

WATS LONG RANGE TRANSPORTATION PLAN UPDATE, 2018-2038

June 2018 Status Update

Chapter 4, Implementation

Refresher on structure of the plan:

Four chapters -

Chapter 1 [*Presented in April*]: Introduction

Overview of WATS

Overview of plan structure

Chapter 2 [*Presented in Sept. 2017*]: Planning Context

Federal, state and local planning goals, objectives & needs

Demographic & economic development trends

Overview of cultural and natural resources

Chapter 3 [*Presented in February*]: Multimodal System Inventory

Catalog of current transportation system across all modes with an assessment of the current condition

Chapter 4 [*Today's Presentation*]: Implementation

Brings together the goals, objectives, trends, & needs identified in Chapter 2 and the system deficiencies identified in Chapter 3 to *set an overall strategic direction for transportation planning over the next 20 years* in Lycoming County.

Overview of the implementation of the plan

Strategic Direction

- Weaving together the threads of chapters 2 and 3

FHWA Performance Goals (MAP-21 and FAST Act):

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

Strategic Direction

- Weaving together the threads of chapters 2 and 3

PennDOT Goals (PA On Track, 2016):

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

Strategic Direction

- Weaving together the threads of chapters 2 and 3

Lycoming County Comprehensive Planning Transportation Needs:

1. Better **accommodation of non-motorized modes of transportation**
2. Address the **maintenance** needs of transportation infrastructure, in particular structurally deficient bridges, and ensure a resilient and robust transportation system
3. Better forecast how future **economic development and future transportation infrastructure improvements will influence and stimulate each other**

Strategic Direction

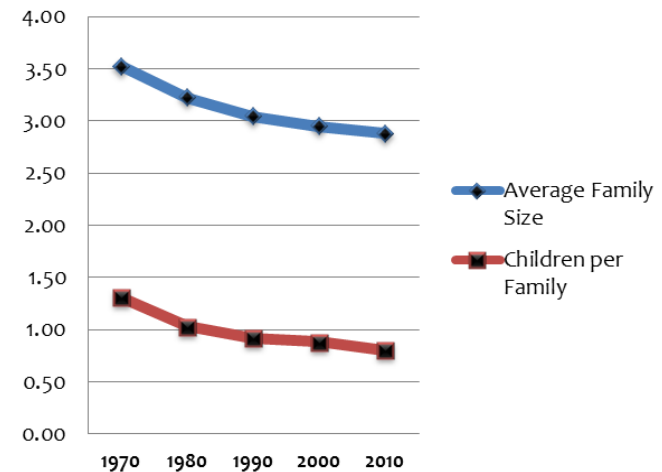
- Weaving together the threads of chapters 2 and 3

Problem:

- Population is decreasing (especially young people and professional)
- Over reliant on single industries to drive local economy
 - Losing manufacturing jobs (largest private sector)

The WATS portion of the solution:

- Balance transportation priorities
 - Work to improve freight movement
 - Also support and enhance the mobility of visitors to our arts, culture, and recreational assets



Strategic Direction

- Four “focus areas” for future transportation projects
 1. Economic development in Lycoming County is dependent on both freight movement and the mobility of visitors to our arts, culture, and recreation resources.

Projects that maintain the ability to move freight or travel to Lycoming County should be a priority

Strategic Direction

- Four “focus areas” for future transportation projects
 2. Our multimodal transportation system is in excellent condition. There are no glaring deficiencies in highways, bridges, transit, rail, or air service. There is no need for additional capacity. However, there is room for improvement in highway safety. Therefore we need to focus on maintaining our current system and improving safety.

