WATS MPO Short Term Transportation Project Priorities

Highway and Bridge

Projects

The table below lists all of the projects in the 2019-2022 WATS Transportation Improvement Program (TIP). Details about each project can be found by entering the MPMS (Multimodal Project Management System) ID number into the [PennDOT One Map](#) viewer.

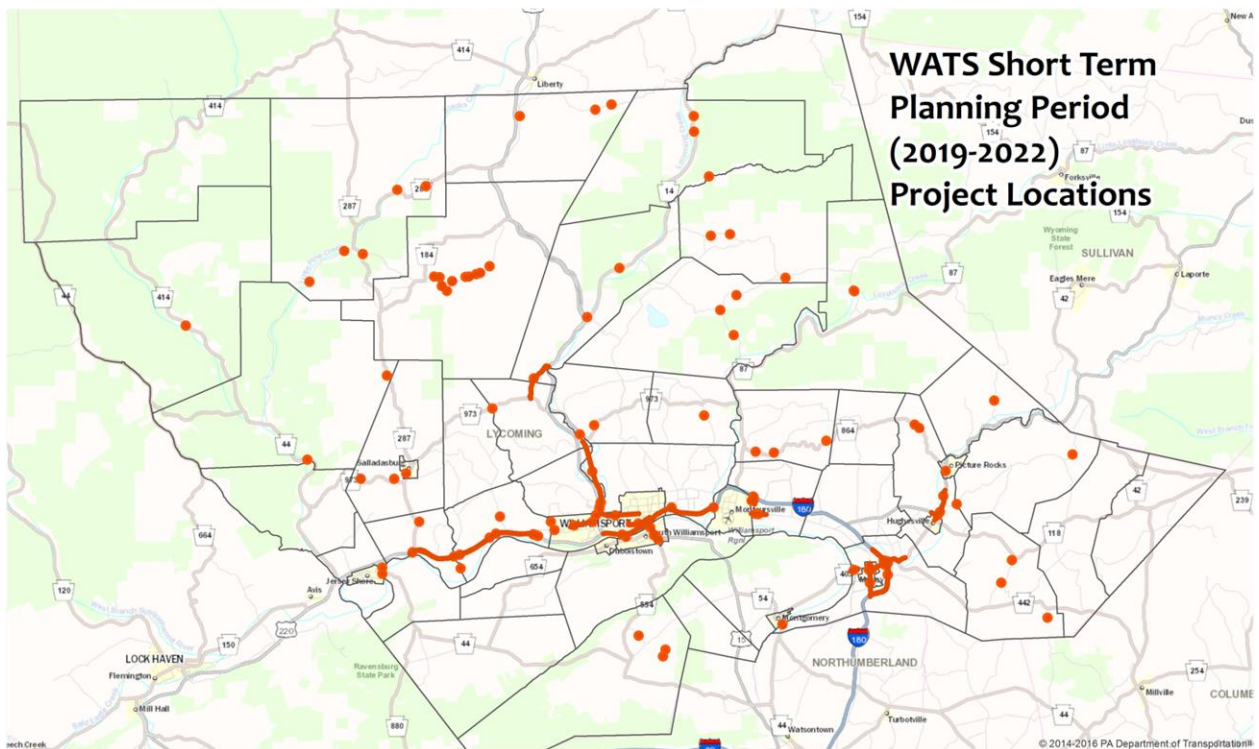
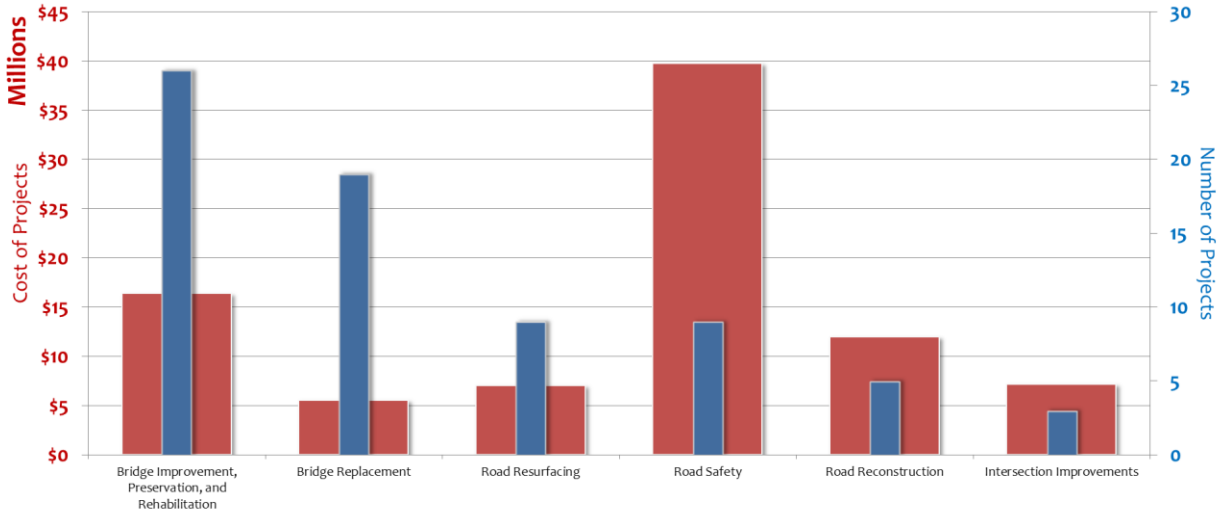
MPMS Number	Project Location	Project category	Cost	Phases	Project has phases in medium term
5755	SR 1010 over Roaring Branch, Jackson Township	Bridge Improvement	\$80,000	PE	YES
5920	SR 1006 over Tributary to Wallis Run, Cascade Township	Bridge Improvement	\$20,000	PE	YES
6106	SR 3018 over 1st Fork Larrys Creek, Mifflin Township	Bridge Improvement	\$205,000	FD, UTL, ROW, CON	
97625	SR 287 over Larrys Creek, Cummings Township	Bridge Improvement	\$60,000	FD, UTL, ROW	YES
99027	SR 1010 over Little Elk Run, Jackson Township	Bridge Improvement	\$271,000	PE, FD, ROW, CON	
99032	SR 2004 over Tributary to Spring Creek, Washington Township	Bridge Improvement	\$152,000	PE, FD, UTL, ROW, CON	YES
99400	SR 287 over Lick Run, Pine Township	Bridge Improvement	\$60,000	FD, UTL, ROW	YES
106124	US-220 over Ramp A to W 4th St, Woodward Township	Bridge Improvement	\$4,085,000	PE, FD, UTL, CON	
106207	SR 3015 over Stoney Gap Run, Anthony Township	Bridge Improvement	\$235,000	PE, FD, UTL, ROW, CON	
110167	SR 54 over West Branch Susquehanna River, Montgomery Borough	Bridge Improvement	\$172,000	PE, FD	YES
110182	SR 1006 over Slacks Run, Cascade Township	Bridge Improvement	\$40,000	PE	YES
110190	SR 2004 over Tributary to Spring Creek, Washington Township	Bridge Improvement	\$20,000	PE	YES
99034	Bridge deck overlays (multiple municipalities - 10 bridges)	Bridge Preservation	\$25,000	FD	YES
6209	SR 4001 over Little Pine Creek, Pine Township	Bridge Rehabilitation	\$5,169,000	FD, UTL, ROW, CON	
88743	SR 4001 over Little Pine Creek, Pine Township	Bridge Rehabilitation	\$10,000	FD	YES
88746	SR 14 over Grays Run, Lewis Township	Bridge Rehabilitation	\$900,000	CON	
88967	SR 414 over Bluestone Run, McHenry Township	Bridge Rehabilitation	\$465,000	FD, UTL, ROW, CON	
97609	SR 44 over Ramsey Run, Cummings Township	Bridge Rehabilitation	\$540,000	PE, FD, UTL, ROW, CON	YES
99052	SR 3010 over Larrys Creek, Piatt Township	Bridge Rehabilitation	\$80,000	PE	YES
99061	SR 4010 over Larrys Creek, Cogan House Township	Bridge Rehabilitation	\$80,000	PE	YES
99226	Bridge painting (multiple bridges on I-180, multiple municipalities)	Bridge Rehabilitation	\$50,000	PE, FD	YES

