

## CHAPTER SEVEN

### PLAN IMPLEMENTATION



#### **Delivering the Final Section of US 15 North of Williamsport**

##### **Introduction**

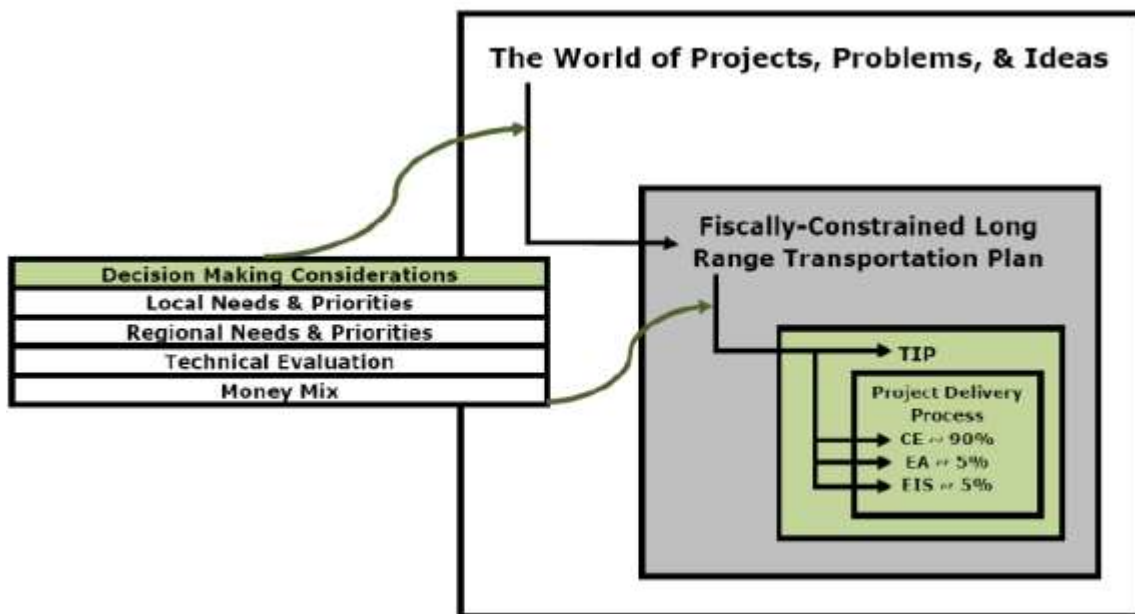
The WATS MPO has an outstanding record of delivering transportation projects within Lycoming County on time and within budget. Building upon this tradition, it is important that the future transportation plan contain realistic and achievable transportation projects that have well established needs vetted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

This chapter of the WATS Long Range Plan focuses on four primary areas associated with plan implementation. 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. Further, an environmental justice impact assessment will be conducted for recommended projects. 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

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:

- *Local Needs and Priorities*
- *County-wide (or Regional) Needs and Priorities*
- *Technical Evaluation*
- *Money Mix*



Source: *PennDOT Developing Regional Long Range Plans*

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 stated earlier in the plan, MAP-21 establishes the need for transportation system performance measures to evaluate transportation asset condition and operational performance, however federal rule-making has yet to be issued. Therefore, it is important to recognize that the WATS project evaluation criteria described in this plan is likely to be further amended at a later date to respond to new federal performance measures once established by implementing federal agencies.



### **WATS Criteria in Selecting & Prioritizing Transportation Projects For Funding Consideration on Long Range Transportation Plan / Transportation Improvement Program, TIP**

- ⇒ Project is consistent with Lycoming County Comprehensive Plan and Multi-Municipal Comprehensive Plans (If applicable)
- ⇒ Project satisfactorily addresses one or more of the 8 SAFETEA-LU / MAP 21 Planning Factors
- ⇒ Project is consistent with one or more of the Keystone Principles
- ⇒ Project is consistent with SMART Transportation Themes
- ⇒ Project is consistent with WATS Long Range Plan goals and objectives
- ⇒ Project has been vetted through WATS transportation planning process, including sufficient opportunities for public and stakeholder involvement
- ⇒ Project sponsor has committed required matching funds, (TIP only)
- ⇒ Project involves multi-modal integration components (such as transit, rail freight, air service) to improve transportation flow of people and goods movement.
- ⇒ Project supports improved access for redevelopment of Brownfield or infill development and Keystone Opportunity Zones and Governors Action Team initiatives
- ⇒ Project enhances tourism / recreation travel needs
- ⇒ Project enhances freight movement