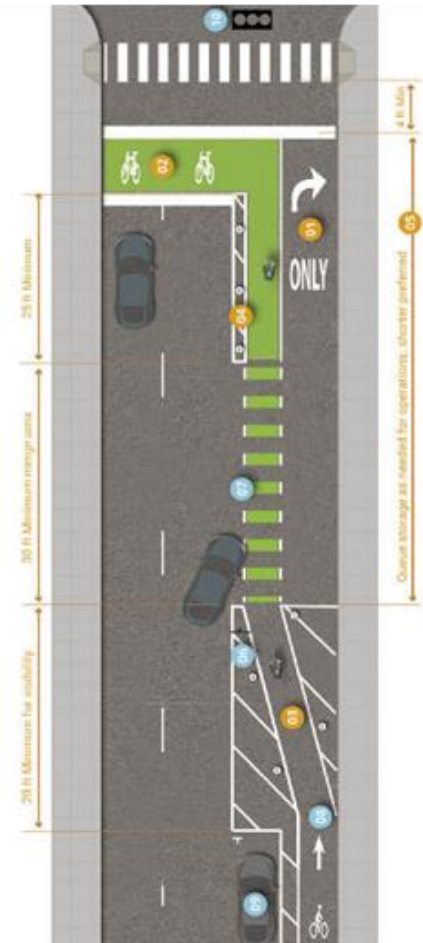
Maintenance and safety projects take precedence

Strategic Direction

- Four “focus areas” for future transportation projects

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.

Streetscape, walkability, and safety projects located in urbanized areas should be a priority



Strategic Direction

- Four “focus areas” for future transportation projects
 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.

Projects that identify and remove costly functionally redundant infrastructure or improve infrastructure in already densely developed areas should be a priority



Implementation Process

- Proposed transportation projects must:
 - Be consistent with WATS criteria (P. 6&7)
 - Be fiscally constrained
 - Have a developed implementation strategy
 - Listed in the LRTP and be programmed on the TIP, or be evaluated and programmed through the related agency (Aviation/Rail)

Public Involvement

- Federal statutes, regulations, & executive orders provide a basis for developing our public outreach strategy.
- WATS strategy for compliance can be found on the following pages of Chapter 4:
 - American with Disabilities Act (Addressed on P. 12)
 - Title VI of the Civil Right Act (Addressed on P. 12-13)
 - Environmental Justice (Addressed on P. 9-11)
 - Limited English Proficiency, E.O. 13166 (Addressed on P. 13)
 - Sunshine Act (Act 84) (Addressed on P. 13)
 - SAFETEA-LU (Public Participation Plan) (Addressed on P. 14)