99383	SR 14 over Abbots Run, McIntyre Township	Bridge Rehabilitation	\$60,000	PE	YES
99408	SR 2083 over Lick Run, Shrewsbury Township	Bridge Rehabilitation	\$40,000	PE	YES
102022	SR 14 over Lycoming Creek, McIntyre Township	Bridge Rehabilitation	\$1,100,000	CON	
106125	SR 1003 over Jackson Hollow Run, Gamble Township	Bridge Rehabilitation	\$105,000	UTL, CON	
106133	Bridge painting (multiple bridges, multiple municipalities)	Bridge Rehabilitation	\$2,352,000	CON	
5891	T-665 over Pleasant Stream, McIntyre Township	Bridge Replacement	\$1,000,000	CON	
5939	SR 284 over Flooks Run, Pine Township	Bridge Replacement	\$80,000	PE	YES
5983	SR 1005 over Plunketts Creek, Plunketts Creek Township	Bridge Replacement	\$80,000	PE	YES
6030	SR 2061 over Beaver Run, Penn Township	Bridge Replacement	\$60,000	PE	YES
6031	SR 4010 over Larrys Creek, Cogan House Township	Bridge Replacement	\$40,000	PE	YES
6085	T-836 over Trout Run, Lewis Township	Bridge Replacement	\$200,000	PE	YES
6261	SR 405 over Glade Run, Muncy Borough	Bridge Replacement	\$1,140,000	PE, FD, UTL, ROW, CON	
87918	SR 44 over Lawshe Run, Jersey Shore Borough	Bridge Replacement	\$1,001,000	CON	
93679	SR 2013 over Laurel Run, Moreland Township	Bridge Replacement	\$125,000	CON	
97623	SR 284 over Blacks Run, Pine Township	Bridge Replacement	\$80,000	PE	YES
97632	SR 2003 over Spring Creek, Washington Township	Bridge Replacement	\$80,000	PE	YES
99013	SR 1006 over Slacks Run, Cascade Township	Bridge Replacement	\$170,000	UTL, CON	
99025	SR 1009 over Tributary to Blockhouse Creek, Jackson Township	Bridge Replacement	\$100,000	PE, FD, UTL, ROW	YES
99035	SR 2075 over Greggs Run, Wolf Township	Bridge Replacement	\$100,000	PE, FD, UTL, ROW	YES
99036	SR 3007 over Pine Run, Piatt Township	Bridge Replacement	\$202,000	FD, UTL, ROW, CON	
99038	SR 2014 over Bennetts Run, Fairfield Township	Bridge Replacement	\$225,000	PE, FD, CON	
101971	SR 2069 over Broad Run, Moreland Township	Bridge Replacement	\$220,000	FD, UTL, ROW, CON	
106085	T-369 over Queneshukeny Run, Woodward Township	Bridge Replacement	\$200,000	PE	YES
110203	T-556 over East Mill Creek, Upper Fairfield Township	Bridge Replacement	\$446,000	PE, FD, UTL, ROW, CON	
6096	SR 405 and SR 2014 Intersection, Muncy Borough	Intersection Improvement	\$575,000	FD, UTL, ROW, CON	
93016	US 220 and SR 405 Intersection, Hughesville Borough/Wolf Township	Intersection Improvement	\$2,307,000	UTL, CON	
98166	SR 2045 and Bushy Ridge Rd Intersection, Fairfield Township	Intersection Improvement	\$2,950,000	CON	

98983	US 15 from Main st to Southern Ave, South Williamsport Borough	Reconstruction	\$250,000	PE	YES
81897	SR 2060 from Via Bella to 3rd St, City of Williamsport	Reconstruction	\$675,000	UTL, CON	YES
87987	SR 2014 from Campbell to Basin, City of Williamsport	Reconstruction	\$6,238,000	UTL, CON, ROW,	YES
93732	SR 2014 from Campbell St to US 15, City of Williamsport	Reconstruction	\$1,125,000	PE	YES
108112	SR 2014 from Hillside Ave to US-15, City of Williamsport	Reconstruction	\$3,700,000	CON	
97672	I-180 from Muncy Creek to SR 2014, Muncy Creek Township	Resurface	\$960,000	CON	
97803	SR 2056 from Northway Rd to Washington Blvd, Loyalsock Township	Resurface	\$150,000	CON	
98924	US 220 from Muncy Creek to Main St, Wolf Township/Picture Rocks Borough	Resurface	\$420,000	CON	
98931	SR 405 from SR 2014 to SR 2057, Muncy Borough/Muncy Creek Township	Resurface	\$15,000	FD	
98942	SR 2016 from Lycoming Creek Rd to Hepburn St, Old Lycoming Township/Loyalsock Township/City of Williamsport	Resurface	\$79,000	CON	
99029	SR 1017 from High St to Pleasant Hill Rd, Old Lycoming Township/Loyalsock Township/Lycoming Township	Resurface	\$750,000	CON	
99410	SR 2014 from SR 405 to Rose Hill Rd, Muncy Borough	Resurface	\$865,000	PE, CON	
105532	I-180 from US-15 to Warrensville Rd, City of Williamsport/Loyalsock Township	Resurface	\$100,000	PE	YES
106156	SR 3029 from SR 973 to Lycoming Creek Rd, Lycoming Township/Lewis Township	Resurface	\$300,000	CON	
93732	US 220 from SR 287 to 4th St, Piatt Township/Woodward Township	Safety Improvement	\$38,797,000	FD, UTL, ROW, CON	
106182	Countywide Cable Guiderail Upgrade, multiple municipalities	Safety Improvement	\$140,000	PE, FD, ROW	YES
106219	2019 Reflective Pavement Markers, multiple municipalities	Safety Improvement	\$30,000	CON	
108942	Wrong Way ramp signs, multiple municipalities	Safety Improvement	\$290,000	CON	
110248	2020 Reflective Pavement Markers, multiple municipalities	Safety Improvement	\$30,000	CON	
110249	2021 Reflective Pavement Markers, multiple municipalities	Safety Improvement	\$30,000	CON	
110250	2022 Reflective Pavement Markers, multiple municipalities	Safety Improvement	\$30,000	CON	
110769	I-180 delineation project, multiple municipalities	Safety Improvement	\$725,000	CON	
110771	Districtwide Cable Guiderail Upgrade, multiple municipalities	Safety Improvement	\$1,050,000	CON	

The chart below provides a breakdown of FFY 2013-2016 WATS TIP funding by project category. Highway related improvements account for approximately 60% of highway and bridge spending. All improvements are related to system preservation and safety.

Summary of projects and spending by project category:



Fiscal Constraint Summary

The WATS FFY 2019-2022 Transportation Improvement Program was officially adopted by the WATS MPO at their June 18, 2018 public meeting. The Federal Highway Administration subsequently approved the WATS TIP as satisfying federal fiscal constraint.

The WATS MPO relies upon PennDOT Financial Guidance to establish fiscal constraint targets for the TIP and Long Range Plan. The following table shows the anticipated funding for the short term time frame. All projects and line items were constrained to meet these funding levels.

WATS MPO Highway / Bridge Base Funding Allocations
Based on PennDOT FFY 2019-2022 Program Financial Guidance

Federal Fiscal Year	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	TOTAL
2019	\$3,111,000	\$2,305,000	\$4,648,000	\$2,101,000	\$827,000	\$1,068,000	\$14,060,000
2020	\$3,220,000	\$2,347,000	\$5,128,000	\$2,101,000	\$827,000	\$1,090,000	\$14,713,000
2021	\$3,220,000	\$2,346,000	\$5,457,000	\$2,100,000	\$827,000	\$1,090,000	\$15,040,000
2022	\$3,219,000	\$2,345,000	\$5,995,000	\$2,100,000	\$827,000	\$1,090,000	\$15,576,000
TOTAL	\$12,770,000	\$9,343,000	\$21,228,000	\$8,402,000	\$3,308,000	\$4,338,000	\$59,389,000

The FFY 2019-222 WATS TIP contains 71 projects with a total programmed amount of \$84,506,000. There are 26 highway related improvement projects and 45 bridge improvement projects included on the WATS TIP. The TIP is deemed fiscally constrained because \$59,389,000 from the above referenced PennDOT Financial Guidance approved highway/bridge base allocations established for the WATS MPO is being used toward these projects along with an additional \$25,117,000 from funding sources that are considered to be “in addition to our region’s base allocation” such as federal earmarks (SXF), “SPIKE” funds, discretionary funds, economic development funds, flex funds along with local contributions.