- ⇒ Project improves mobility to job centers and supports overall economic development i.e., job retention and new job creation.
- ⇒ Project reduces fatality and serious injury crashes, especially at Top 25 crash cluster locations in Lycoming County
- ⇒ Project addresses transportation security issues and needs or responds to major disasters consistent with Lycoming County Hazard Plan and Emergency Operations Plans.
- ⇒ Project 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
- ⇒ Project addresses ADA accessibility issues and needs
- ⇒ Project 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 management.
- ⇒ Project reduces traffic congestion and travel times
- ⇒ Project incorporates new emerging technologies, such as ITS deployment, signal modernization, etc... to improve traffic incident management, emergency response, operational safety and system efficiency consistent with PennDOT District 3-0 Regional Operations Plan.
- ⇒ Project incorporates highway corridor access management techniques to reduce overall number of vehicular conflict points and to preserve system capacity. Optimal utilization of existing highway capacity will be explored prior to investing in new capacity. Proper coordination of land use and transportation should be demonstrated.
- ⇒ Project supports completion of regional highway network connectivity with priority given to the Enhanced National Highway System.
- ⇒ Project attempts to avoid impact on sensitive environmental resources and where avoidance is not possible, mitigation opportunities have been thoroughly explored (consistent with ACM programmatic commitments outlined in this plan) in order to minimize such impacts using Linking Planning and NEPA scoping process as early tool to identify environmental issues and concerns prior to programming projects on Long Range Plan and TIP.
- ⇒ Project helps to preserve Lycoming County's air quality attainment status

- ⇒ Project promotes energy conservation.
- ⇒ Project benefits environmental justice population areas.
- ⇒ Project supports potential Scenic Byways designations.
- ⇒ Project reduces structurally deficient state and locally owned bridges that may also have weight limit postings, with priority given to those bridges that serve higher traffic volumes and have longer detours impacting emergency response and general commerce. Reliance on bridge inspection data and bridge risk assessment tools are essential in providing data driven decision-making on overall bridge priorities.
- ⇒ Project addresses proper maintenance and repair of bridges at risk of becoming structurally deficient to ensure good state of repair of bridge network.
- ⇒ Project supports good state of repair of transit facilities and modernized fully accessible transit vehicle fleets.
- ⇒ Project supports expansion of public transportation availability in designated growth areas and serves major land developments.
- ⇒ Project encourages or incorporates alternative fuels such as Compressed Natural Gas, hybrid power sources, engine retrofits etc.. to reduce operating costs, encourage use of local availability of energy resources (Marcellus) consistent with Lycoming County Energy Plan
- ⇒ Project supports increased transit utilization, promotes shared ride opportunities that lead to decreases in use of single occupant vehicles, congestion reduction and improved levels of service.
- ⇒ Project supports livability principles and improves quality of life
- ⇒ Project fosters public / private partnerships
- ⇒ Project improves rail / highway grade crossing safety
- ⇒ Project considers context sensitive solutions to ensure compatibility with community character and right sizing of project to address the project defined purpose and need.

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 afore-mentioned 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.

### **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, bike / ped.) 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.



### **MAP -21 Federal Funding (Highways / Bridges/Transit/ Bicycle & Pedestrian Facilities)**

Approximately 90% of federal transportation funding is derived from federal fuel taxes on gasoline and diesel that are deposited in the Highway Trust Fund, (HTF) originally established in 1956 which remains the primary fund for federal investment in surface transportation infrastructure. Federal fuel taxes (currently 18.4 cents for gasoline and 24.4 cents for diesel) have not increased in 20 years and therefore have not been indexed to account for inflation. As a result, transportation construction and maintenance inflationary cost increases have eroded the purchasing power of HTF dollars over this time period. Further, decreasing fuel consumption, more fuel efficient vehicles along with use of alternative fuels that are not part of the HTF tax structure have further compounded the funding problem. There appears to be little support from Congress to raise the federal gas tax so these problematic funding trends are likely to worsen the funding picture to address the growing backlog of transportation needs across the nation, including Lycoming County.

The MAP-21 federal legislation enacted into law in 2012 authorized \$ 105 billion of surface transportation funding over two fiscal years (FFY 2013 and FFY 2014). The next federal surface transportation authorization bill will face the challenge of developing a longer term solution to keep the HTF fiscally solvent and address the growing transportation infrastructure backlog estimated at \$ 112 billion annual funding gap to keep roads, bridges and transit in a good state of repair.