Environmental Impacts

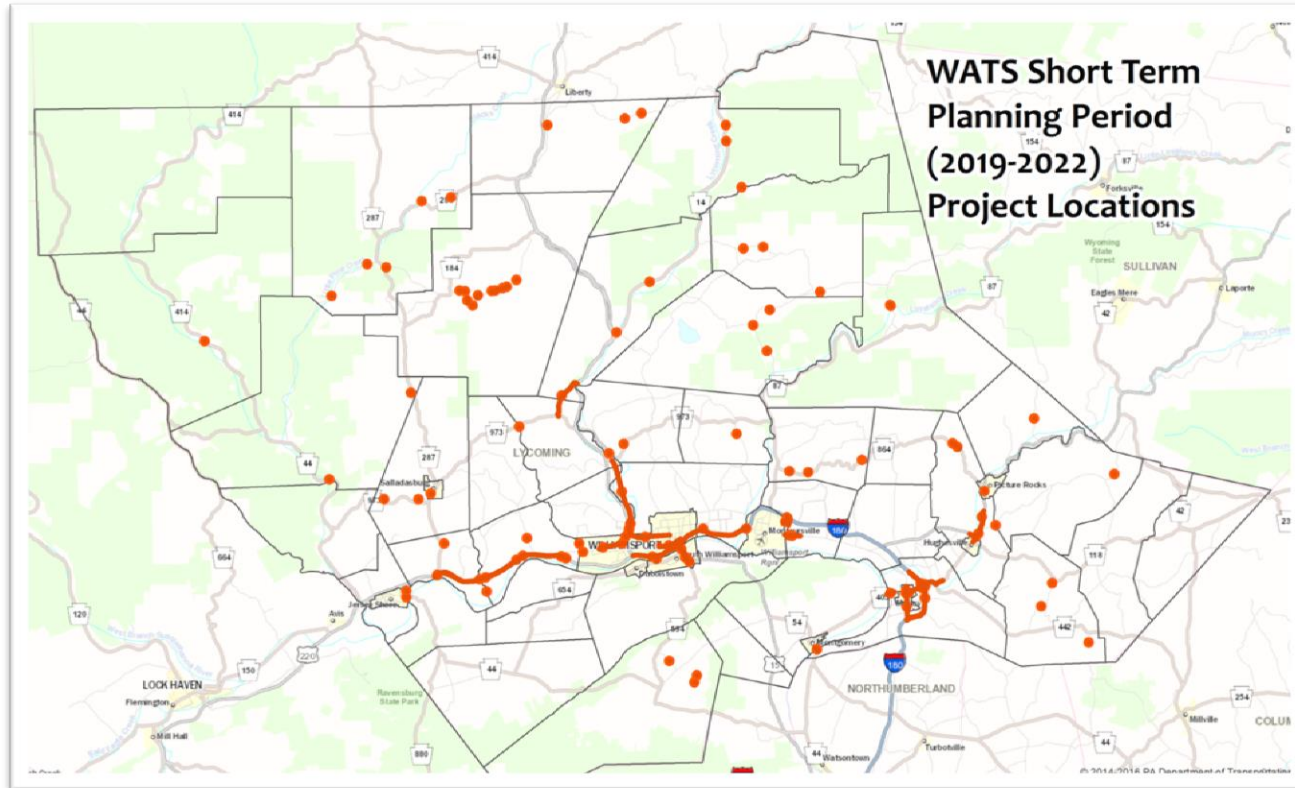
- Transportation investments can have a **direct, indirect, or cumulative impact** on the sensitive resources protected under NEPA
- **In Lycoming County, these resources likely include:** agriculture, wild or stocked trout streams, high quality / exceptional value streams, wetlands, cultural resources, public parks and recreational lands, floodplains and flood buyout areas, waste sites and threatened and endangered or special concern species
- 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.

Transportation Funding Overview

- WATS LRTP provides a listing of transportation capital improvement projects proposed by the WATS MPO for staged **implementation over the next 20 years (2019-2038)** which are broken out into **3 timeframes**
 - Short Term (1-4 yrs)
 - Medium Term (5-8 & 9-12 yrs)
 - Long Term (13-20 yrs)
- Projects listed are consistent with the WATS project selection criteria outlined in the LRTP
- Limited discussion of other modal funding sources related to air and rail projects that are funded outside the TIP process.

TIP Short Term: (Years 1-4) Highway & Bridge

- Highest priority & projects currently underway
- Contains 71 projects
- 26 highway related projects
- 45 Bridge improvement projects
- Has already been deemed fiscally sound



Federal Fiscal Year	Federal		State Highway (Capital)	State Bridge	Off System Bridges	HSIP	TOTAL
	NHPP	STP					
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

TIP Short Term: (Years 1-4) Transit

- The TIP contains \$29,697,000 in programmed transit projects for River Valley Transit and STEP
- Major highlights
 - Fleet replacement
 - CNG Related Upgrades
 - Economic/Joint Development Efforts
- Has already been deemed fiscally sound



WATS MPO Transit Base Funding	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

TIP Short Term: (Years 1-4) Airport

- The capital projects have been identified and **prioritized by the Williamsport Municipal Airport Authority**
- A total of **\$3,011,000** in airport projects
- Airport projects are **not required to be programmed on the WATS MPO TIP**
- These projects are illustrated and supported in the WATS Long Range Plan to ensure a coordinated, multi-modal focus of this plan