Transit

Projects

Agency	Project	Year	Cost
River Valley Transit	Purchase 2 Other Transit Vehicles	2019	\$125,000
River Valley Transit	Garage & Office/CNG Facility Improvements	2019	\$2,500,000
River Valley Transit	Support Equipment	2019	\$75,000
River Valley Transit	Spare Components	2019	\$100,000
River Valley Transit	Economic/Joint Development	2019	\$6,200,000
	Streetscape		\$500,000
	Trade & Transit Center Complex		\$2,000,000
	East 3rd Street Revitalization		\$3,700,000
STEP, Inc.	Purchase 10 vehicles	2019	\$684,000
STEP, Inc.	Purchase network switch	2019	\$1,600
STEP, Inc.	Purchase 2 laptops	2019	\$3,800
STEP, Inc.	Purchase 36 computer tablets	2019	\$5,364
STEP, Inc.	Purchase 4 security cameras	2019	\$2,000
STEP, Inc.	Purchase portable radio	2019	\$400

River Valley Transit	Purchase 6 Fixed Route Buses	2020	\$2,600,000
River Valley Transit	Garage & Office/CNG Facility Improvements	2020	\$500,000
River Valley Transit	Support Equipment	2020	\$100,000
River Valley Transit	Spare Components	2020	\$75,000
River Valley Transit	Economic/Joint Development	2020	\$1,000,000
	Streetscape		\$500,000
	East 3rd Street Revitalization		\$500,000
STEP, Inc.	Purchase 4 vehicles	2020	\$273,600
STEP, Inc.	Purchase 13 workstations	2020	\$45,606
STEP, Inc.	Purchase 13 Computers	2020	\$9,100
River Valley Transit	Purchase 2 Other Transit Vehicles	2021	\$131,000
River Valley Transit	Support Equipment	2021	\$75,000
River Valley Transit	Spare Components	2021	\$100,000
River Valley Transit	Economic/Joint Development	2021	\$750,000
	Streetscape		\$500,000
	Church Street Transportation Center		\$250,000
STEP, Inc.	Purchase 17 vehicles	2021	\$1,162,800
River Valley Transit	Purchase 3 Fixed Route Buses	2022	\$2,000,000
River Valley Transit	Purchase Support Vehicles	2022	\$125,000
River Valley Transit	Support Equipment	2022	\$75,000
River Valley Transit	Spare Components	2022	\$100,000
River Valley Transit	Economic/Joint Development	2022	\$750,000
	Streetscape		\$500,000
	Regional Transit Hubs		\$250,000
STEP, Inc.	Purchase 1 vehicle	2022	\$63,883
STEP, Inc.	Facility improvements	2022	\$1,437,633
STEP, Inc.	Purchase network switch	2022	\$1,600
Total Transit Improvements			\$21,072,386

Fiscal Constraint Summary

The WATS FFY 2019-2022 Transportation Improvement Program was officially adopted by the WATS MPO at their June 18, 2018 public meeting. The Federal Transit Administration subsequently approved the WATS TIP as satisfying federal fiscal constraint requirements. The TIP contains \$21,072,386 in programmed transit projects for River Valley Transit and STEP.

The WATS MPO relies upon PennDOT Financial Guidance to establish fiscal constraint targets for the TIP and Long Range Plan. The following table shows the anticipated funding for the short term time frame. All projects and line items were constrained to meet these funding levels.

WATS MPO Transit Base Funding Allocations
Based on PennDOT FFY 2019-2022 Program Financial Guidance

	FFY 2019	FFY 2020	FFY 2021	FFY 2022
RVT - Operating Assistance	\$4,192,000	\$4,234,000	\$4,277,000	\$4,319,000
STEP, Inc. - Shared Ride	\$1,017,000	\$1,017,000	\$1,017,000	\$1,017,000
Total State Funding	\$5,209,000	\$5,251,000	\$5,294,000	\$5,336,000
Federal Transit Funding	\$2,118,000	\$2,163,000	\$2,163,000	\$2,163,000
Transit Funding Grand Total	\$7,327,000	\$7,414,000	\$7,457,000	\$7,499,000

Airport

Projects

Location	Improvement	Phases	Year(s)	Cost	Funding
Williamsport Regional Airport	Master Plan Update	All	2019-2020	\$400,000	AIP, BOA, LOC
Williamsport Regional Airport	Realign Taxiway Bravo	All	2019-2020	\$1,000,000	AIP, BOA, LOC
Williamsport Regional Airport	Aircraft Hardstands	All	2019-2020	\$500,000	AIP, BOA, LOC
Williamsport Regional Airport	Reconstruct Airport Road	All	2020-2021	\$1,111,000	AIP

Fiscal Constraint Summary

The capital projects for the Williamsport Regional Airport for FFY 2019-2022 have been identified and prioritized by the Williamsport Municipal Airport Authority and approved as part of the overall PennDOT Twelve Year Transportation Program aviation section and are also included on the PennDOT Bureau of Aviation, JCIP system. A total of \$3,011,000 in airport projects are shown for the first four years of this plan. Revenue levels are anticipated to fully cover estimated project costs shown above primarily from FAA Airport Improvement Program, (AIP) entitlement funding for the Williamsport Regional Airport during this time period along with state and local required matching funds. As stated earlier, airport projects are not federally required to be programmed on the WATS MPO TIP and are therefore not subject to overall TIP fiscal constraint requirements, however these projects are illustrated and supported in the WATS Long Range Plan to ensure a coordinated, multi-modal focus of this plan.

Rail

Projects

Future project planning for the SEDA-COG Joint Rail Authority does not naturally break into the same time period categories as other modes. Therefore all proposed future rail projects are shown below under “short term.”

Plan Reference	Timeframe	Project Locations / Track Systems	Funding Sources	Description	Estimated Cost
PA Passenger & Rail Plan	Mid-term Projects (3-5 years)	Muncy Industrial Park Sidings	TBD	Construct sidings to Muncy Industrial Park sites	\$2,000,000
PA Passenger & Rail Plan	Long-term Projects (5+years)	Welded Rail Installation	TBD	Between Montoursville and Saegers State due to increasing traffic	\$3,000,000
PA Passenger and Rail Plan	Long-term Projects (5+years)	Track Rehabilitation – Koppers	TBD	Major rehabilitation of tracks to serve largest customer	\$100,000
SEDA-COG Strategic Plan	Next 20 Years	All	RTAP	Railroad bridge upgrades - load capacity	\$2,100,000.00
SEDA-COG Strategic Plan	Next 20 Years	LVRR	RTAP	Track upgrades and expansion, new construction of storage tracks (Williamsport to S. Avis)	\$1,260,000.00
SEDA-COG Strategic Plan	Next 20 Years	NB/LV/NS/JV/SV	RTAP	Capital/safety upgrades to 8 bridges	\$3,500,000.00
SEDA-COG Strategic Plan	Next 20 Years	LV/NB/NS	RTAP	Upgrade 22 bridges	\$1,911,000.00

SEDA-COG Strategic Plan	Next 20 Years	JV/LV/NB/NS	RTAP	Bridges/culverts/bank stable - flood mitigation	\$5,000,000.00
SEDA-COG Strategic Plan	Next 20 Years	LV/NB	RTAP	construct track/TO replacement (MATI) - rail upgrades	\$3,500,000.00
SEDA-COG Strategic Plan	Next 20 Years	LVRR	RTAP	Purchase industrial property - Clinton Twp - Bishop 27 acres - construct track	\$1,750,000.00
SEDA-COG Strategic Plan	Next 20 Years	LVRR	RTAP	NBY - track construct/TO replacements/realign track	\$2,450,000.00
SEDA-COG Strategic Plan	Next 20 Years	LVRR	RTAP	Track upgrades/rail replacement/crossing construct - NBY to South Avis	\$4,900,000.00
SEDA-COG Strategic Plan	Next 20 Years	JV/LV/NB/NS/SV	RTAP	Construct/renovate 22 bridges	\$1,900,000.00
SEDA-COG Strategic Plan	Next 20 Years	LV/NB/NS	RTAP	Construct/rehab tracks and sidings	\$2,340,000.00

Fiscal Constraint Summary

The list of projects above has been compiled through listings found in Appendix 9 (Freight Rail Projects) of the Pennsylvania Intercity Passenger & Freight Rail Plan and the SEDA-COG Joint Rail Authority (JRA) strategic plan. A majority of these projects have received line item authorizations in the state capitol budget through the Rail Transportation Assistance Program (RTAP). The capital projects proposed along the Lycoming Valley Railroad have been identified and prioritized by the SEDA-COG Joint Rail Authority with an implementation timeframe over the next twenty years as funding becomes available. There are a total of fourteen rail improvement projects proposed along JRA owned rail lines that impact, to some degree, the Lycoming Valley Rail Road system. The total estimated cost of these projects is projected to be \$35,711,000. Revenue levels are anticipated to fully cover estimated project costs shown above primarily through a combination of FRA grants, state rail grants and required local match supplied by the Joint Rail Authority & its Operator – or from other sources. Rail projects are not federally required to be programmed on the WATS MPO TIP and are therefore not subject to overall TIP fiscal constraint requirements, however these projects are illustrated and supported in the WATS Long Range Plan to ensure a coordinated, multi-modal focus of this plan.

WATS MPO Medium Term Transportation Project Priorities

Highway and Bridge

Specific projects listed below in *italics* are carryover projects from the short term project list. Any other specific project listed with an MPMS number is a TYP or Decade of Investment project not programmed on the 2019-2022 TIP. In the medium term of this plan additional highway, bridge, and safety projects will be selected based on needs and priority on a two year cycle in coordination with the update of the TIP. Line items in this period have been created to which specific projects will be assigned in future TIP updates. All projects will be selected consistent with the goals and performance measure of this plan.