MAP-21 restructures and consolidated numerous previous federal transportation funding categories into several core formula programs and changed certain eligibility requirements for use of federal funds that will affect the advancement of transportation projects throughout the Nation, Commonwealth and right here in Lycoming County. These restructured core federal funding formula programs consist of:

- ✚ National Highway Performance Program, (NHPP)
- ✚ Surface Transportation Program, (STP)
- ✚ Congestion Mitigation and Air Quality Improvement Program, (CMAQ)
- ✚ Highway Safety Improvement Program, (HSIP)
- ✚ Railway-Highway Crossings (Set-aside from HSIP)
- ✚ Metropolitan Planning

In addition, two new formula programs were created:

- ✚ Construction of Ferry Boats and Ferry Terminal Facilities – replacing a similarly purposed discretionary program

- ✚ Transportation Alternatives (TA) – A new program with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs encompassing most activities previously funded under Transportation Enhancements, Recreational Trails, and Safe Routes to Schools programs under SAFETEA-LU

MAP-21 Urbanized Area Formula Grants (5307) is the largest Federal Transit Administration grant program providing federal funding assistance to urbanized areas to support public transportation. Funding is distributed by formula based on the level of transit service provision, population and other factors. Total funding authorized is \$ 4.9 billion in FFY 2013 and \$ 5 billion in FFY 2014. Activities eligible under the former Job Access Reverse Commute, (JARC) program, which focused on providing transit services to low income individuals to access jobs, are now eligible under the Urbanized Area Formula Program. Other MAP-21 federal transit funding categories include: Safety Grants (5329); State of Good Repair Grants (5337); Asset Management Program (5326); Bus and Bus Facilities Program, (5339); Emergency Relief Program (5324); Transit Oriented Development Pilot; Rural Area Formula Grants (5311); Enhanced Mobility of Seniors and Individuals with Disabilities, (5310); Fixed Guideway Capital Investment Grants, (5309) and Metropolitan, Statewide and Nonmetropolitan Planning Programs (5303, 5304 and 5305).

### **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.

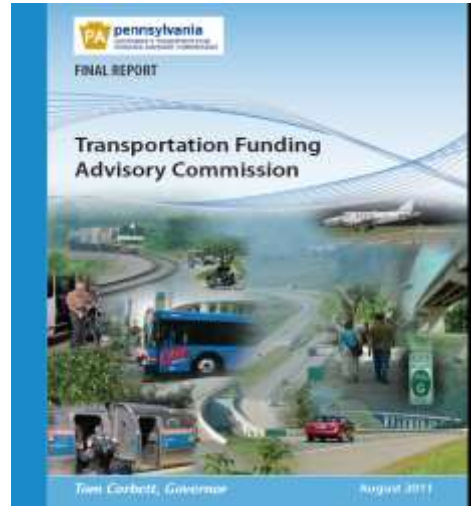


**Loyalsock Creek Railroad Bridge Replacement Under Construction  
Local Use of FRA TIGER II and RLR Grant Funds**

## Commonwealth of PA Transportation Funding Overview



**PennDOT Secretary Barry Schoch**



The Commonwealth of Pennsylvania currently provides state funding assistance for all transportation modes. That is the good news. The bad news is that this funding support is insufficient to address the growing funding gap to keep the Commonwealth's transportation infrastructure in a good state of repair and to respond to emerging economic needs. This funding crisis is well documented and additional revenues are under review by the PA General Assembly.

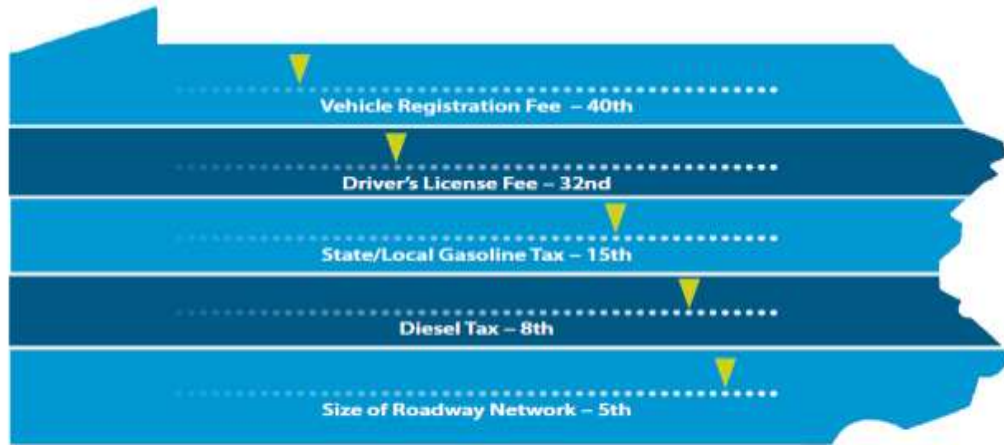
According to the Transportation Funding Advisory Commission, (TFAC) report issued in August, 2011, the gap between transportation funding need in the Commonwealth is estimated at \$ 3.5 billion annually and will grow to \$ 7 billion by 2020.