Joint Rail Authority

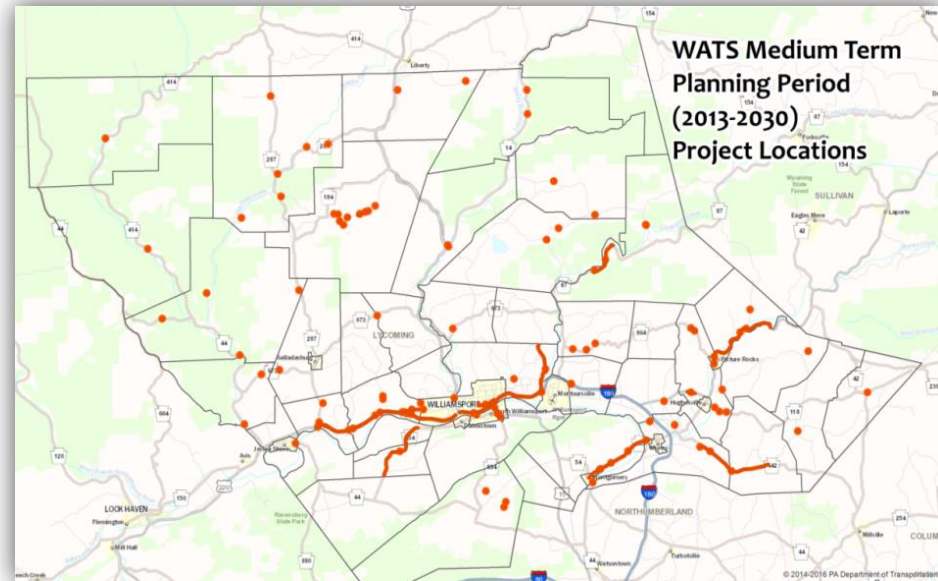
- The list of projects above has been **compiled through** the Pennsylvania **Freight Rail Plan** and the **SEDA-COG JRA strategic plan**
- Many **projects have line item authorizations** in the state capitol budget through RTAP
- The **total estimated cost: \$35,711,000**
- Rail projects are **not federally required to be programmed on the WATS MPO TIP**
- These projects are illustrated and supported in the WATS Long Range Plan to ensure a coordinated, multi-modal focus of this plan.



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WATS Medium Term

- Includes carry over projects from FFY & items not currently programmed
- Line item reserves are included to fund future asset management and safety projects.
- New projects selected based on PennDOT priorities, PM's, and LRTP guidance
- The WATS medium term projects consist of \$42,029,248 in bridge projects and \$71,454,500 in highway and safety projects.

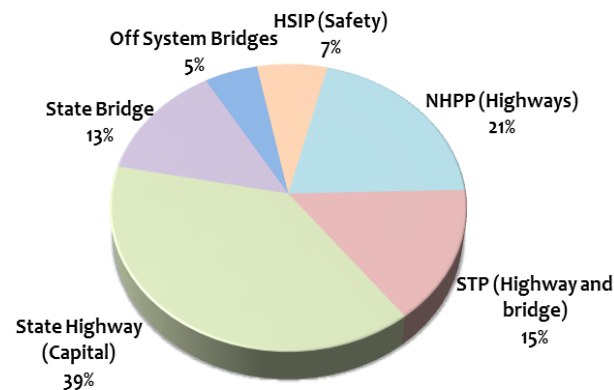


	Federal Fiscal Year	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	TOTAL
Second Four Years (2023 - 2026)	2023	\$3,219,000	\$2,345,000	\$5,994,000	\$2,099,000	\$827,000	\$1,090,000	\$15,575,000
	2024	\$3,219,000	\$2,345,000	\$5,993,000	\$2,098,000	\$827,000	\$1,090,000	\$15,574,000
	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

Long Term: (Years 13-20)

- 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
- New projects selected based on PennDOT priorities, PM's, and LRTP guidance/updates

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



Illustrative Projects

What Are They?

- Projects that are not currently within the WATS TIP, TYP or Decade of Investment project lists
 - 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
 - Would need further evaluation to be considered for future funding

List Overview

- Local Bridges identified as “Impending Deficiency”
- Highway, intersection, and safety projects
 - Wolf Twp. two way left turn lane
 - Additional access point to Reach Road
- Bikeway and Pedestrian Facility Projects

Next Steps

- Address Committee and PennDOT/FHWA comments
- ACM Meeting: August 22nd
- Additional adjustments as needed
- Public Comment Period: Specific timeframe TBD
- Adoption: December 2018



Special thanks to Matt “Scott” Williams