Projects

MPMS	Project Location	Improvement	Second Four Years (2023 - 2026)		Third Four Years (2027 - 2030)	
			Cost	Phases	Cost	Phases
6031	SR 4010 over Larrys Creek, Cogan House Township	Bridge Replacement	\$265,000	FD, UTL, ROW, CON	\$95,000	CON
5939	SR 284 over Flooks Run, Pine Township	Bridge Replacement	\$220,000	FD, UTL, ROW, CON	\$240,000	CON
5755	SR 1010 over Roaring Branch, Jackson Township	Bridge Improvement	\$310,000	FD, UTL, ROW, CON	\$250,000	CON
5983	SR 1005 over Plunketts Creek, Plunketts Creek Township	Bridge Replacement	\$592,000	FD, UTL, ROW, CON	\$252,000	CON
6030	SR 2061 over Beaver Run, Penn Township	Bridge Replacement	\$30,000	FD, UTL, ROW	\$352,000	CON
99034	Bridge deck overlays (multiple municipalities - 10 bridges)	Bridge Preservation	\$750,000	CON	\$750,000	CON
110167	SR 54 over West Branch Susquehanna River, Montgomery Borough	Bridge Improvement	\$1,333,000	CON	\$1,868,000	CON
93732	SR 2014 from Campbell St to US 15, City of Williamsport	Reconstruction	\$15,718,000	FD, UTL, ROW, CON	\$4,100,000	CON
98983	US 15 from Main St to Southern Ave, South Williamsport Borough	Reconstruction	\$2,598,000	PE, FD, UTL, ROW	\$12,333,000	UTL, CON
99032	SR 2004 over Tributary to Spring Creek, Washington Township	Bridge Improvement	\$108,000	CON		
99025	SR 1009 over Tributary to Blockhouse Creek, Jackson Township	Bridge Replacement	\$150,000	CON		
99035	SR 2075 over Greggs Run, Wolf Township	Bridge Replacement	\$176,000	CON		
110182	SR 1006 pver Slacks Run, Cascade Township	Bridge Improvement	\$210,000	FD, UTL, ROW, CON		
99408	SR 2083 over Lick Run, Shrewsbury Township	Bridge Rehabilitation	\$210,000	FD, UTL, ROW, CON		
5920	SR 1006 over Tributary to Wallis Run, Cascade Township	Bridge Improvement	\$230,000	PE, FD, UTL, ROW, CON		
110190	SR 2004 over Tributary to Spring Creek, Washington Township	Bridge Improvement	\$230,000	PE, FD, UTL, ROW, CON		
99383	SR 14 over Abbots Run, McIntyre Township	Bridge Rehabilitation	\$361,000	FD, UTL, ROW, CON		
97609	SR 44 over Ramsey Run, Cummings Township	Bridge Rehabilitation	\$400,000	CON		
81897	SR 2060 from Via Bella to 3rd St, City of Williamsport	Reconstruction	\$400,000	CON		

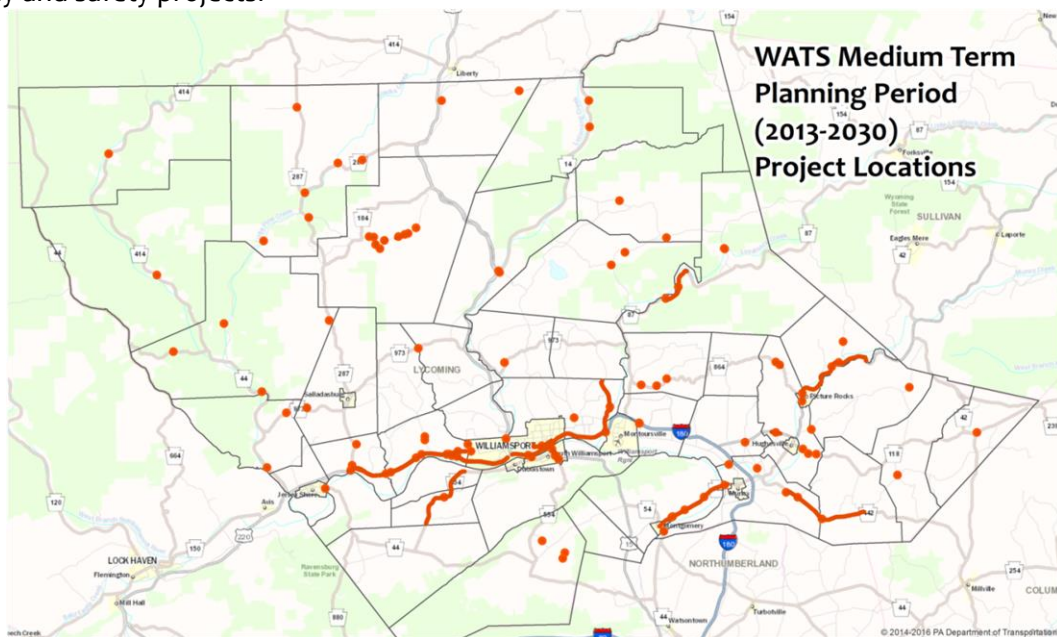
106182	Countywide Cable Guiderail Upgrade, multiple municipalities	Safety Improvement	\$450,000	UTL, CON		
106085	T-369 over Queneshukeny Run, Woodward Township	Bridge Replacement	\$531,000	FD, UTL, ROW, CON		
6085	T-836 over Trout Run, Lewis Township	Bridge Replacement	\$540,000	PE, FD, UTL, ROW, CON		
99052	SR 3010 over Larrys Creek, Piatt Township	Bridge Rehabilitation	\$810,000	FD, UTL, ROW, CON		
97623	SR 284 over Blacks Run, Pine Township	Bridge Replacement	\$860,000	FD, UTL, ROW, CON		
97632	SR 2003 over Spring Creek, Washington Township	Bridge Replacement	\$860,000	FD, UTL, ROW, CON		
99061	SR 4010 over Larrys Creek, Cogan House Township	Bridge Rehabilitation	\$914,000	FD, UTL, ROW, CON		
88743	SR 4001 over Little Pine Creek, Pine Township	Bridge Rehabilitation	\$1,042,000	CON		
99400	SR 287 over Lick Run, Pine Township	Bridge Improvement	\$1,100,000	CON		
97625	SR 287 over Larrys Creek, Cummings Township	Bridge Improvement	\$1,300,000	CON		
99226	Bridge painting (multiple bridges on I-180, multiple municipalities)	Bridge Rehabilitation	\$1,390,000	CON		
105532	I-180 from US-15 to Warrensville Rd, City of Williamsport/Loyalsock Township	Resurface	\$1,450,000	FD, CON		
106124	US-220 over Ramp A to W 4th St, Woodward Township	Bridge Improvement	\$1,560,000	CON		
87987	SR 2014 from Campbell to Basin, City of Williamsport	Reconstruction	\$8,169,000	CON		
99233	SR 14 over Red Run, McIntyre Township	Bridge Improvement	\$80,000	PE	\$560,000	FD, UTL, ROW, CON
99383	SR 14 over Abbots Run, McIntyre Township	Bridge Improvement	\$361,000	FD, UTL, ROW, CON		
6128	SR 14 over Trout Run, Lewis Township	Bridge Improvement	\$71,312	PE	\$410,000	FD, UTL, ROW, CON
110162	SR 15 over Hagermans Run, Borough of South Williamsport	Bridge Improvement	\$1,250,000	PE, CON		
97609	SR 44 over Ramsey Run, Cummings Township	Bridge Improvement	\$400,000	CON		
99348	SR 44 over Furnace Run, Watson Township	Bridge Improvement	\$317,000	PE, FD, UTL, ROW, CON	\$200,000	CON
99393	SR 44 over Upper Pine Bottom Run, Cummings Township	Bridge Improvement	\$320,000	PE, FD, UTL, ROW, CON	\$200,000	CON
98919	SR 87 from Little Bear	Highway	\$800,000	CON		

