

LONG RANGE TRANSPORTATION PLAN UPDATE, 2018-2038

Reorganization

2013-2033 Plan Organization:

- Chapter 1 - Introduction
- Chapter 2 - Federal/State Planning Regulations and Policies
- Chapter 3 - County and Multi-Municipal Comprehensive Plans
- Chapter 4 - Existing Transportation System Inventory With Needs Assessment Analysis
- Chapter 5 - Transportation and the Environment
- Chapter 6 - Public Involvement
- Chapter 7 - Plan Implementation

Reorganization

I. Introduction

- a. Purpose Of Long Range Plan
- b. Overview Of WATS Transportation Planning Process

II. Planning Context

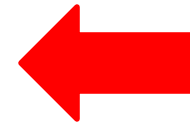
- a. Federal & State Planning Regulations And Policies
- b. County And Multi-municipal Comprehensive Plans
- c. Other Plans
- d. Demographics
- e. Existing And Future Land Use Patterns
- f. Economic Development
- g. Environmental Resources

III. Transportation System Resiliency Multimodal System Inventory, Deficiencies, And Strategic Direction

- a. Inventory And Condition
- b. Needs and Strategic Direction

IV. Plan Implementation

- a. Project Selection Criteria
- b. Transportation Funding Overview
- c. WATS Phased Capital Transportation Projects
- d. Performance Measures And Targets
- e. Environmental Justice
- f. Public Involvement
- g. PennDOT Connects Implementation
- h. WATS Public Participation Plan



A draft of this chapter is complete and included with the packet



The draft of this chapter has been started and will be completed by December for your review at the next meeting



This chapter will be completed in the spring of 2018

Federal, State, and Local Planning

MAP-21

1. Decrease fatalities and serious injuries
2. Maintain highway infrastructure
3. Reduce congestion
4. Improve multimodal efficiency
5. Improve freight movement
6. Protect the natural environment
7. Accelerate project delivery

Federal, State, and Local Planning

FAST Act

Continued the priorities of MAP-21 and requires state DOTs to set performance targets to meet the objectives

MPOs can either accept the state targets or set their own

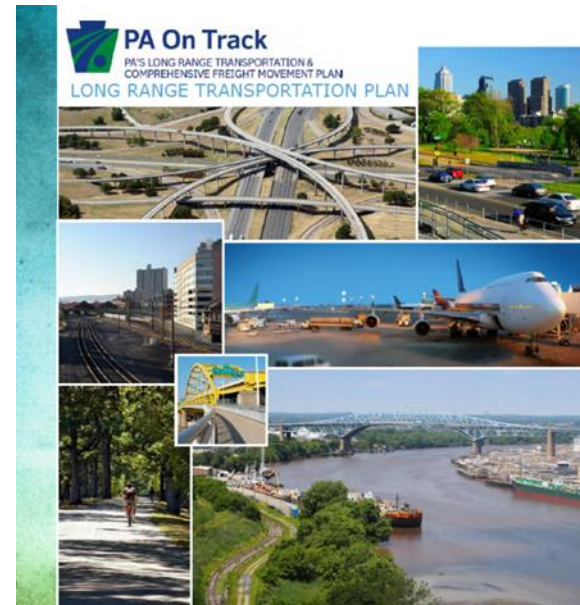
Added the following to the scope of consideration for MPO transportation planning:

- Planning for travel and tourism
- Reducing or mitigating stormwater impacts from transportation projects
- Transportation system resiliency to natural hazards

Federal, State, and Local Planning

PA On Track

1. System preservation
2. Safety
 - Strategic Highway Safety Plan
3. Personal & freight mobility
 - Freight Movement Plan
4. Stewardship