### The Transportation Funding Gap

source: Transportation Funding Advisory Commission Report, 2011

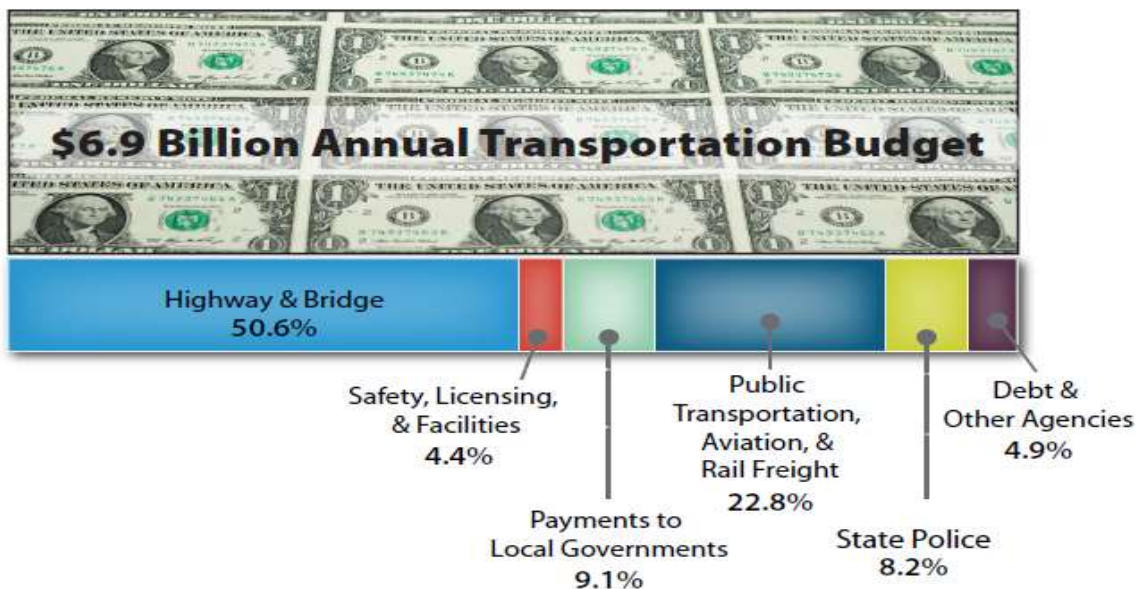
Pennsylvania has the fifth largest roadway network in the nation, but transportation fees and taxes that fund the network rank considerably lower than other states. PA transportation user fees have not been increased since 1997 and like the federal transportation revenue, state transportation dollar buying power has eroded significantly due to more fuel efficient vehicle use, higher inflationary construction costs, alternative fuels and the overall economic downturn since 2008.



#### Pennsylvania - National Rankings

*sources: American Petroleum Institute; AAA Digest of Motor Vehicle Laws, 2011; State Motor Vehicle Websites*

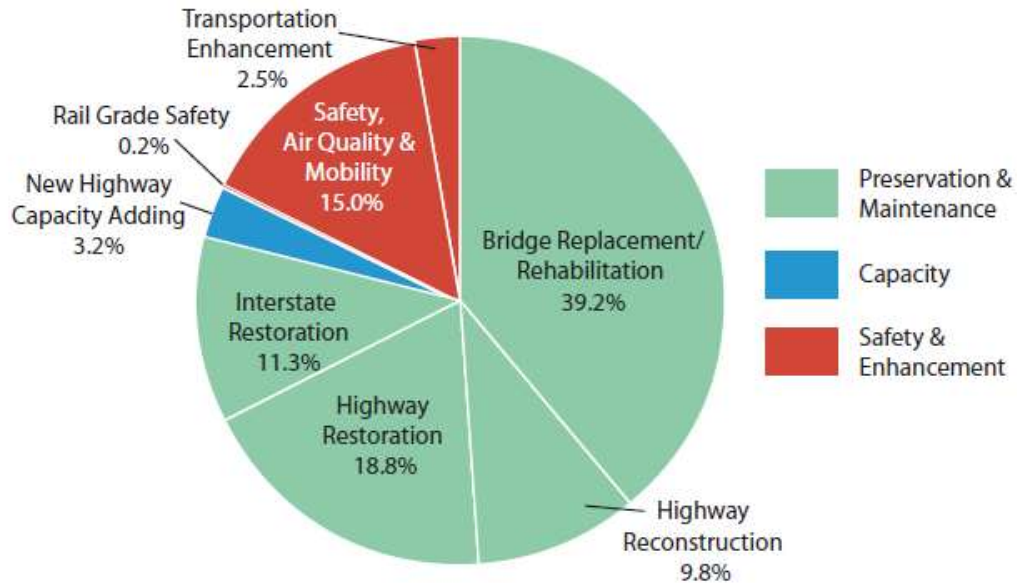
According to PennDOT, the current annual state transportation budget is \$ 6.9 billion. The budget breakdown is illustrated below:



#### 2013 Transportation Program Funding Level Summary

*source: PennDOT Bureau of Fiscal Management*

The current Statewide Transportation Improvement Program (2013-2016) includes approximately \$ 9 billion in highway bridge projects. It is significant to note that about 97% of this funding is dedicated to maintaining the existing system and only about 3% is used for new capacity.



**2013 Transportation Improvement Program Distribution, Highways and Bridges**  
*source: PennDOT Center for Program Development and Management*

Clearly the case for additional transportation dollars has never been more compelling or urgent if the Commonwealth is to keep the system in a good state of repair and respond to safety and operational capacity needs. Although the PA Senate passed Senate Bill 1 providing PennDOT with an additional \$ 2.5 billion in new transportation revenues for all transportation modes, (including the establishment of a new multi-modal fund) the measure was not voted on in the PA House prior to expiration of the state fiscal year ending June 30, 2013. The General Assembly is expected to readdress the issue in Fall 2013.

**Current State Transportation Funding Programs**

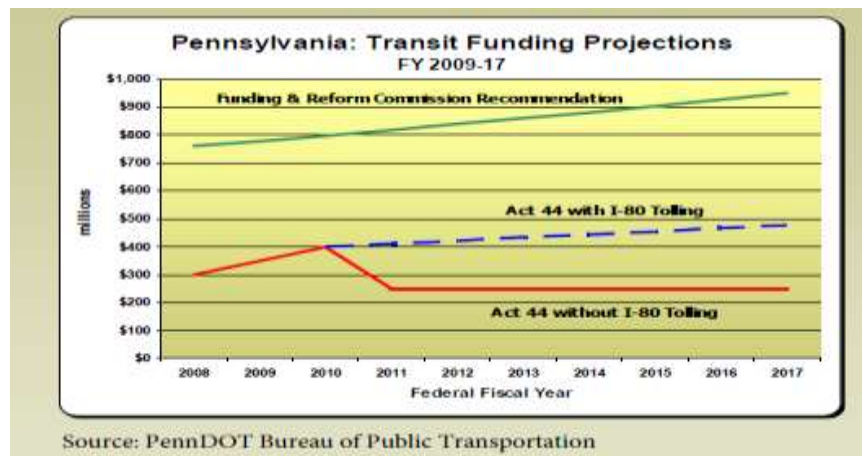


## Highways and Bridges

At the state level, the Motor License Fund (MLF) is a special state account that may be used only for the costs of construction, reconstruction, maintenance and repair of, and safety on state and local highways and bridges in the Commonwealth. The MLF is financed by motor fuel taxes, vehicle registration fees, operator's license fees, and various other miscellaneous fees which are state constitutionally restricted to highway and bridge use and cannot be used for public transportation or other transportation modes. Current PA state liquid fuels tax rates are approximately 31 cents per gallon for motor gasoline and gasohol and approximately 38 cents per gallon for diesel and kerosene. In addition, PA Act 44 of 2007 mandated that the PA Turnpike Commission make annual contributions to the MLF. PA Motor Liquid Fuel gasoline tax current rates are among the highest in the nation exceeded only by five other states including California, Rhode Island, Washington, West Virginia and Wisconsin, however it must be remembered that PA also has the fifth largest roadway network and the highest percentage of structurally deficient bridges in the nation.

## Public Transportation

Act 44 of 2007 created a dedicated Public Transportation Trust Fund with a streamlined program structure and provided a portion of the additional transit funding recommended by the Transportation Funding Reform Commission with funding intended to be predictable and grow with inflation. Because the Commonwealth's application to toll I-80 was not approved by FHWA, there is a significant gap between TFRC identified transit needs and actual transit funding as illustrated below:



Other state funding sources transit programs include PA Lottery funding, Persons with Disabilities Program, Area Agency on Aging and PA Department of Welfare administered Medical Assistance Transportation Program, (MATP) state appropriation funding and PA Capital budget transportation assistance.