	Creek Road to Lower Manor Road, Plunketts Creek Township	Restoration				
97615	SR 87 over Little Bear Creek, Plunketts Creek Township	Bridge Improvement	\$500,000	CON		
97639	SR 118 over Gregs Run, Wolf Township	Bridge Improvement	\$60,000	PE	\$460,000	FD, UTL, ROW, CON
97654	SR 118 over Sugar Run, Wolf Township	Bridge Improvement	\$60,000	PE, FD	\$560,000	FD, UTL, ROW, CON
97658	SR 118 over Little Muncy Creek, Jordan Township	Bridge Improvement	\$41,312	PE	\$320,000	FD, CON
98990	US 220 from School St to Arch St, Woodward Township/City of Williamsport	Highway Restoration	\$20,000	PE	\$3,022,000	FD, UTL, ROW, CON
99003	US 220 from Bennett Ln to Muncy Creek, Borough of Picture Rocks/Shrewsbury Township/Penn Township	Highway Restoration	\$6,467,000	CON		
102641	US 220 between Tivoli and Glen Mawr, Shrewsbury Township	Safety Improvement	\$750,000	CON		
79249	US 220 over Wolf Run, Wolf Township	Bridge Improvement	\$80,000	PE	\$660,000	FD, UTL, ROW, CON
99352	SR 287 over Tributary to Larrys Creek, Piatt Township	Bridge Improvement	\$60,000	PE	\$360,000	FD, UTL, ROW, CON
97661	SR 405 over Tributary to Susquehanna River, Clinton Township	Bridge Improvement	\$800,000	PE, FD, UTL, ROW, CON		
99008	SR 405 from SR 54 to Brick Church Rd, Borough of Montgomery/Clinton Township	Highway Reconstruction	\$1,050,000	PE, FD, ROW	\$8,162,500	UTL, CON
99354	SR 405 over Tributary to Susquehanna River, Clinton Township/Borough of Montgomery	Bridge Improvement	\$100,000	PE, FD, UTL, ROW	\$200,000	CON
97785	SR 405 from Brick Church Rd to Susquehanna River bridge	Highway Restoration	\$500,000	CON		
99402	SR 414 over Pine Creek, McHenry Township	Bridge Improvement	\$22,000	PE	\$1,540,000	FD, UTL, ROW, CON
97663	SR 442 over Dry Run, Muncy Creek Township	Bridge Improvement	\$80,000	PE	\$660,000	FD, UTL, ROW, CON
99237	SR 973 over Mill Creek, Hepburn Township	Bridge Improvement	\$440,000	PE, FD, UTL, ROW, CON	\$300,000	CON
99051	SR 1017 over Trout Run, Lewis Township	Bridge Improvement	\$41,312	PE	\$220,000	FD, CON

99359	SR 2014 over Wolf Run, Muncy Creek Township	Bridge Improvement	\$60,000	PE	\$260,000	FD, UTL, ROW, CON
110181	SR 2015 over German Run, Franklin Township	Bridge Improvement	\$175,000	PE, FD, UTL, ROW, CON	\$75,000	CON
99337	SR 2018 over Millers Run, Loyalsock Township	Bridge Improvement	\$468,000	PE, FD, UTL, ROW, CON	\$350,000	CON
99300	SR 2039 from E 3rd St to Lick Run Rd, Loyalsock Township	Highway Restoration	\$15,000	PE	\$1,400,000	CON
97662	SR 2053 over Wolf Run, Muncy Township	Bridge Improvement	\$80,000	PE	\$460,000	FD, UTL, ROW, CON
110204	SR 2055 over Tributary to Muncy Creek, Muncy Creek Township	Bridge Improvement	\$175,000	PE, FD, UTL, ROW, CON	\$75,000	CON
99058	SR 2061 over Little Muncy Creek, Muncy Creek Township	Bridge Improvement	\$39,312	PE	\$170,000	FD, CON
110205	SR 2061 over Little Sugar Run, Wolf Township	Bridge Improvement	\$100,000	PE, FD, UTL, ROW	\$150,000	CON
110207	SR 4001 over Little Pine Creek, Cummings Township	Bridge Improvement	\$100,000	PE, FD, UTL, ROW	\$150,000	CON
110208	SR 4002 over Hughes Run, Pine Township	Bridge Improvement	\$45,000	PE	\$210,000	FD, UTL, ROW, CON
99373	SR 3013 slide repair, Woodward Township	Highway Reconstruction			\$1,300,000	CON
110180	SR 973 over Tributary to Tombs Run, Watson Township	Bridge Improvement			\$540,000	CON
97620	SR 864 over Mill Creek, Upper Fairfield Township	Bridge Improvement			\$1,100,000	CON
98932	SR 654 from Cold Water Town Rd to E Village Dr, Bastress Township/Susquehanna Township	Highway Restoration			\$1,000,000	CON
98930	SR 442 from Clarkstown Rd to Moreland Baptist Rd, Muncy Creek Township/Moreland Township	Highway Restoration			\$1,500,000	CON
6206	SR 414 over Pine Creek, Brown Township	Bridge Improvement			\$700,000	PE, FD, UTL, ROW, CON
97617	SR 284 over Bonnell Run, Pine Township	Bridge Improvement			\$1,239,000	PE, FD, UTL, ROW, CON
6000	US 220/ W 4th St Interchange	Highway Reconstruction			\$250,000	PE
6205	SR 44 over Susquehanna River, Borough of Jersey Shore/Nippenose Township	Bridge Improvement			\$1,285,000	PE, CON

94681	Jersey Shore Culvert 2, Borough of Jersey Shore	Bridge Improvement			\$2,000,000	CON
	Future highway restoration/reconstruction projects line item		\$750,000		\$1,000,000	
	Future state bridge projects line item				\$1,000,000	
	Future local bridge projects line item				\$3,372,000	
	Future safety projects line item				\$4,360,000	
	TOTAL		\$61,945,248		\$62,020,500	
<i>Financial Guidance</i>			<i>\$62,293,000</i>		<i>\$62,272,000</i>	

The WATS medium term projects consist of \$42,029,248 in bridge projects and \$71,454,500 in highway and safety projects.



Fiscal Constraint Summary

The WATS MPO relies upon PennDOT Financial Guidance to establish fiscal constraint targets for the TIP and Long Range Plan. The following table shows the anticipated funding for the medium term time frame. All projects and line items were constrained to meet these funding levels.

WATS MPO Highway / Bridge Base Funding Allocations
Based on PennDOT FFY 2023-2030 Program Financial Guidance

	Federal Fiscal Year	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	TOTAL
Second Four Years (2023 - 2026)	2023	\$3,219,000	\$2,345,000	\$5,994,000	\$2,099,000	\$827,000	\$1,090,000	\$15,575,000
	2024	\$3,219,000	\$2,345,000	\$5,993,000	\$2,098,000	\$827,000	\$1,090,000	\$15,574,000
	2025	\$3,219,000	\$2,345,000	\$5,993,000	\$2,098,000	\$827,000	\$1,090,000	\$15,573,000
	2026	\$3,219,000	\$2,345,000	\$5,992,000	\$2,097,000	\$827,000	\$1,090,000	\$15,571,000
	TOTAL	\$12,876,000	\$9,380,000	\$23,972,000	\$8,392,000	\$3,308,000	\$4,360,000	\$62,293,000
Third Four Years (2027 - 2030)	2027	\$3,219,000	\$2,345,000	\$5,992,000	\$2,096,000	\$827,000	\$1,090,000	\$15,570,000
	2028	\$3,219,000	\$2,345,000	\$5,991,000	\$2,096,000	\$827,000	\$1,090,000	\$15,568,000
	2029	\$3,219,000	\$2,345,000	\$5,990,000	\$2,095,000	\$827,000	\$1,090,000	\$15,568,000
	2030	\$3,219,000	\$2,345,000	\$5,990,000	\$2,094,000	\$827,000	\$1,090,000	\$15,566,000
	TOTAL	\$12,876,000	\$9,380,000	\$23,963,000	\$8,381,000	\$3,308,000	\$4,360,000	\$62,272,000
GRAND TOTAL	\$25,752,000	\$18,760,000	\$47,935,000	\$16,773,000	\$6,616,000	\$8,720,000	\$124,565,000	

Transit

Projects

Agency	Project	Year	Cost
River Valley Transit	Purchase 3 Fixed Route Buses	2023	\$2,100,000
River Valley Transit	Purchase 2 Other Transit Vehicles	2023	\$138,000
River Valley Transit	Support Equipment	2023	\$75,000
River Valley Transit	Spare Components	2023	\$100,000
River Valley Transit	Economic/Joint Development	2023	\$1,000,000
	Streetscape		\$500,000
	Trade & Transit Center Complex		\$500,000
STEP, Inc	Purchase 10 vehicles	2023	\$484,000
STEP, Inc	Purchase 50 computer tablets	2023	\$9,517
River Valley Transit	Purchase 3 Fixed Route Buses	2024	\$2,100,000
River Valley Transit	Garage & Office/CNG Facility Improvements	2024	\$500,000
River Valley Transit	Purchase Support Vehicles	2024	\$125,000
River Valley Transit	Support Equipment	2024	\$100,000
River Valley Transit	Spare Components	2024	\$75,000
STEP, Inc	Purchase 8 vehicles	2024	\$536,000
River Valley Transit	Purchase 2 Other Transit Vehicles	2025	\$145,000
River Valley Transit	Support Equipment	2025	\$75,000
River Valley Transit	Spare Components	2025	\$100,000
River Valley Transit	Economic/Joint Development	2025	\$500,000
	Church Street Transportation Center		\$250,000
	Regional Transit Hubs		\$250,000
STEP, Inc	Purchase 9 vehicles	2025	\$638,000
STEP, Inc	Purchase 13 Computers	2025	\$9,100
River Valley Transit	Purchase Support Vehicles	2026	\$125,000
River Valley Transit	Support Equipment	2026	\$100,000
River Valley Transit	Spare Components	2026	\$75,000
River Valley Transit	Economic/Joint Development	2026	\$500,000
	Streetscape		\$500,000
STEP, Inc	Purchase 9 vehicles	2026	\$648,000
STEP, Inc	Purchase network switch	2026	\$1,600
STEP, Inc	Purchase phones	2026	\$7,200