Federal, State, and Local Planning

Lycoming County Comprehensive Planning

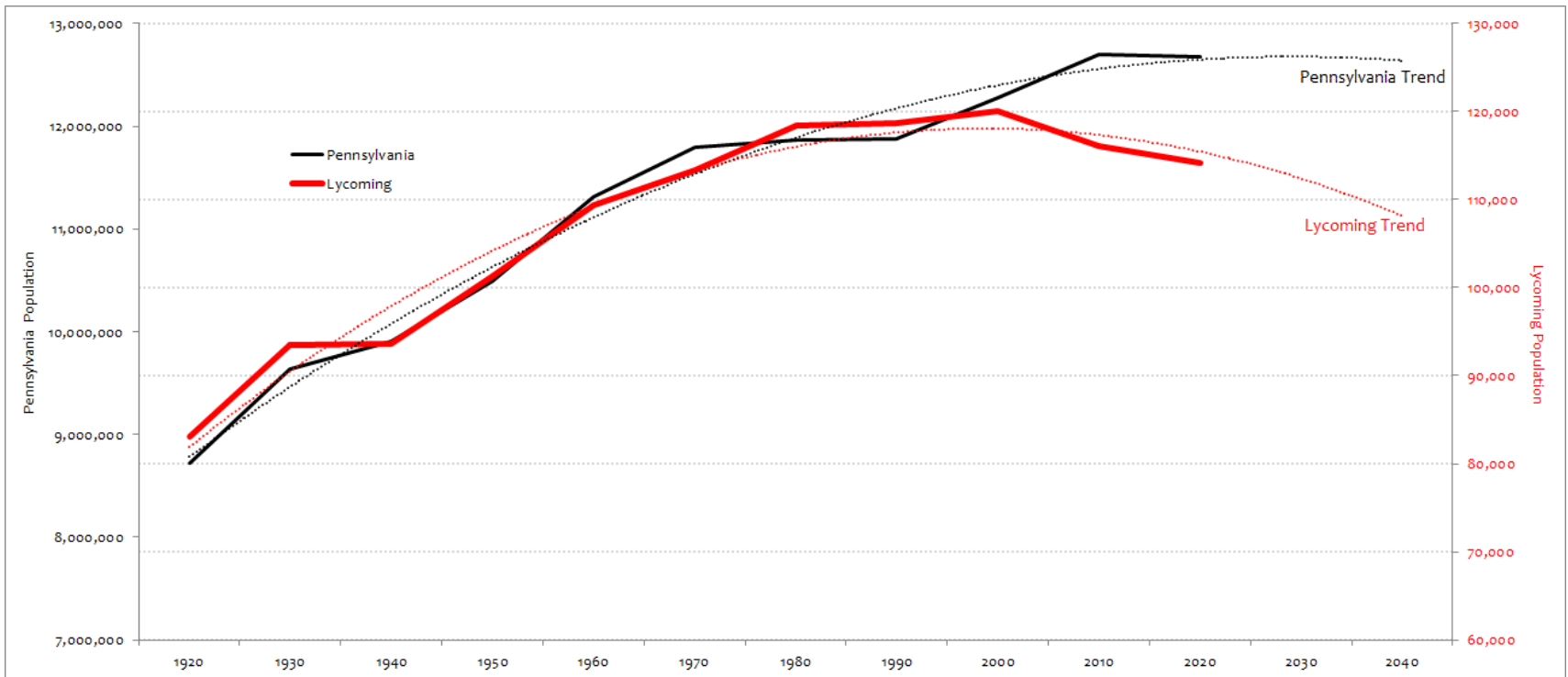
Common transportation needs

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

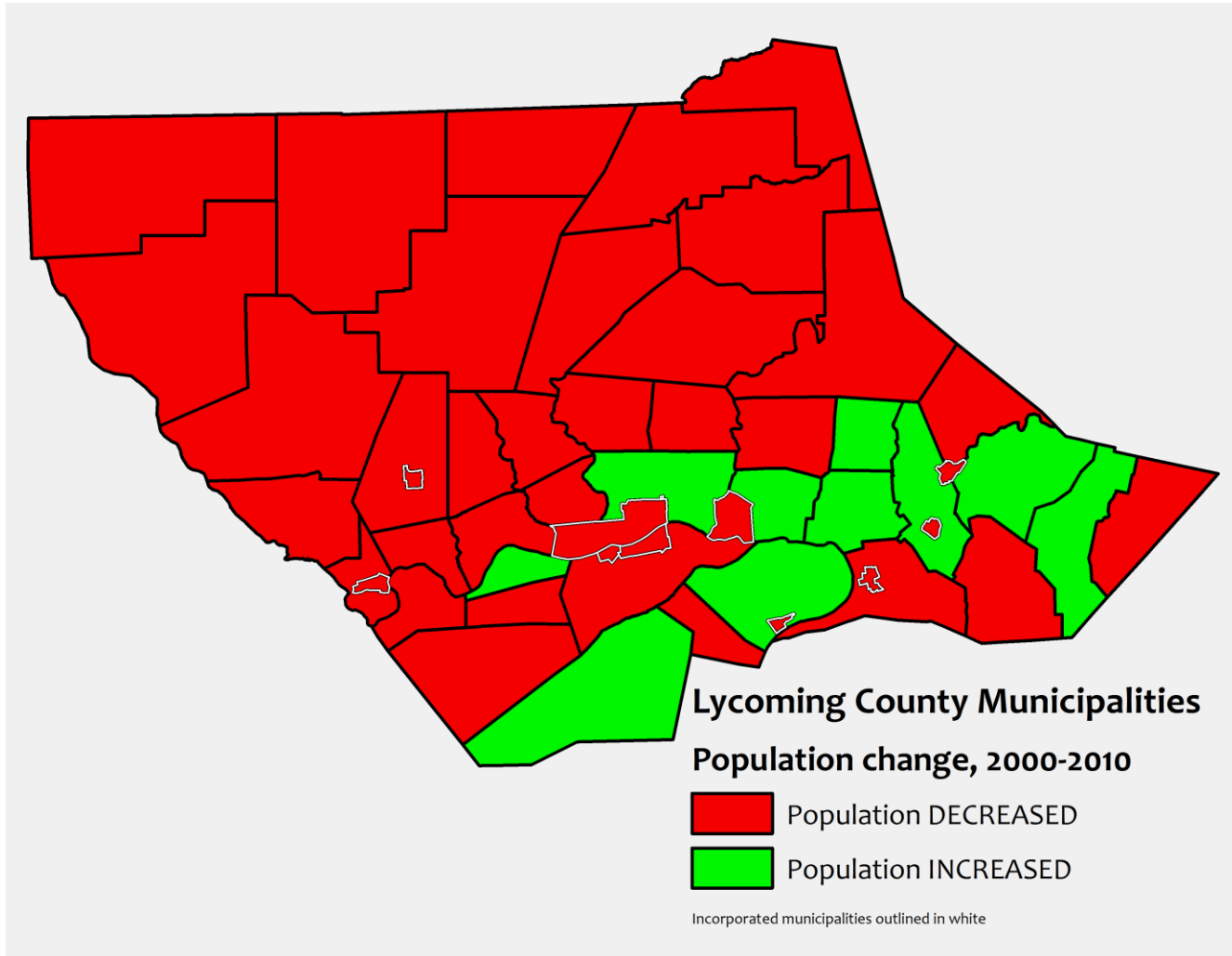


Demographics

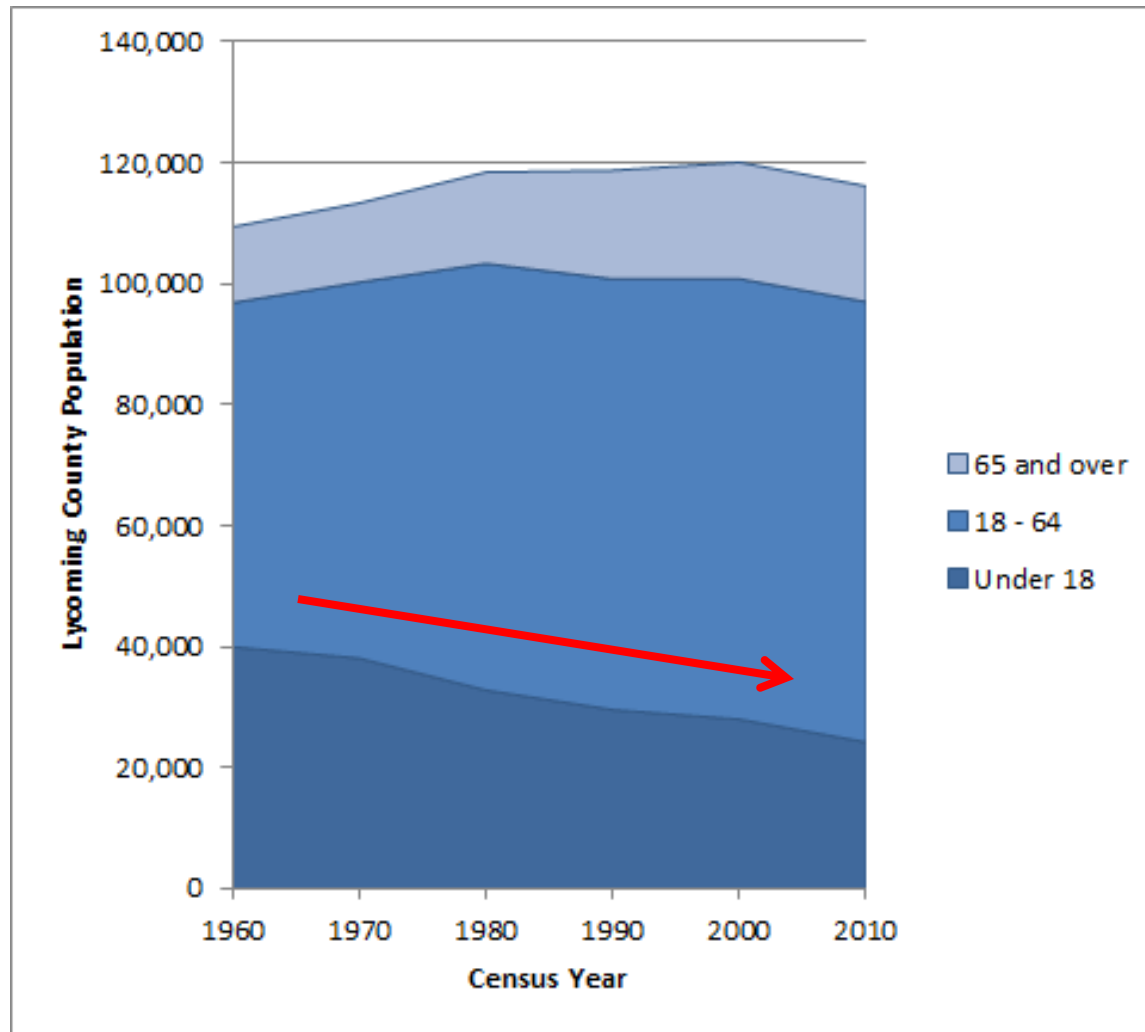
Demographics



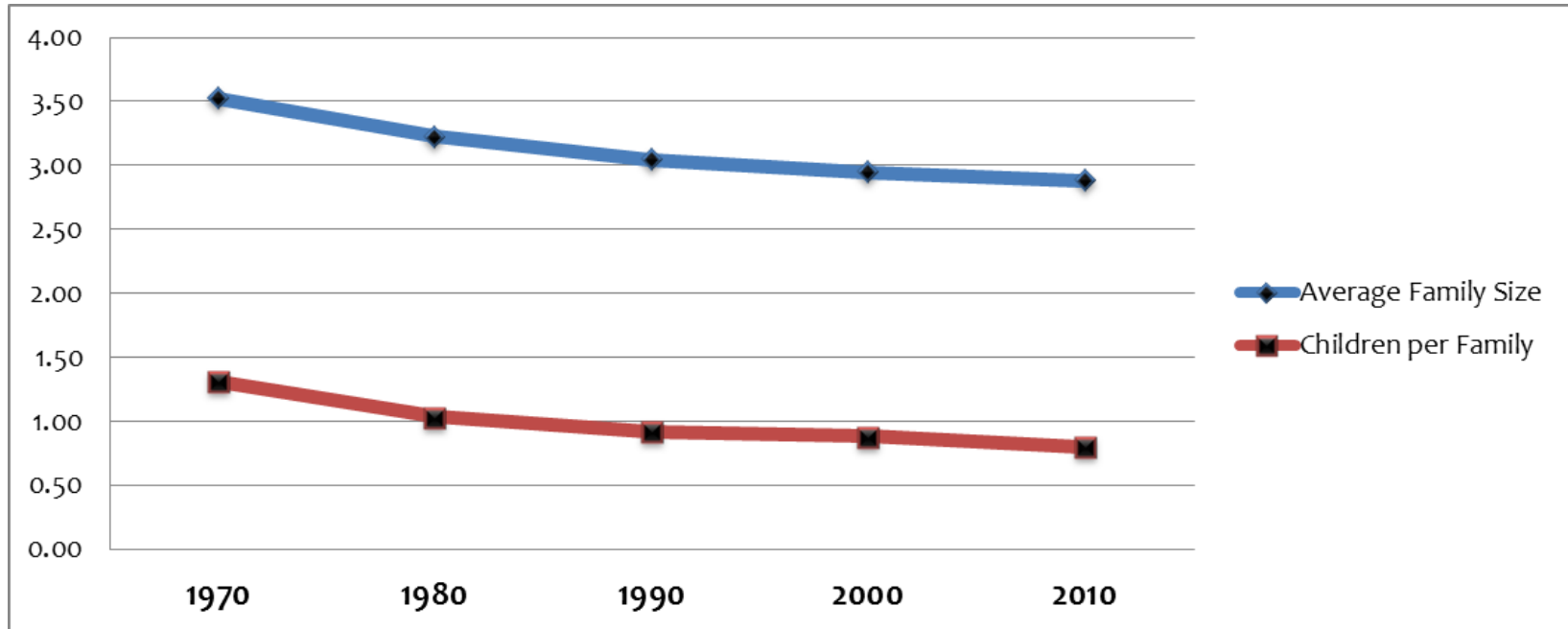