### *Airports*

The PennDOT Bureau of Aviation, (BOA) administers state funding for aviation largely funded through the PA Aviation Development, (ADP) Program which includes collection of state taxes on aviation fuel that are deposited into the PA Aviation Restricted Account. All licensed, public use airports in the Commonwealth are eligible for the ADP grant. Current aviation gasoline PA tax rates are approximately 6 cents per gallon, with jet fuel taxed at 2 cents per gallon. In addition, the PennDOT BOA also administers the Transportation Assistance Program, (TAP) which is funded out of the state general capital budget. The TAP also includes funds for transit and rail projects. Only public use airports that have an eligible project sponsor and have a project specifically listed in an active PA Capital Budget Act are eligible to receive TAP funds.



### *Freight Railroads*

The PA Rail Freight Assistance Program, (RFAP) provides state financial assistance for investment in rail freight infrastructure. The intent of the program is to preserve essential rail freight service where economically feasible and preserve or stimulate economic development through the generation of new or expanded rail freight service. The maximum state funding for an RFAP funded project is 70 percent of a project not to exceed \$ 700,000.

Like aviation and transit, the Transportation Assistance Program, (TAP) includes rail funding referred to as Rail TAP. Again, for a project to be funded, it must be specifically included as a line item in a current PA Capital Budget bill and 70 percent of project costs can be funded under Rail TAP so long as those costs do not exceed the line item amount contained in the capital budget. The PennDOT Bureau of Rail Freight administers both of the aforementioned programs and are extremely competitive.



## *Bicycle and Pedestrian Facilities*



Currently PennDOT does not have a dedicated state funding source for bicycle and pedestrian facilities. The largest state funding source for these types of facilities, such as the development of recreation trails is the PA Growing Greener Program administered by the PA Department of Conservation and Natural Resources under the Community Conservation and Partnership Grant Program.

### *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 compliment 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.



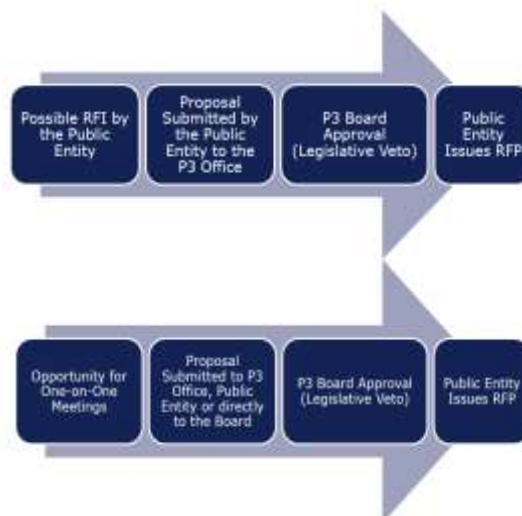
### *Local and Private Transportation Funding Sources*

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 3, 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 (2013-2033). The projects identified have been carefully scrutinized through the WATS planning process and are consistent with the federal planning factors and state policy directives noted in Chapter 2, plan goals and objectives outlined in Chapter 3, transportation asset condition and performance data cited in Chapter 4, linking Planning and NEPA environmental considerations discussed in Chapter 5 with opportunities for public involvement highlighted in Chapter 6 and using WATS project selection criteria cited in Chapter 7.

Anticipated available funding sources for WATS MPO projects also presented in Chapter 7 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 MAP 21 federal funds along with state matching funds, the WATS MPO will be using anticipated guidance to be issued by PennDOT through its Financial Guidance Work Group, however at the time this section is being written, official guidance is not yet available so the plan may need to be modified once guidance is issued in this regard to ensure plan fiscal constraint. 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 Priorities:** *(Years 1-4) consistent with the WATS MPO approved FFY 2013-2016 Transportation Improvement Program, (TIP).*

**Medium Term Priorities:** *(Years 5-12) consistent with the PennDOT Twelve Year Program Period.*

**Long Term Priorities:** *(Years 13-20) consistent with WATS Long Range Transportation Plan Horizon.*

WATS supported transportation projects that are not deemed to be affordable based on anticipated availability of federal and state funding during the plan horizon will be shown as “illustrative projects” as authorized by federal law.