River Valley Transit	Purchase 3 Fixed Route Buses	2027	\$2,300,000
River Valley Transit	Purchase 2 Other Transit Vehicles	2025	\$152,000
River Valley Transit	Support Equipment	2027	\$75,000
River Valley Transit	Spare Components	2027	\$100,000
River Valley Transit	Economic/Joint Development	2027	\$500,000
	<i>Trade & Transit Center Complex</i>		\$500,000
STEP, Inc	Purchase 3 vehicles	2027	\$196,000
STEP, Inc	Purchase office furniture	2027	\$49,233
STEP, Inc	Purchase 50 computer tablets	2027	\$9,950
River Valley Transit	Purchase 6 Fixed Route Buses	2028	\$4,800,000
River Valley Transit	Purchase Support Vehicles	2028	\$125,000
River Valley Transit	Garage & Office/CNG Facility Improvements	2028	\$500,000
River Valley Transit	Support Equipment	2028	\$100,000
River Valley Transit	Spare Components	2028	\$75,000
River Valley Transit	Economic/Joint Development	2028	\$500,000
	<i>Church Street Transportation Center</i>		\$250,000
	<i>Regional Transit Hubs</i>		\$250,000
STEP, Inc	Purchase 8 vehicles	2028	\$546,000
STEP, Inc	Purchase 9 office computers	2028	\$18,597
River Valley Transit	Purchase 6 Fixed Route Buses	2029	\$5,000,000
River Valley Transit	Purchase 2 Other Transit Vehicles	2029	\$160,000
River Valley Transit	Support Equipment	2029	\$75,000
River Valley Transit	Spare Components	2029	\$100,000
River Valley Transit	Economic/Joint Development	2029	\$500,000
	<i>Streetscape</i>		\$500,000
STEP, Inc	Purchase 13 vans	2029	\$886,000
STEP, Inc	Purchase 13 Computers	2029	\$9,100
STEP, Inc	Purchase portable radio	2029	\$507
River Valley Transit	Purchase 3 Fixed Route Buses	2030	\$2,600,000
River Valley Transit	Purchase Support Vehicles	2030	\$125,000
River Valley Transit	Support Equipment	2030	\$100,000
River Valley Transit	Spare Components	2030	\$75,000
River Valley Transit	Economic/Joint Development	2030	\$500,000
	<i>Trade & Transit Center Complex</i>		\$500,000
STEP, Inc	Purchase 1 vehicle	2030	\$70,000
STEP, Inc	Purchase network switch	2030	\$1,600
Total Transit Improvements			\$30,515,404

Fiscal Constraint Summary

For both FFY 2023-2026 and FFY 2027-2030 timeframes, FFY 2022 WATS Transit TIP federal and state funding levels are assumed to remain flat and all projects shown remain within current TIP Transit funding levels. PennDOT Transit Financial Guidance for FFY 2023 and beyond was unavailable at the time this plan was prepared.

Airport

Projects

Location	Improvement	Phases	Year(s)	Cost	Funding
Williamsport Regional Airport	Expand FBO Textron Apron	All	2023	\$555,000	AIP
Williamsport Regional Airport	Expand FBO Apron	All	2024	\$555,000	AIP
Williamsport Regional Airport	Construct Unit Hangers	All	2025	\$1,200,000	ADG
Williamsport Regional Airport	Construct T Hangers	All	2026	\$1,000,000	ADG

Airport Fiscal Constraint Summary:

The capital projects for the Williamsport Regional Airport for FFY 2017-2024 have been identified and prioritized by the Williamsport Municipal Airport Authority and approved as part of the overall PennDOT Twelve Year Transportation Program aviation section and are also included on the PennDOT Bureau of Aviation, JCIP system. A total of \$ 4,421,000 in airport projects are shown for the FFY 2017-24 timeframe of this plan. Revenue levels are anticipated to fully cover estimated project costs shown above primarily from FAA Airport Improvement Program, (AIP) entitlement funding for the Williamsport Regional Airport and State Aviation Development Grants during this time period along with state and local required matching funds.

As stated earlier, airport projects are not federally required to be programmed on the WATS MPO TIP and are therefore not subject to overall TIP fiscal constraint requirements, however these projects are illustrated and supported in the WATS Long Range Plan to ensure a coordinated, multi-modal focus of this plan. The Airport Authority has not yet identified projects beyond FFY 2026.

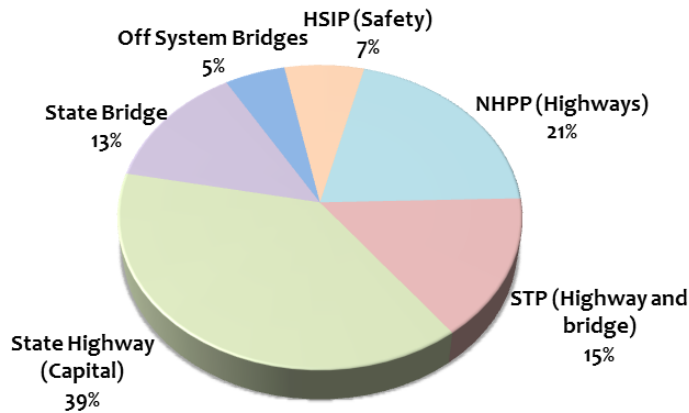
WATS MPO Long Term Transportation Project Priorities

Highway And Bridge

Projects

Specific projects in the long term are not identified. It is extremely unwise to develop a prescriptive list of projects for 13-20 years in the future at this time. Instead, specific projects for the years that are now in the long term will be programmed when firm financial guidance is available and future asset conditions and progress towards system performance goals are known and not just hazy guesses. This plan will have been updated twice by that time. Projects will be selected based on needs and priority on a two year cycle in coordination with the update of the TIP. The categories of projects selected will be based on available funding.

Projected WATS Long Term Project Categories, Based on Financial Guidance Projections



Fiscal Constraint Summary

The WATS MPO relies upon PennDOT Financial Guidance to establish fiscal constraint targets for the TIP and Long Range Plan. However, these guidelines only extend to the end of the current Twelve Year Plan timeframe. Financial guidance for the long term period of this plan (Years 13-20) were derived by extending the year 12 guidance forward with the assumption that funding levels will not increase or decrease significantly from those numbers. Since this plan assumes that since

1. the plan and project lists will be updated twice before the year 2031, and
2. the long term time frame of this plan is mostly composed of line item reserves for asset maintenance and safety projects

there will be no negative effect from extending year 12 funding levels forward another 8 years.

The following table shows the anticipated funding for the long term time frame. All projects and line items were constrained to meet these funding levels.

*WATS MPO Highway / Bridge Base Funding Allocations
Based on PennDOT FFY 2023-2030 Program Financial Guidance*

Federal Fiscal Year	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	TOTAL
2031	\$3,219,000	\$2,345,000	\$5,990,000	\$2,094,000	\$827,000	\$1,090,000	\$15,566,000
2032	\$3,219,000	\$2,345,000	\$5,990,000	\$2,094,000	\$827,000	\$1,090,000	\$15,566,000
2033	\$3,219,000	\$2,345,000	\$5,990,000	\$2,094,000	\$827,000	\$1,090,000	\$15,566,000
2034	\$3,219,000	\$2,345,000	\$5,990,000	\$2,094,000	\$827,000	\$1,090,000	\$15,566,000
2035	\$3,219,000	\$2,345,000	\$5,990,000	\$2,094,000	\$827,000	\$1,090,000	\$15,566,000
2036	\$3,219,000	\$2,345,000	\$5,990,000	\$2,094,000	\$827,000	\$1,090,000	\$15,566,000
2037	\$3,219,000	\$2,345,000	\$5,990,000	\$2,094,000	\$827,000	\$1,090,000	\$15,566,000
2038	\$3,219,000	\$2,345,000	\$5,990,000	\$2,094,000	\$827,000	\$1,090,000	\$15,566,000
TOTAL	\$25,752,000	\$18,760,000	\$47,920,000	\$16,752,000	\$6,616,000	\$8,720,000	\$124,528,000