Demographics



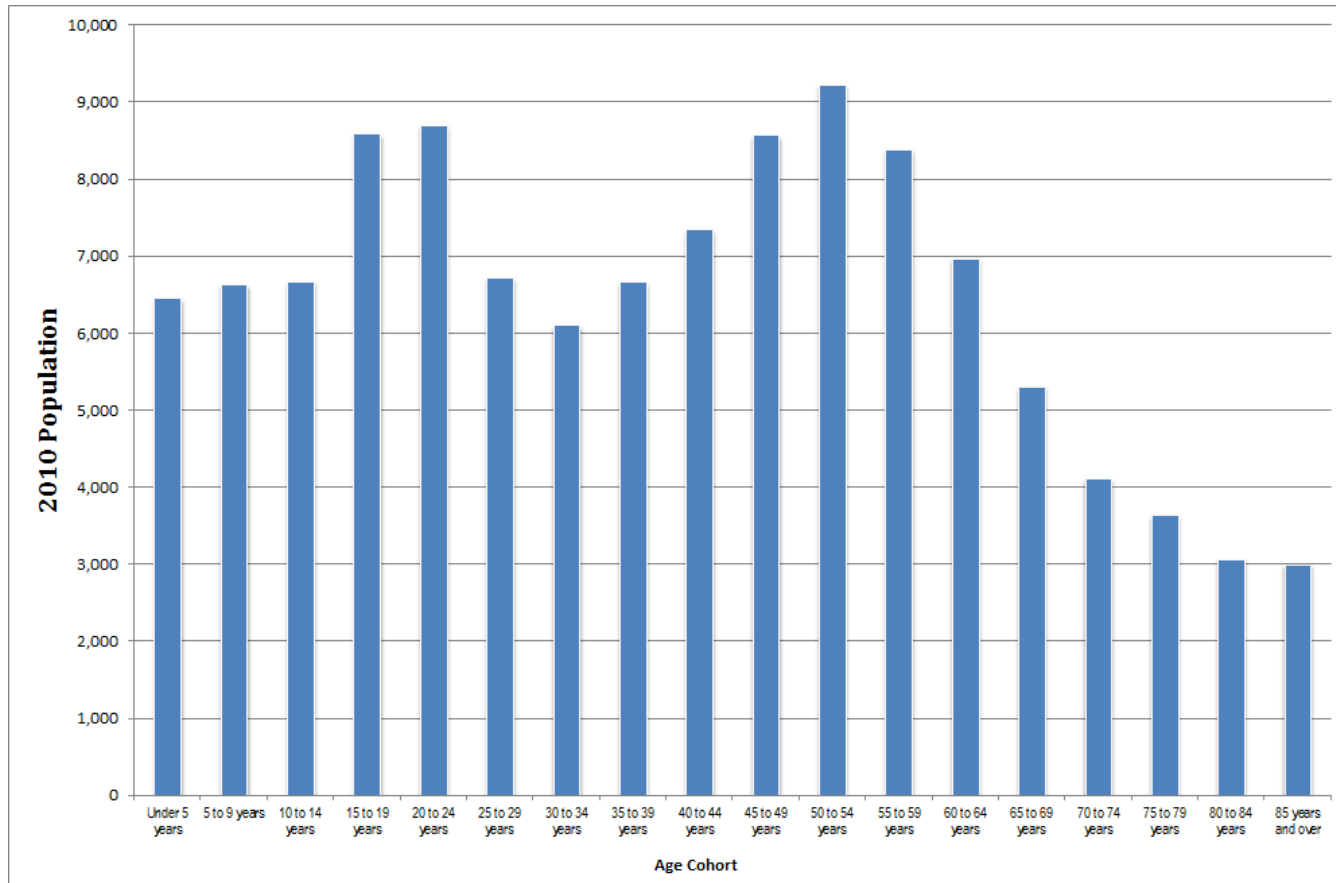
Demographics



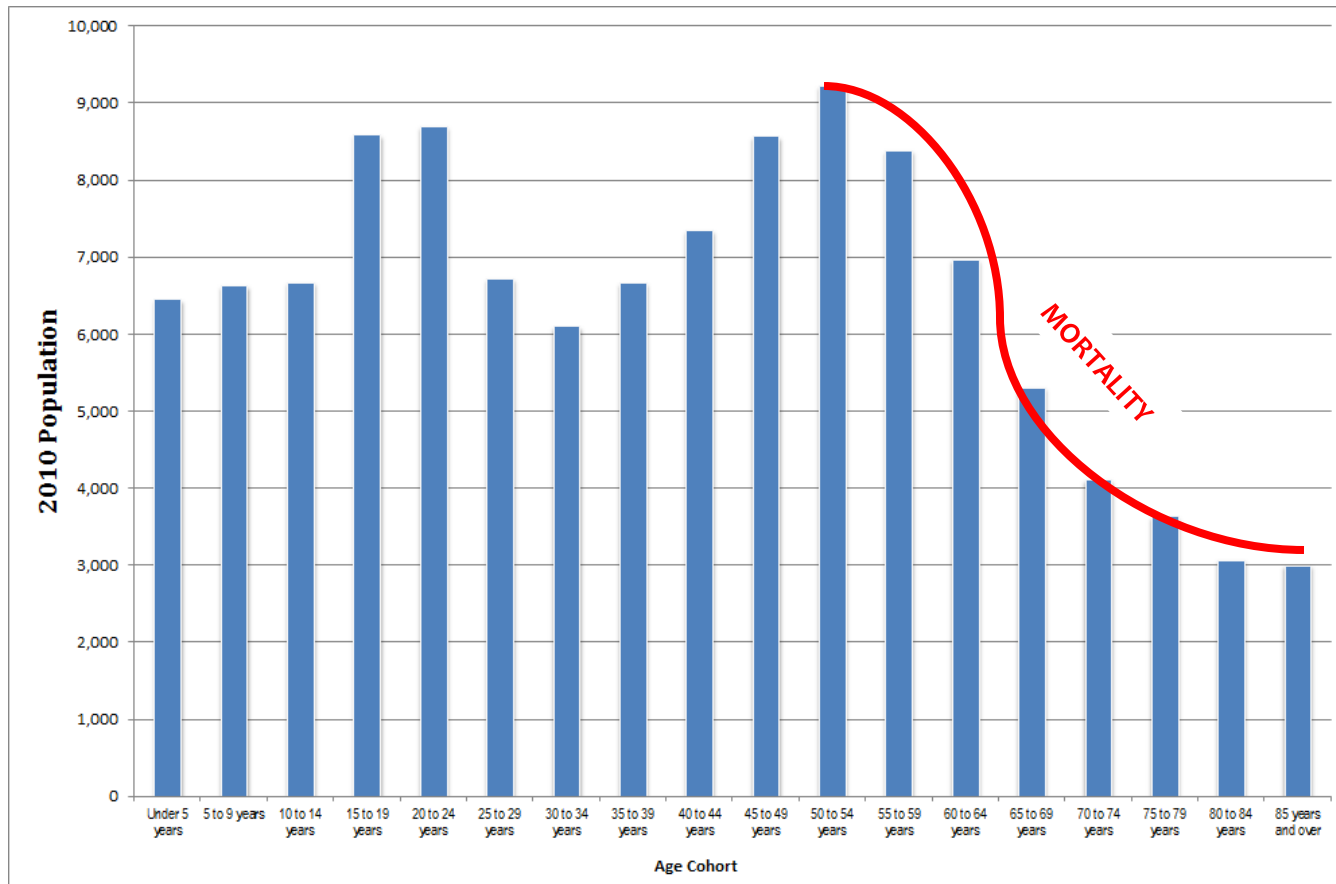
Demographics



Demographics



Demographics



Demographics



Demographics

From 2018 to 2038:

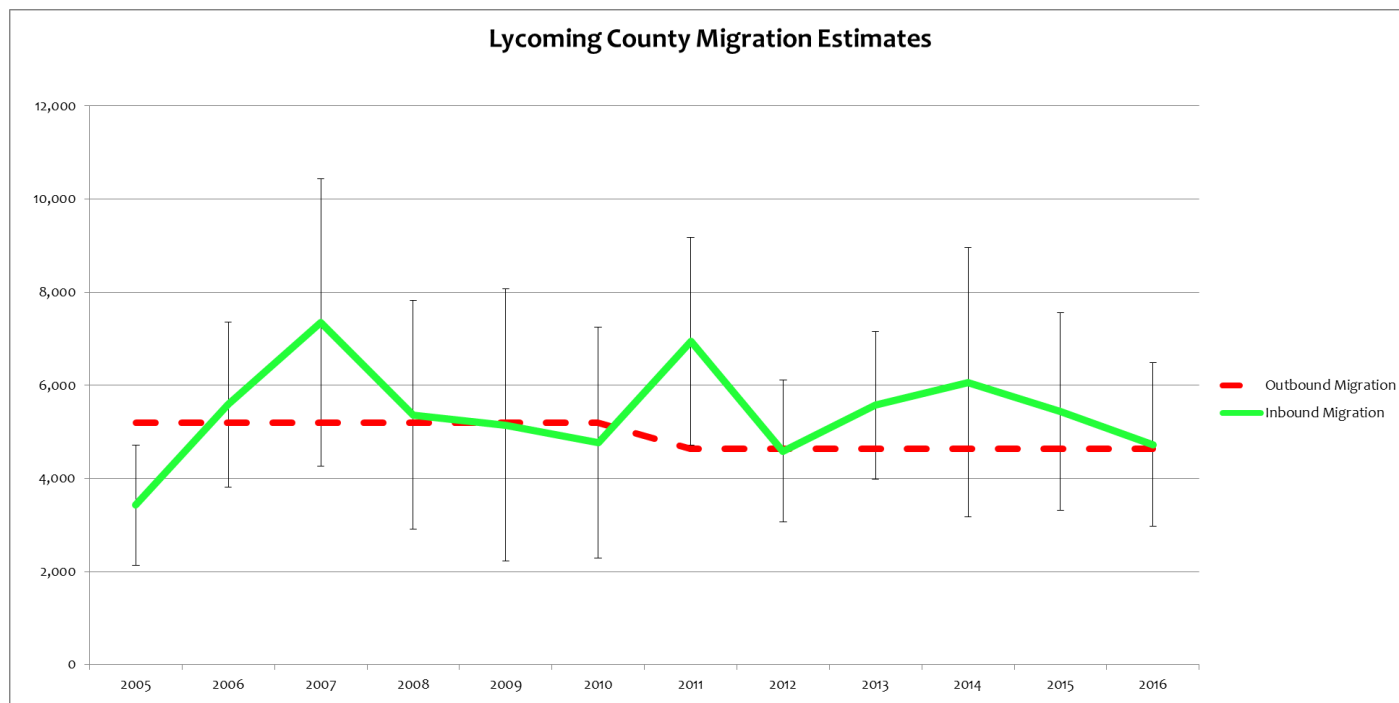
- 38,500 Deaths
- 25,000 Births
- Loss of 13,500 in population

...but what about migration?