**WATS MPO SHORT TERM TRANSPORTATION PROJECT PRIORITIES  
FFY 2013-2016**

**MODE: HIGHWAYS AND BRIDGES**

**SOURCE: WATS MPO Adopted Transportation Improvement Program, (TIP)  
(000's)**

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
SR 2018 Almond/Northway (Loyalsock Twp)	Resurface	C	2014	\$ 450	916
US 15 Armstrong/Sylvan Dell (Clinton / Armstrong Twps)	Safety	C	2014-15	\$5,975	HSIP STR
US 15 Picnic Area/Overlook (Armstrong Twp)	Safety	C	2013	\$872	HSIP STR
SR 2014 Campbell/Basin (City of Williamsport)	Reconstruction	PE,FD,	2014-16	\$ 700	916/581 STR
Grade Crossing Line Item (Lycoming County)	RR High Type	C	2016	\$ 62	RRX
SR 2014 Hillside Ave/US 15 (City of Williamsport)	Reconstruction	PE,FD,U,ROW	2013-16	\$ 921	581/916 STR
PA 54 Houston Ave/County Line (Montgomery Boro)	Resurface	C	2015-16	\$ 400	916
T-343 Railroad Crossing (Piatt Township)	Install RR Masts Signals	C	2016	\$ 62	RRX
US 220 Jersey Shore-Williamsport (Woodward / Piatt Townships)	Safety	Study	2013	\$6	581
SR 3027 Railroad / Thomas Sts. (Jersey Shore Boro)	Resurface	C	2013	\$7	581
US 15 (SB) Foy Ave/Beautys Run (Old Lycoming / Lycoming Twps)	Resurface	C	2013-14	\$1,532	NHS
SR 1003 over Wallis Run (Gamble Township)	Bridge Rehab	C	2013	\$185	BOO
SR 1017 over Lycoming Creek (Hepburn Township)	Bridge Rehab	FD,ROW	2013	\$155	185 BOO
SR 2001 over Black Hole Creek (Clinton Township)	Bridge Replace	All	2013-15	\$1,069	185 BOO

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
SR 2004 over Trib. Spring Creek (Washington Township)	Bridge Replace	FD,U,ROW,C	2013-15	\$530	185/916
SR 2005 over Black Hole Creek (Clinton Township)	Bridge Replace	FD, ROW,C	2013-16	\$615	185 BOO
SR 2013 over Lauren Run (Moreland Township)	Bridge Replace	PE,FD,U,ROW	2014-16	\$80	185/916
SR 2019 over Branch of German Run (Moreland Township)	Bridge Replace	C	2013	\$96	185
SR 2019 over German Run (Franklin Township)	Bridge Replace	All	2013-16	\$230	185/916
SR 2022 over Calebs Run (Eldred Township)	Bridge Replace	FD,ROW,C	2013-15	\$185	185/916
SR 2024 over Millers Run (Loyalsock Township)	Bridge Rehab	PE,FD,C	2014-15	\$70	185/916
SR 2039 Trib to Mill Creek (Loyalsock Township)	Bridge Replace	FD,U,ROW,C	2013-15	\$220	185/916
SR 2044 over Glade Run (Muncy Creek Township)	Bridge Rehab	PE,C	2015-16	\$25	185
SR 2050 over Little Muncy Creek (Jordan Township)	Bridge Replace	FD,U,ROW,C	2014-16	\$405	185 BOO
SR 2061 over Big Sugar Run (Penn Township)	Bridge Replace	PE,FD,U,ROW	2014-16	\$80	185/916
SR 2061 over Sugar Run (Moreland Township)	Bridge Rehab	PE,FD,	2015-16	\$30	185 BOO
SR 2069 over Little Muncy Creek (Moreland Township)	Bridge Rehab	FD,C	2013-14	\$1,710	BOF
SR 2069 over Broad Run (Moreland Township)	Bridge Replace	C	2013	\$67	185
SR 2077 over Little Muncy Creek (Franklin Township)	Bridge Rehab	PE,FD,ROW, C	2013-15	\$223	185/916
PA 287 over Funston Run (Cumplings Township)	Bridge Replace	C	2015-16	\$596	185
PA 287 over Lawshe Run (Cogan House Township)	Bridge Replace	FD,ROW,C	2013-16	\$649	185/916
SR 3011 over Pine Run (Woodward Township)	Bridge Rehab	PE,C	2015-16	\$25	185