Transit

Projects

Agency	Project	Year	Cost
River Valley Transit	Purchase 2 Other Transit Vehicles	2031	\$168,000
River Valley Transit	Support Equipment	2031	\$75,000
River Valley Transit	Spare Components	2031	\$100,000
River Valley Transit	Economic/Joint Development	2031	\$500,000
	<i>Church Street Transportation Center</i>		\$250,000
	<i>Regional Transit Hubs</i>		\$250,000
River Valley Transit	Purchase 6 Fixed Route Buses	2032	\$5,400,000
River Valley Transit	Purchase Support Vehicles	2032	\$125,000
River Valley Transit	Garage & Office/CNG Facility Improvements	2032	\$500,000
River Valley Transit	Support Equipment	2032	\$100,000
River Valley Transit	Spare Components	2032	\$75,000
River Valley Transit	Economic/Joint Development	2032	\$500,000
	<i>Streetscape</i>		\$500,000
River Valley Transit	Purchase 2 Other Transit Vehicles	2033	\$177,000
River Valley Transit	Support Equipment	2033	\$75,000
River Valley Transit	Spare Components	2033	\$100,000
River Valley Transit	Economic/Joint Development	2033	\$500,000
	<i>Trade & Transit Center Complex</i>		\$500,000
River Valley Transit	Purchase 3 Fixed Route Buses	2034	\$2,900,000
River Valley Transit	Purchase Support Vehicles	2034	\$125,000
River Valley Transit	Support Equipment	2034	\$100,000
River Valley Transit	Spare Components	2034	\$75,000
River Valley Transit	Economic/Joint Development	2034	\$500,000
	<i>Church Street Transportation Center</i>		\$250,000
	<i>Regional Transit Hubs</i>		\$250,000
River Valley Transit	Purchase 3 Fixed Route Buses	2035	\$3,000,000
River Valley Transit	Purchase 2 Other Transit Vehicles	2035	\$186,000
River Valley Transit	Support Equipment	2035	\$75,000
River Valley Transit	Spare Components	2035	\$100,000
River Valley Transit	Economic/Joint Development	2035	\$500,000
	<i>Streetscape</i>		\$500,000
River Valley Transit	Purchase 3 Fixed Route Buses	2036	\$3,100,000
River Valley Transit	Purchase Support Vehicles	2036	\$125,000
River Valley Transit	Garage & Office/CNG Facility Improvements	2036	\$500,000
River Valley Transit	Support Equipment	2036	\$100,000
River Valley Transit	Spare Components	2036	\$75,000
River Valley Transit	Economic/Joint Development	2036	\$500,000
	<i>Trade & Transit Center Complex</i>		\$500,000
River Valley Transit	Purchase 2 Other Transit Vehicles	2037	\$195,000
River Valley Transit	Support Equipment	2037	\$75,000
River Valley Transit	Spare Components	2037	\$100,000
River Valley Transit	Economic/Joint Development	2037	\$500,000
	<i>Streetscape</i>		\$250,000
	<i>Church Street Transportation Center</i>		\$250,000
River Valley Transit	Purchase Support Vehicles	2038	\$125,000
River Valley Transit	Support Equipment	2038	\$100,000
River Valley Transit	Spare Components	2038	\$75,000
River Valley Transit	Economic/Joint Development	2038	\$500,000
	<i>Streetscape</i>		\$500,000

STEP, Inc.	Vehicle Purchase/Replace	2031-2038	\$2,948,000
STEP, Inc.	Communications Equipment	2031-2038	\$112,000
STEP, Inc.	Computer Equipment	2031-2038	\$42,000
STEP, Inc.	Office Furniture	2031-2038	\$36,000
STEP, Inc.	Facility Improvements	2031-2038	\$1,700,000
Total Transit Improvement			\$26,864,000

Fiscal Constraint Summary

For both FFY 2031-2038 timeframe, FFY 2022 WATS Transit TIP federal and state funding levels are assumed to remain flat and all projects shown remain within current TIP Transit funding levels. PennDOT Transit Financial Guidance for FFY 2023 and beyond was unavailable at the time this plan was prepared.

Illustrative Projects

The following projects are not currently contained within the WATS TIP, TYP or Decade of Investment project lists. They are included here as possible future candidate projects that could be funded out of line item reserved funding in the medium and long term time periods.

Local Bridges

Note: “impending deficiency” bridges identified here have received a bridge condition rating of 5 in at least one inspection category such as the deck surface. It is expected that these bridges will become structurally deficient through normal wear and tear over the next 20 years if no preventative maintenance is completed.

Bridge Key	Location	Owner	Condition	Weight Limit
25058	T-434 (Mosquito Valley Rd) over Mosquito Creek	Armstrong Township	Structurally Deficient	
44986	T-790 (Buckhorn Rd) over Big Sandy Run	Cogan House Township	Structurally Deficient	
25069	T-541 (Old Cement Rd) over Tules Run	Fairfield Township	Structurally Deficient	
45081	T-463 (Sulky Rd) over Tributary to Laurel Run	Franklin Township	Structurally Deficient	
46333	T-463 (Sulky Rd) over Tributary to Laurel Run	Franklin Township	Structurally Deficient	
45083	T-465 (M K Rd) over German Run	Franklin Township	Structurally Deficient	
44972	T-625 (Winner Ln) over West Branch Murray Run	Gamble Township	Structurally Deficient	Posted
44968	T-872 (Mosteller Rd) over Joe Gray Run	Gamble Township	Structurally Deficient	Posted
25074	T-510 (Academy Rd) over Mill Creek	Hepburn Township	Structurally Deficient	Posted
45064	Hazel Alley over Pfouts Run	Jersey Shore Borough	Structurally Deficient	
47644	Hazel Alley over Pfouts Run	Jersey Shore Borough	Structurally Deficient	
25077	T-530 (Sheets Hill Rd) over West Branch Little Muncy Creek	Jordan Township	Structurally Deficient	Posted
46745	T-738 (Temple Rd) over Little Indian Run	Jordan Township	Structurally Deficient	
45098	T-746 (Bradley Rd) over Muncy Creek	Jordan Township	Structurally Deficient	
25081	T-506 (Upper Powys Rd) over Daugherty Run	Lewis Township	Structurally Deficient	Posted
25082	T-629 (Old Barn Rd) over Slacks Run	Lewis Township	Structurally Deficient	Posted
25083	T-836 (Truman St) over Trout Run	Lewis Township	Structurally Deficient	Posted
25086	T-856 (Lower Bodines Rd) over Slacks Run	Lewis Township	Structurally Deficient	Posted
47643	T-857 (Upper Bodines Rd) over Slacks Run	Lewis Township	Structurally Deficient	Posted
47642	T-506 (Upper Powys Rd) over Daugherty Run	Lewis Township	Structurally Deficient	
25088	Lycoming Creek Bikeway over Lycoming Creek	Loyalsock Township	Structurally Deficient	
47637	T-616 (Sheridan St) over McClures Run	Loyalsock Township	Structurally Deficient	
25065	T-615 (Snyder Rd, County Bridge 112) over Larrys Creek	Lycoming County	Structurally Deficient	Posted
25076	T-816 (County Bridge 111) over Blockhouse Creek	Lycoming County	Structurally Deficient	Posted
25096	T-665 (Pleasant Stream Rd) over Pleasant Stream	McIntyre Township	Structurally Deficient	Posted
25097	T-665 (Pleasant Stream Rd) over Pleasant Stream	McIntyre Township	Structurally Deficient	Posted
44985	T-358 (Zinck Rd) over Tributary to Larrys Creek	Mifflin Township	Structurally Deficient	
25161	Montgomery Park Rd over Adams Creek	Montgomery Borough	Structurally Deficient	Posted
25106	T-445 (Reese Rd) over Laurel Run	Moreland Township	Structurally Deficient	Posted
25107	T-638 (Bill Sones Rd) over Laurel Run	Moreland Township	Structurally Deficient	Posted
25110	T-665 (Tome Rd) over German Run	Moreland Township	Structurally Deficient	Posted
25111	T-668 (Cramner Hill Rd) over Sugar Run	Moreland Township	Structurally Deficient	Posted
25105	T-447 (Hollywood Rd) over Laurel Run	Moreland Township	Structurally Deficient	