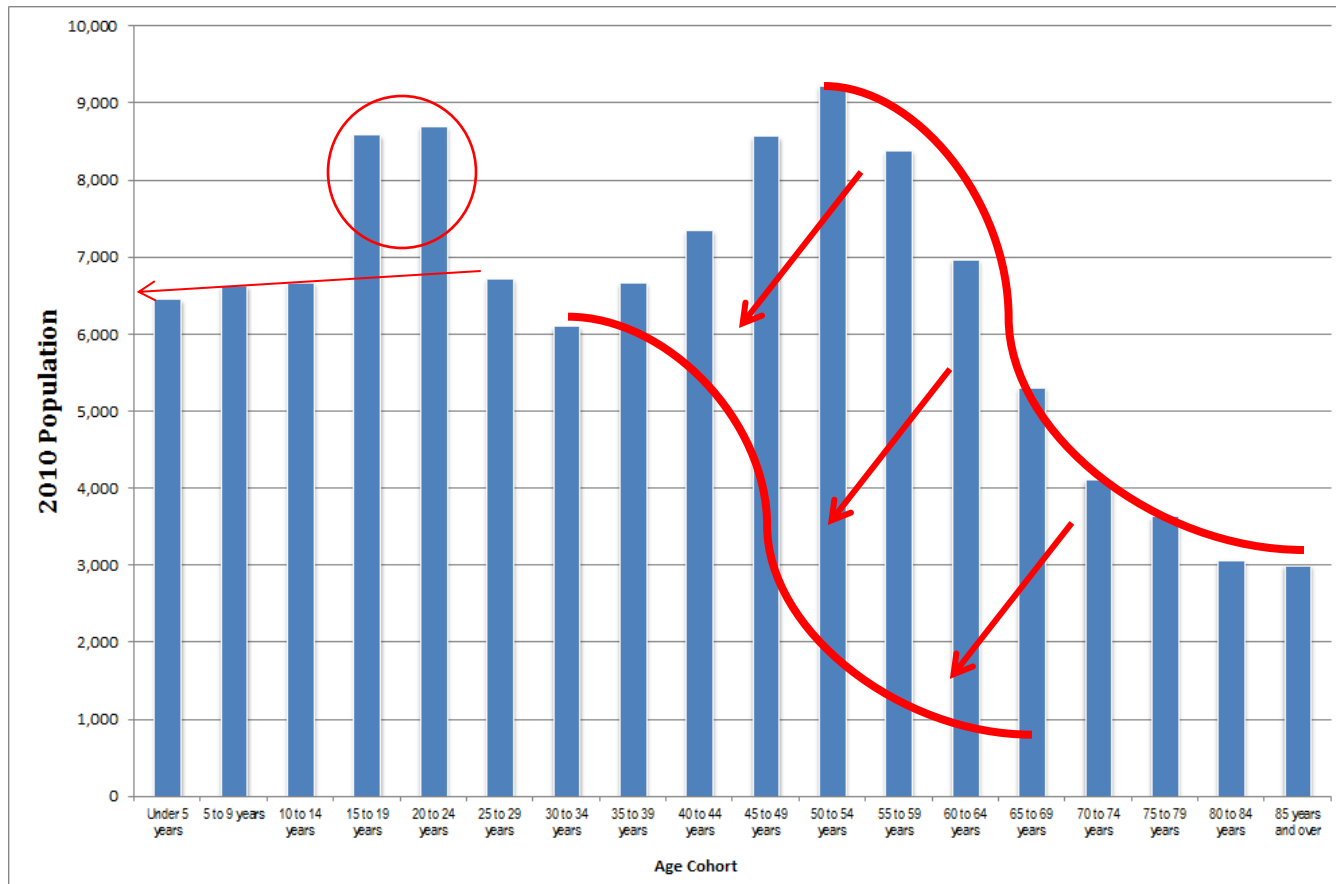
Demographics

Migration information at the county level isn't great

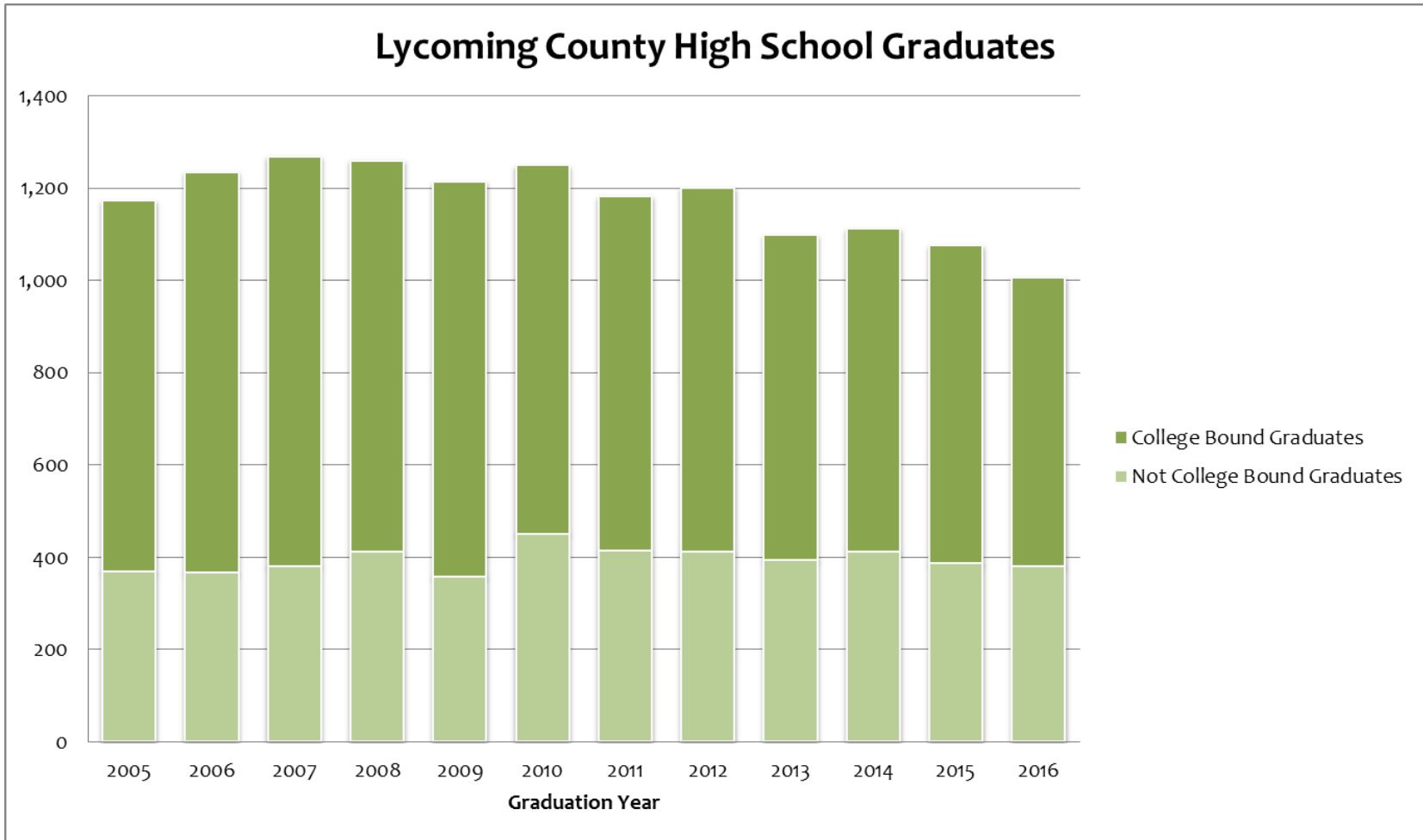
It appears we have approximately even inbound and outbound migration



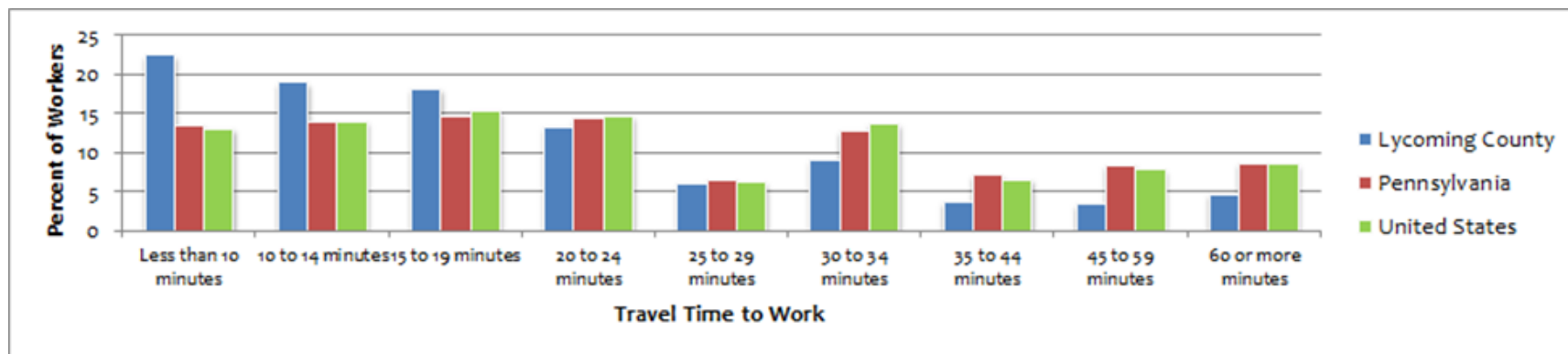
Demographics



Demographics



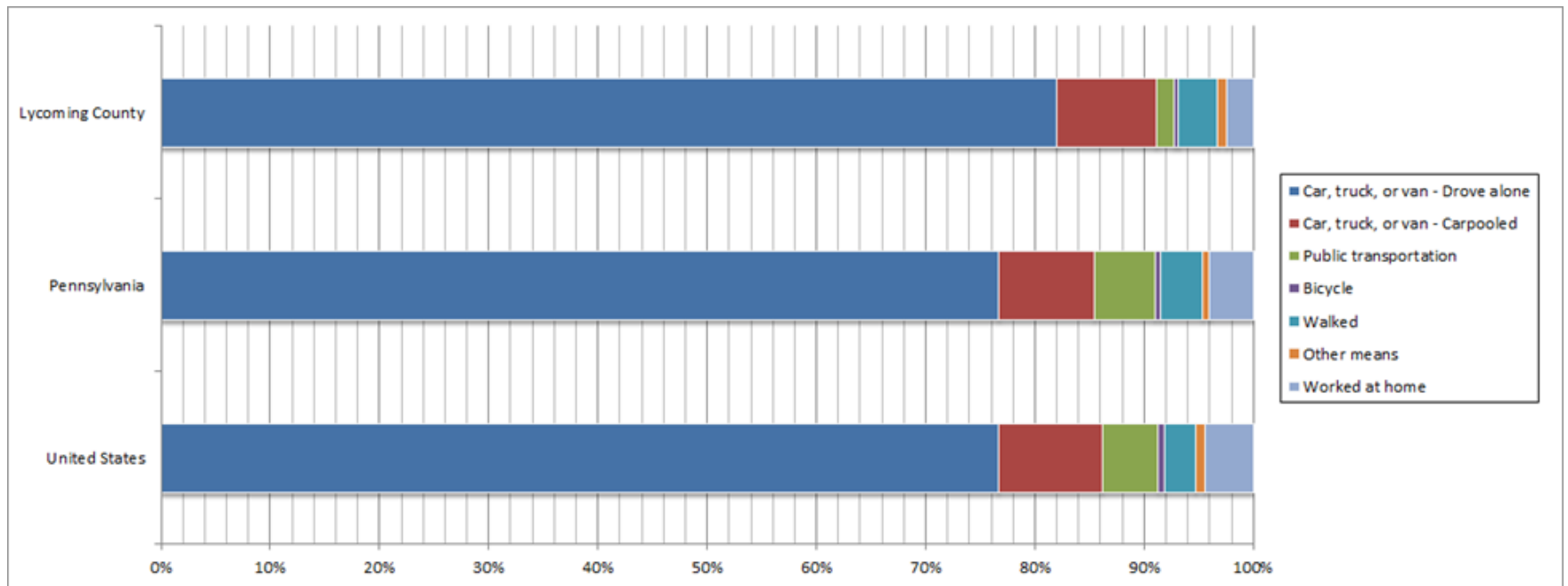
Journey to Work



Average Travel Time to Work (Minutes)

Lycoming County	20.2
Pennsylvania	26.3
United States	25.9

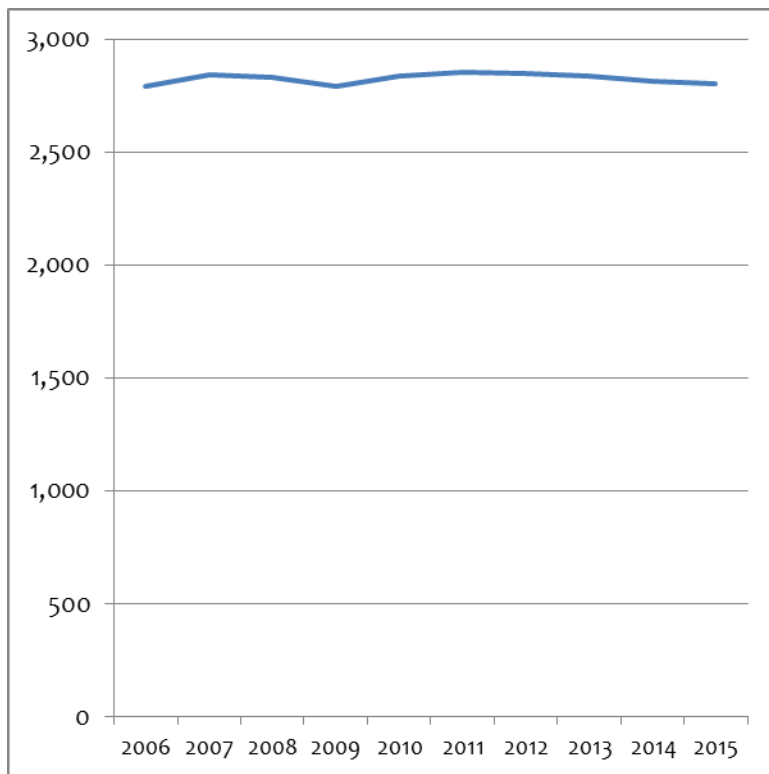
Journey to Work



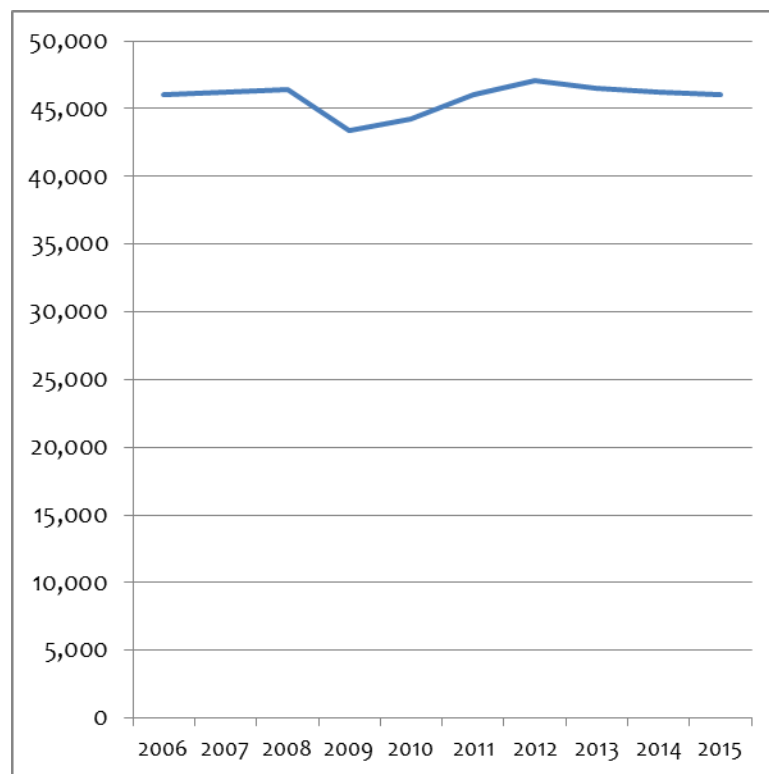
Economic Development

Economic Development

Total Number of Business Establishments

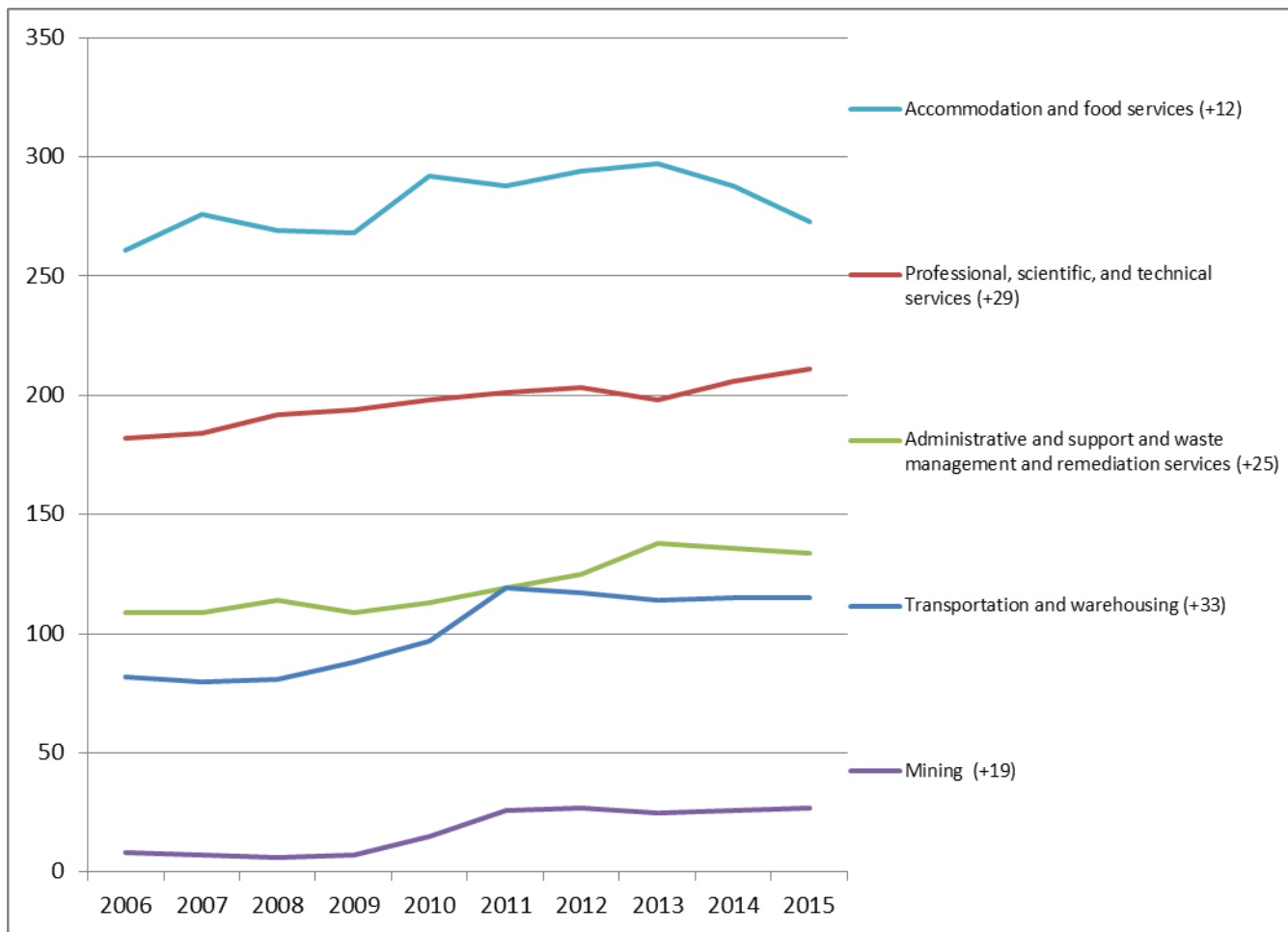


Total Number of Paid Employees



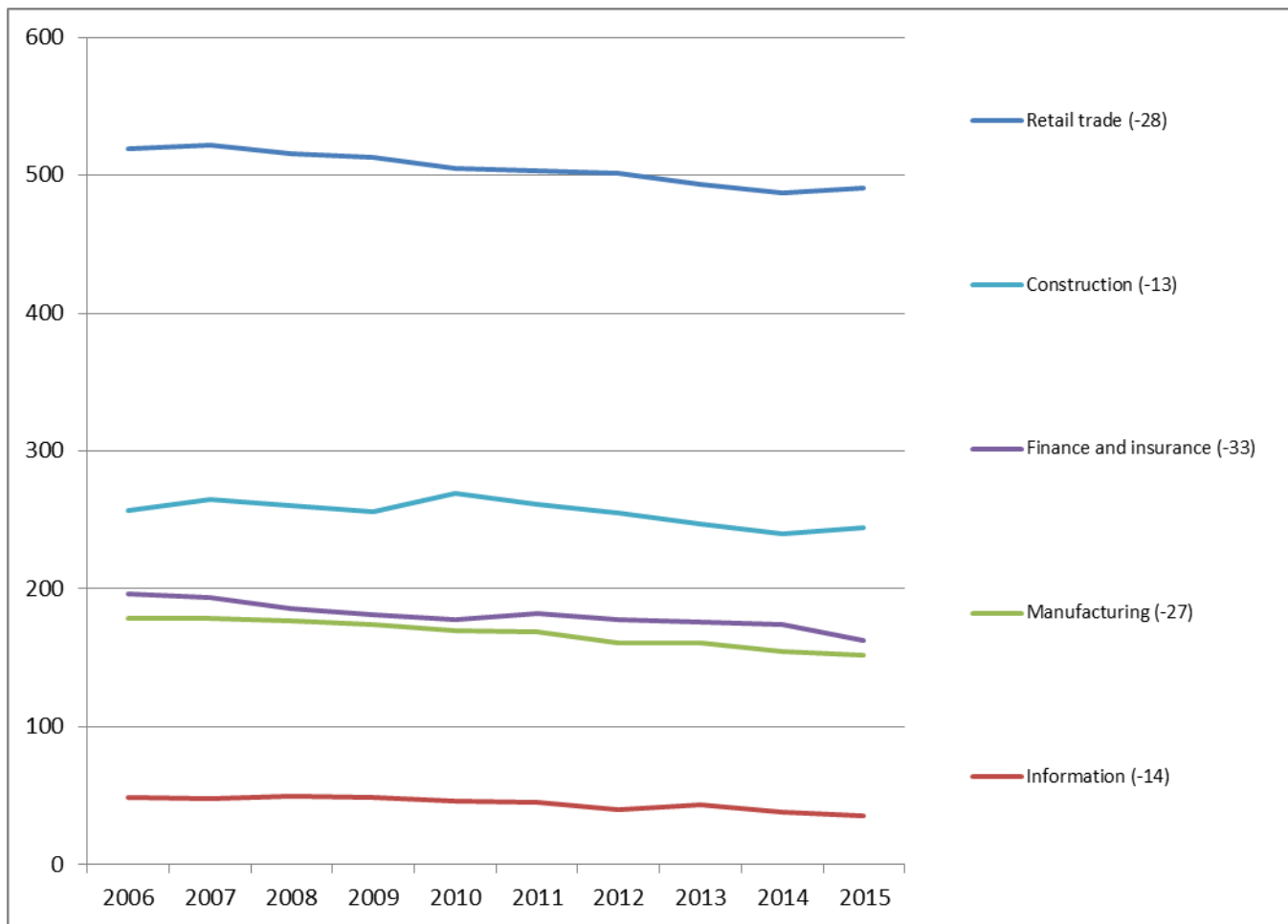
Economic Development

Top 5 sectors for adding new businesses, 2006-2015