52431	T-455 (Baylor Rd) over Laurel Run	Moreland Township	Structurally Deficient	
45118	T-509 (Old Lairdsville Rd) over Little Sugar Run	Moreland Township	Structurally Deficient	
45090	T-431 (River Rd) over Tributary to Susquehanna River	Muncy Creek Township	Structurally Deficient	
45005	T-516 (Auchmuty Rd) over Oak Run	Muncy Township	Structurally Deficient	
25120	T-557 (Bartlow Dr) over Gregs Run	Penn Township	Structurally Deficient	Posted
45091	T-559 (Frantz Rd) over Sugar Run	Penn Township	Structurally Deficient	
25123	T-654 (Fague Hill Rd) over Gregs Run	Penn Township	Structurally Deficient	
45096	T-698 (Myers Rd) over Beaver Run	Penn Township	Structurally Deficient	
25130	T-776 (English Run Rd) over English Run	Pine Township	Structurally Deficient	Posted
44983	T-776 (English Run Rd) over English Run	Pine Township	Structurally Deficient	Posted
25133	T-782 (Texas Creek Rd) over Wolf Run	Pine Township	Structurally Deficient	Posted
45068	T-392 (Valley Rd) over Tributary to Bender Run	Susquehanna Township	Structurally Deficient	
25140	T-556 (Heilman Rd) over East Mill Creek	Upper Fairfield Township	Structurally Deficient	
25142	T-384 (Gap Rd) over White Deer Hole Creek	Washington Township	Structurally Deficient	Posted
45048	T-397 (Petersburg Rd) over White Deer Hole Creek	Washington Township	Structurally Deficient	
45004	T-145 (Laurel Run Rd) over Tributary to Laurel Run	Wolf Township	Structurally Deficient	
25153	T-250 (Penn Dr) over Gregs Run	Wolf Township	Structurally Deficient	
25062	T-665 (Pleasant Stream Rd) over Potash Hollow Creek	Cascade Township	Impending Deficiency	Posted
47646	T-870 (Logue Hill Rd) over Joe Gray Run	Cascade Township	Impending Deficiency	
25160	Edgewood Ave over Mosquito Creek	Duboistown Borough	Impending Deficiency	
25068	T-847 (Sugar Camp Rd) over Mill Creek	Eldred Township	Impending Deficiency	
52433	T-688 (Teaberry Rd) over Laurel Run	Franklin Township	Impending Deficiency	
25072	T-688 (Teaberry Rd) over Laurel Run	Franklin Township	Impending Deficiency	
25073	T-708 (Harriman Rd) over Beaver Dam Run	Franklin Township	Impending Deficiency	
45086	T-740 (Old Rt 118 Rd) over Deer Run	Franklin Township	Impending Deficiency	
44970	T-691 (Trimble Rd) over Mill Creek	Gamble Township	Impending Deficiency	
44971	T-693 (Ulmer Rd) over Mill Creek	Gamble Township	Impending Deficiency	
44967	T-868 (Murray Run Rd) over East Branch Murray Run	Gamble Township	Impending Deficiency	
45087	T-489 (Klump Rd) over Tributary to Mill Creek	Hepburn Township	Impending Deficiency	
25075	T-665 (Holcomb Rd) over Blockhouse Creek	Jackson Township	Impending Deficiency	
45065	Seminary St over Pfouts Run	Jersey Shore Borough	Impending Deficiency	
45066	Thompson St over Pfouts Run	Jersey Shore Borough	Impending Deficiency	
45062	Washington Ave. over Pfouts Run	Jersey Shore Borough	Impending Deficiency	
25079	T-720 (Gordner Hill Rd) over West Branch Run	Jordan Township	Impending Deficiency	Posted
45097	T-530 (Sheets Hill Rd) over Little Indian Run	Jordan Township	Impending Deficiency	
25078	T-537 (Keller Hollow Rd) over Little Muncy Creek	Jordan Township	Impending Deficiency	
45072	T-508 (Starr Rd) over Tributary to Mill Creek	Loyalsock Township	Impending Deficiency	
45076	T-607 (Log Run Rd) over Tributary to Lycoming Creek	Loyalsock Township	Impending Deficiency	
25129	T-776 (County Bridge 113) over English Run	Lycoming County	Impending Deficiency	
25101	T-860 (County Bridge 107) over Lycoming Creek	Lycoming County	Impending Deficiency	
25103	T-562 (Woodley Hollow Rd) over Mill Creek	Mill Creek Township	Impending Deficiency	Posted
25163	West Houston Ave over Black Hole Creek	Montgomery Borough	Impending Deficiency	
45099	T-445 (Reese Rd) over Broad Creek	Moreland Township	Impending Deficiency	
45100	T-509 (Old Lairdsville Rd) over Jakes Run	Moreland Township	Impending Deficiency	
25165	Carpenter St over Glade Run	Muncy Borough	Impending Deficiency	
25167	East Mechanic St over Glade Run	Muncy Borough	Impending Deficiency	
25166	Green St over Glade Run	Muncy Borough	Impending Deficiency	
46787	T-437 (Rock Rd) over Tributary to Little Muncy Creek	Muncy Creek Township	Impending Deficiency	
45089	T-586 (Turner Hill Rd) over Tributary to Glade Run	Muncy Creek Township	Impending Deficiency	
47639	T-547 (Griggs Rd) over Carpenters Run	Muncy Township	Impending Deficiency	Posted
25122	T-652 (Grant Barto Rd) over Gregs Run	Penn Township	Impending Deficiency	Posted
25125	T-706 (Rishel Hollow Rd) over Beaver Dam Run	Penn Township	Impending Deficiency	Posted
45058	T-361 (Plank Rd) over Tributary to Larrys Creek	Piatt Township	Impending Deficiency	
45088	T-656 (Roaring Run Rd) over Roaring Run	Shrewsbury Township	Impending Deficiency	Posted
25137	T-686 (Rock Run Rd) over Rock Run	Shrewsbury Township	Impending Deficiency	Posted
25171	East 7th Ave over Hagermans Run	South Williamsport Borough	Impending Deficiency	
25170	East Central Ave over Hagermans Run	South Williamsport Borough	Impending Deficiency	
25145	T-397 (Petersburg Rd) over White Deer Hole Creek	Washington Township	Impending Deficiency	Posted
25143	T-397 (Petersburg Rd) over White Deer Hole Creek	Washington Township	Impending Deficiency	
25150	T-464 (Bob Drick Rd) over White Deer Hole Creek	Washington Township	Impending Deficiency	
25154	T-270 (Gregg Run Rd) over Gregs Run	Wolf Township	Impending Deficiency	Posted
25156	T-369 (New Rd) over Quenshukeny Run	Woodward Township	Impending Deficiency	
25157	T-375 (Turkey Path Rd) over Quenshukeny Run	Woodward Township	Impending Deficiency	

Highway, intersection, and safety

There are many locations in the county that would benefit from roadway, intersection, and/or safety improvements. The list provided below is not intended to be exhaustive or prescriptive. These areas would require extensive study before specific projects could be programmed. However, these areas

have been identified through comprehensive planning, municipal government or other public comment, or by other stakeholders as areas in need of future improvement:

- Extend Interstate 180 designation from its current terminus in Williamsport along the existing US-15 north to the New York state line in Tioga County.
- Allegheny Street (SR 44) in Jersey Shore Borough – There is a need for traffic calming and intersection improvements focused on safe pedestrian crossings. The Fountain Street and Wylie Street intersections are of particular concern.
- Fairfield Rd (SR 2045) in Fairfield Township - Fairfield Road is home to several businesses and industrial uses and provides a direct connection to I-180. There is high potential for future development.
- High St (SR 2016) in the City of Williamsport - There is a need for traffic calming and intersection improvements focused on safe pedestrian crossings.
- Little League Blvd in the City of Williamsport - There is a need for traffic calming and intersection improvements focused on safe pedestrian crossings. The intersections with Hepburn St, Pine St and Market St (SR 2023) are all of particular concern.
- Wolf Township Two Way Left Turn Lane - Design and construct center turn lane on PA 405 in Wolf and Muncy Creek Townships to address safety concerns associated with increased development along corridor.
- Develop an expanded our intermodal strategy with a focus on attracting tourists from major urban centers via various private transport service providers (for example regional point to point bus services). This strategy should also include an emphasis on improving our intermodal service at the Williamsport Airport and the Church Street bus terminal by increasing connectivity between those hubs and desirable destinations for a more seamless tourist experience.

Bikeway and Pedestrian Facility Projects

Federal and State funding allocations for bikeway and pedestrian facilities are conducted on a competitive project selection basis as the FAST Act resulted in the WATS MPO not receiving a separate Transportation Alternatives Program base allocation. Rather, since the WATS MPO is under 200,000 population, PennDOT will select projects in these MPO/RPO areas under the FAST Act Surface Transportation Block Grant Program Set-Aside (formerly Transportation Alternatives Program [TAP]).



The WATS MPO will solicit and categorize such eligible projects and transmit recommendations to PennDOT for final approval. WATS will evaluate projects on the following scale:

1. Highly recommended
2. Recommended
3. Not recommended

The evaluation will be based primarily on whether the project meets the following objectives of this plan:

- Implement the Genesee-Susquehanna Greenway Trail within Lycoming County that is more fully discussed in Chapter 3.
- Connects a community to an existing trail system.
- Improves access to existing trail facilities.
- Improves non-motorized transportation networks within downtown communities.
- Implements recommendations contained in the Lycoming County Greenways, Recreation and Open Space Plan.

The PA Department of Conservation and Natural Resources Community Conservation Grant Program will also be a state funding source under Growing Greener that can match Federal Transportation Alternative Funding and other funding sources that will be carefully evaluated as part of the overall financing packages for proposed bikeway and pedestrian facility projects within Lycoming. Again, this state funding program is competitive and no specific funding base funding allocations for Lycoming County are currently provided.