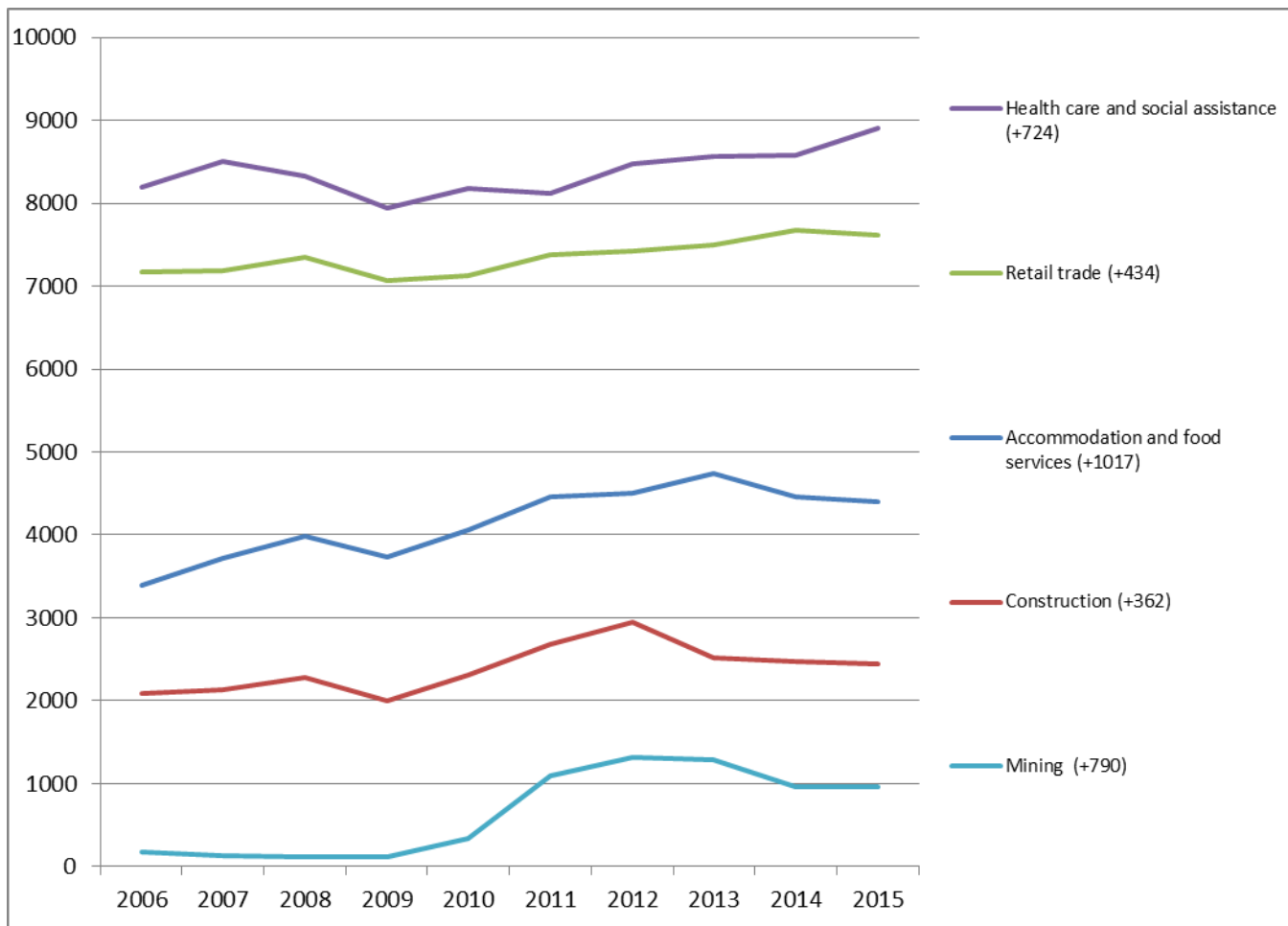
Economic Development

Top 5 sectors for loss of businesses, 2006-2015



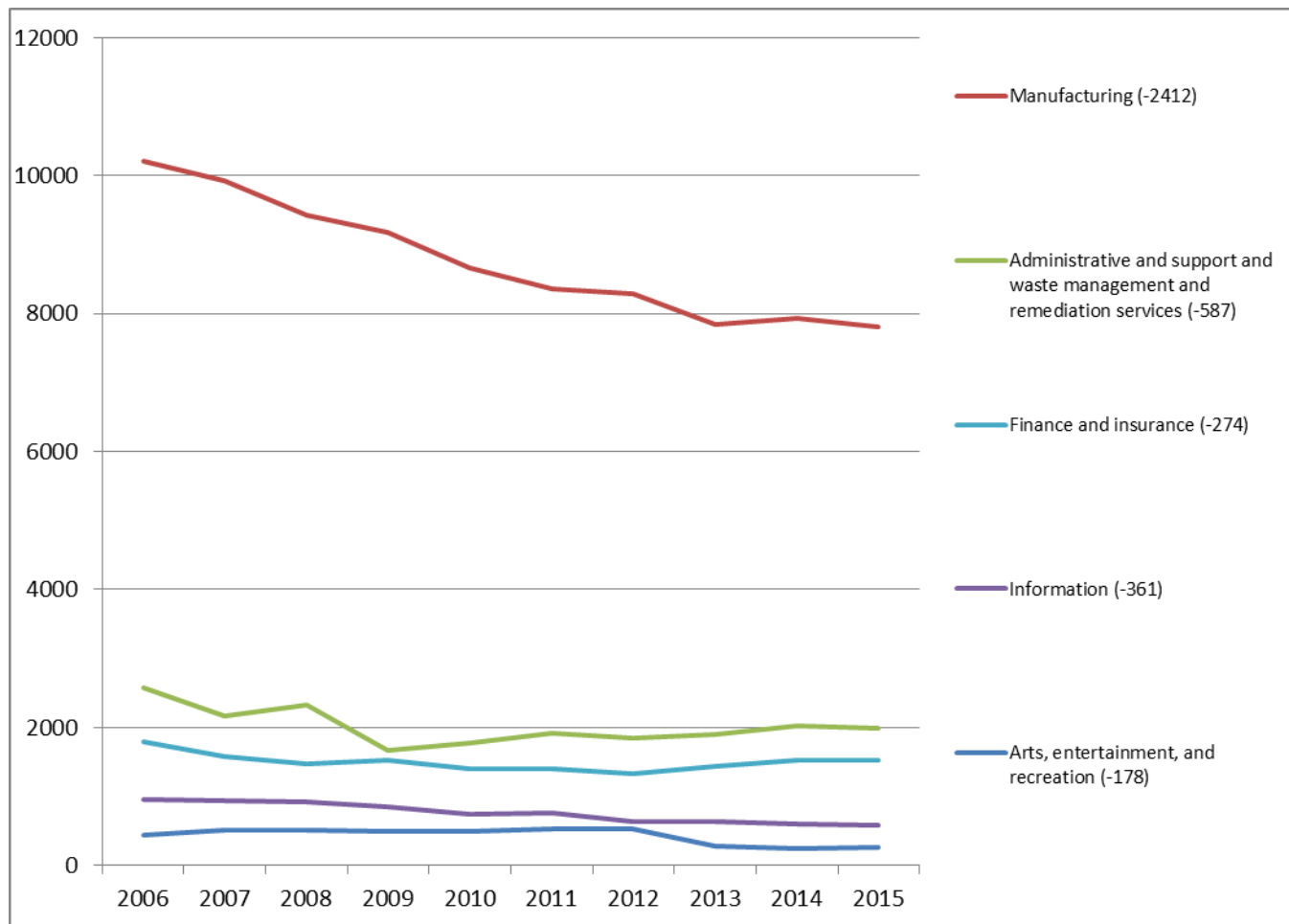
Economic Development

Top 5 sectors for adding paid employees, 2006-2015

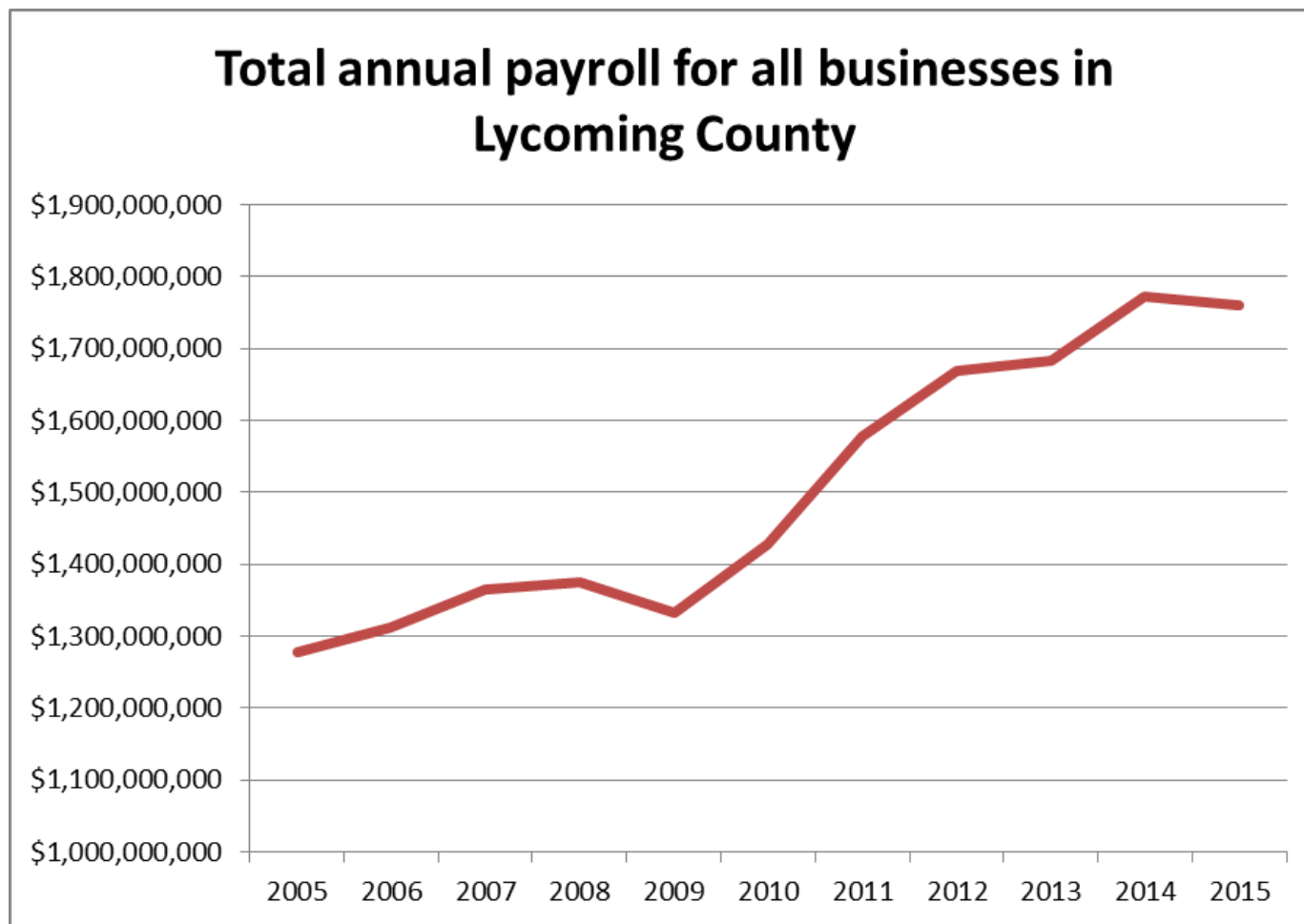


Economic Development

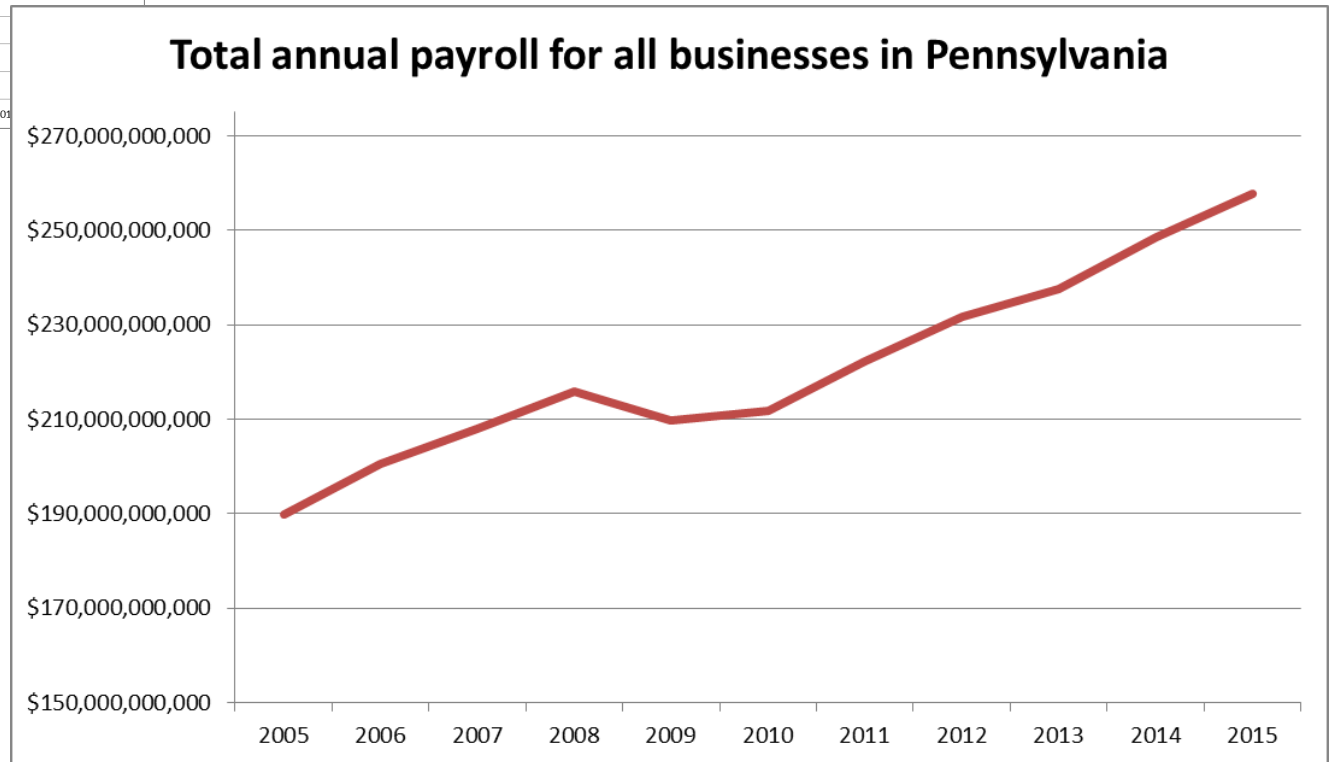
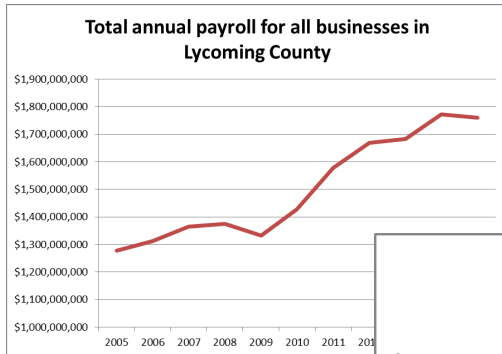
Top 5 sectors for loss of paid employees, 2006-2015



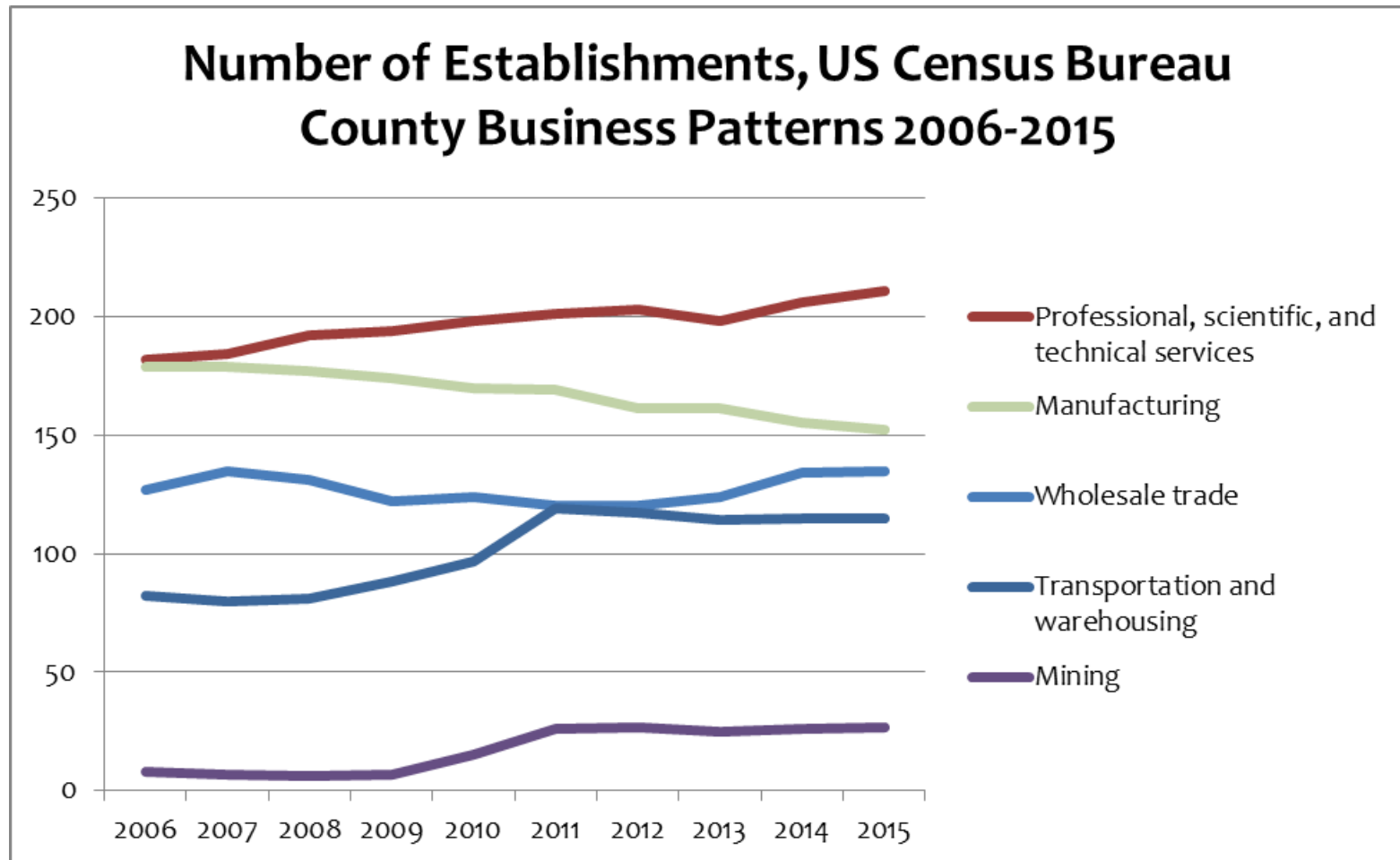
Economic Development



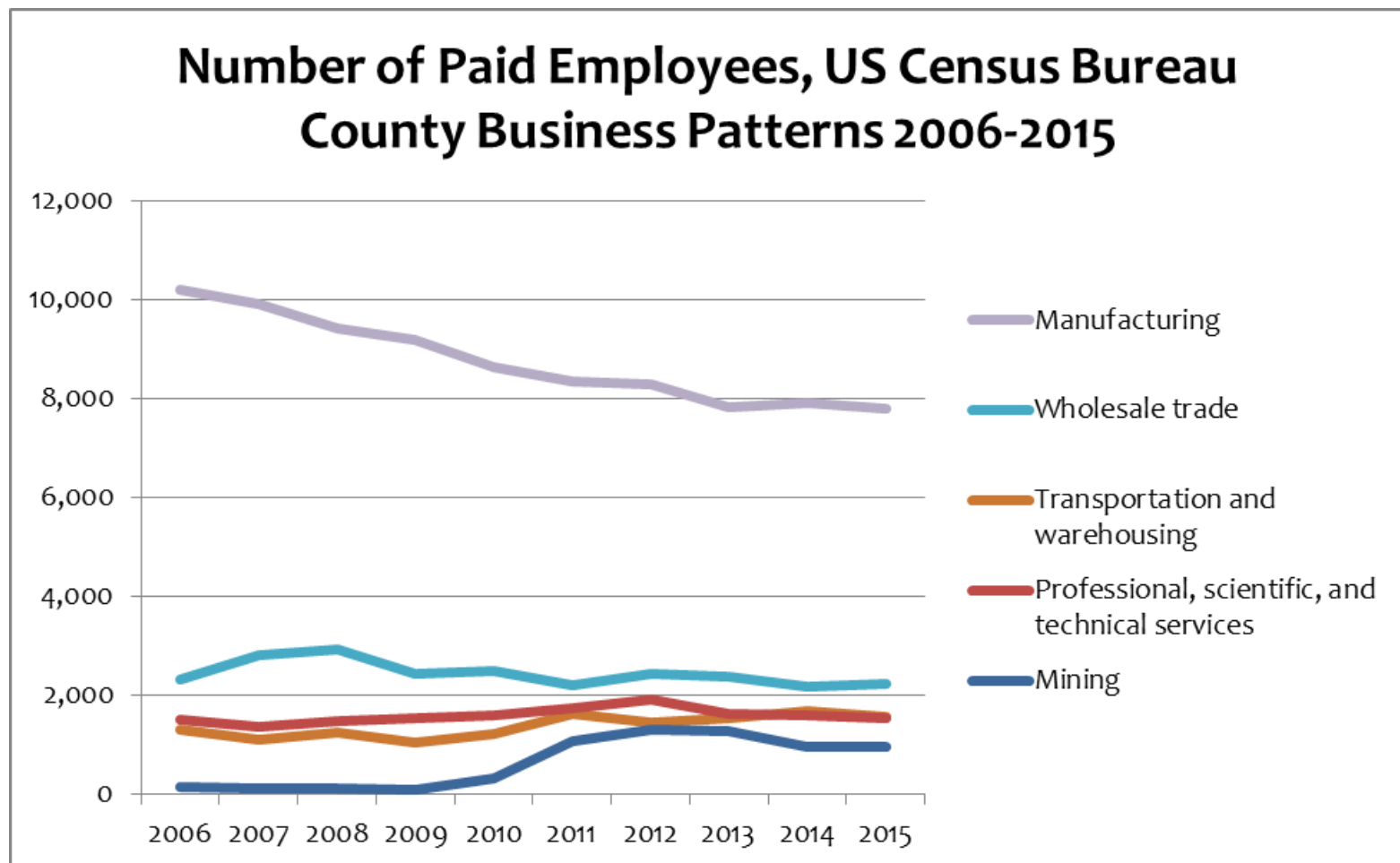
Economic Development



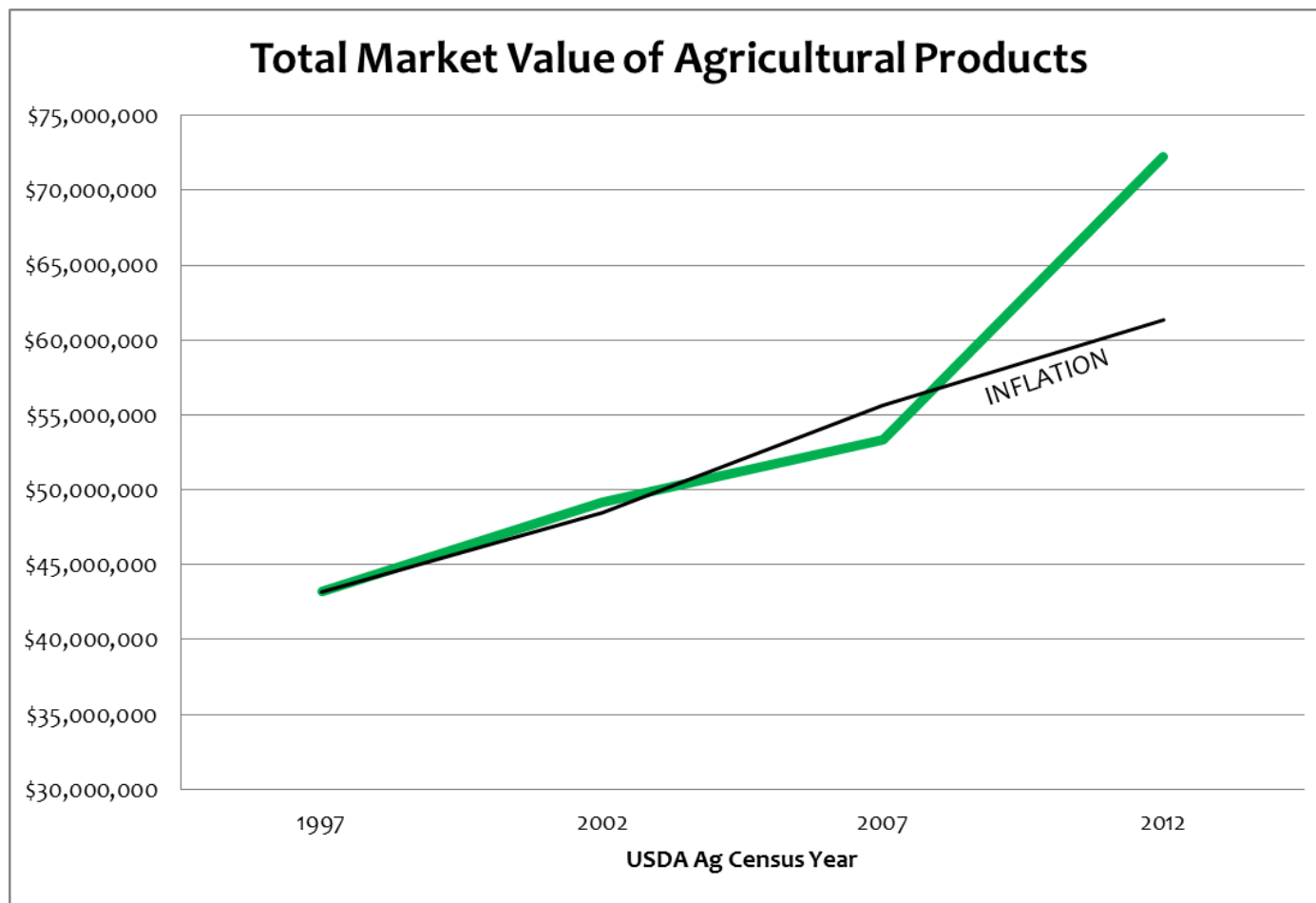
Economic Development



Economic Development

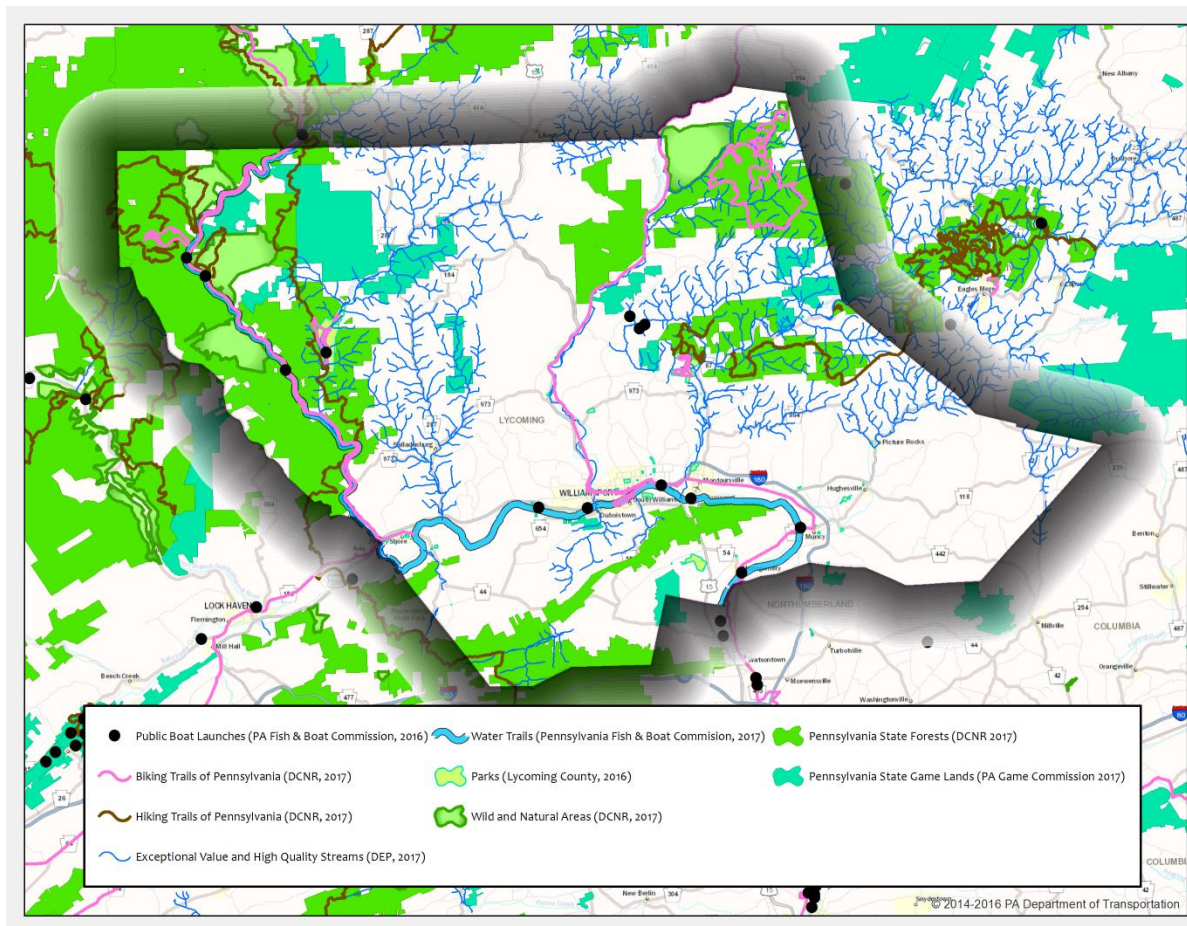


Economic Development

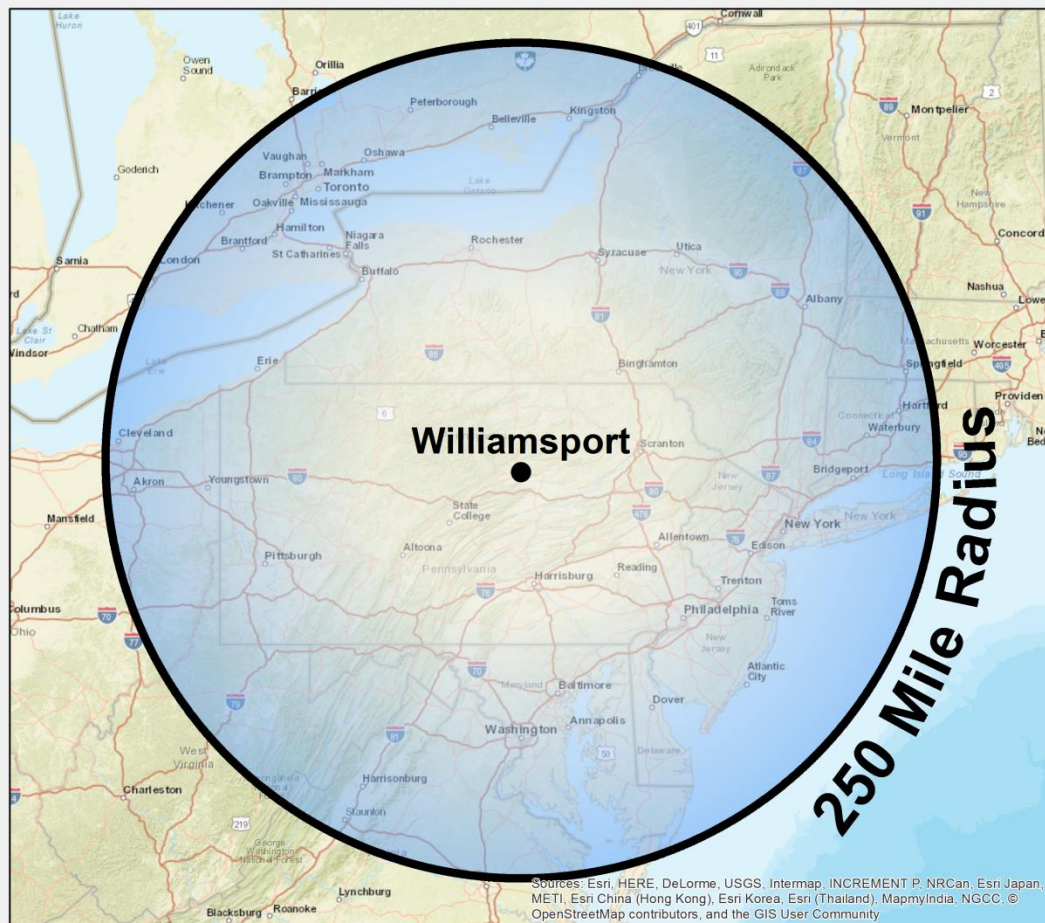


Economic Development

According to the Outdoor Industry Association, 56% of Pennsylvanians participate in outdoor recreation each year and spend \$29 billion each year while doing it



Economic Development



Major Metro Areas with population over 500,000 Located Within 250 Miles of Williamsport	Population (2010 Census)
New York-Northern New Jersey-Long Island, NY-NJ-PA Metro Area	18,897,109
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD Metro Area	5,965,343
Washington-Arlington-Alexandria, DC-VA-MD-WV Metro Area	5,582,170
Baltimore-Towson, MD Metro Area	2,710,489
Pittsburgh, PA Metro Area	2,356,285
Cleveland-Elyria-Mentor, OH Metro Area	2,077,240
Buffalo-Niagara Falls, NY Metro Area	1,135,509
Rochester, NY Metro Area	1,054,323
Bridgeport-Stamford-Norwalk, CT Metro Area	916,829
Albany-Schenectady-Troy, NY Metro Area	870,716
New Haven-Milford, CT Metro Area	862,477
Allentown-Bethlehem-Easton, PA-NJ Metro Area	821,173
Springfield, MA Metro Area	692,942
Poughkeepsie-Newburgh-Middletown, NY Metro Area	670,301
Syracuse, NY Metro Area	662,577
Youngstown-Warren-Boardman, OH-PA Metro Area	565,773
Scranton--Wilkes-Barre, PA Metro Area	563,631
Harrisburg-Carlisle, PA Metro Area	549,475
Lancaster, PA Metro Area	519,445
TOTAL	47,473,807

Next steps

- Compile current conditions of transportation system
- Assess adequacy in terms of the context I just presented
- Outline strategies to specifically target areas of deficiency
- I will attempt to have this done by the December meeting

That's it