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
SR 3026 over Trib to Beautys Run (Lycoming Township)	Bridge Replace	C	2013	\$76	916
SR 4001 over Little Pine Creek (Pine Township)	Bridge Rehab (Suspension)	S,PE,FD	2013-16	\$445	BOO
SR 4007 over Blockhouse Creek (Jackson Township)	Bridge Rehab	PE,FD,C	2013	\$65	185/916
PA 405 over Turkey Run (Clinton Township)	Bridge Replace	FD,U,ROW	2014-16	\$85	185/916
PA 414 over Callahan Run (McHenry Township)	Bridge Rehab	All	2013-16	\$310	185 BOO
PA 42 over Little Muncy Creek with PA 118 intersection realignment (Jordan Township)	Bridge Replace Safety Improve.	FD,ROW,C	2013-14	\$2,035	185 BOO
PA 554 over Hagermans Run (South Williamsport Borough)	Bridge Rehab	C	2013-14	\$360	916
PA 554 over Hagermans Run (Armstrong Township)	Bridge Replace	FD,ROW,C	2013-15	\$199	916
PA 654 over Benders Run (Bastress Township)	Bridge Replace	FD,U,ROW,C	2013-15	\$814	185
PA 654 over Mosquito Creek (Armstrong Township)	Bridge Replace	FD,U,ROW,C	2013-16	\$1,460	185 BOO
PA 973 over First Fork Larrys Creek (Mifflin Township)	Bridge Replace	C	2013-14	\$1,390	BOO
SR 2001 over Branch of Spring Creek (Washington Township)	Bridge Replace	FD,U,ROW,C	2013-15	\$1,110	185 BOO
SR 2001 over Branch of Spring Creek (Brady Township – sinks area)	Bridge Replace	FD,U,ROW,C	2013-15	\$1,172	185 BOO
SR 2002 over White Deer Hole Creek (Washington Township)	Bridge Replace	All	2013-16	\$1,010	185 BOO

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
SR 3018 over First Fork Larrys Creek (Mifflin Township)	Bridge Rehab	PE,C	2014-16	\$251	185/916
Sheridan Street over Millers Run (Loyalsock Township)	Bridge Replace	U, C	2013-14	\$1,020	185 BOO LOC
PA 118 Spruce Street to Muncy Ck (Hughesville Borough)	Resurface	FD,C	2015-16	\$ 375	581/916
SR 44, 414,2039,2067,3018,4005 (Jersey Shore, McHenry, Eldred, Moreland, Mifflin, Cogan House)	Bridge Rehabs Contract	PE,	2016	\$20	185 BOO
T-398 over White Deer Hole Creek (Washington Township)	Bridge Replace	All	2013-16	\$1,188	183 BOF LOC
US 15 Third Street to Foy Avenue (City of Wmspt + Old Lycoming Twp)	Reconstruct	C	2014-16	\$5,600	NHS
SR 2039 at Four Mile Drive (Loyalsock Township)	Restoration Retaining Wall	C	2013-15	\$1,450	581
Antlers Lane RR Crossing (Woodward Township)	Install SEDA RR Warning Devices	C	2014-15	\$64	RRX
US 220 Youngs Rd – Stewart St (Woodward Township)	Resurface	C	2014-15	\$3,399	STR
WATS Line Item (County-wide)	Enhancement	C	2014-16	\$833	STE
WATS TIP Reserve (County-wide)	Highway /Bridge	C	2015-16	\$3,881	STP 185/581 916 BOO
RPM Contract	Raised Pavement Markings	C	2013	\$300	STP
Act 13 Line Item	Bridge	C	2013	\$ 164	Act 13
Hepburn St RR Crossing	Relocate RR	C	2013-14	\$ 122	RRX
Williamsport SRTS	WASD Safe Route to School Crossing	C	2013	\$ 47	SRTS
Market Street Bridge	Bridge Rehab	C	2013	\$ 201	BOO
US 15 BC – Stockpile	Safety Barrier	S,FD	2013	\$215	HSIP
US 15 SB Foy Ave-Beautys Run	Reconstruct	C	2013	\$1,531	NHS

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
US 15 Approach Slabs	Reconstruct	PE,C	2013	\$405	NHS BOO
PA 44 over Antes Creek	Bridge Replace	PE	2013	\$1	BOO
I-180 over LVRR	Bridge Rehab	PE,FD	2013	\$690	BOO
Interstate Bridge GPR	Bridge Rehab	S,PE	2013	\$70	
US 220/PA 405 Intersection	Intersection Imp.	S	2013	\$220	HRST
US 220 Clinton Co. line-PA 287	Resurfacing	C	2013	\$2,368	d916
PA 287/PA 184 intersection	Intersection Imp.	ROW,C	2013-16	\$710	BR
PA 414 Cedar Run Narrows	Slide Repair	PE	2013	\$48	581
SR 1003 over Salt Run	Bridge Rehab	C	2013	\$250	BOO 185
SR 1006 over Wallis Run	Bridge Replace	C	2013	\$210	916
SR 2001 Trib Spring Creek	Bridge Rehab	All	2013-16	\$109	185
SR 2026 (SR 2043-Fairfield Rd)	Reconstruct	C	2013	\$57	916
SR 2039 over Mill Creek	Bridge Replace	C	2013	\$398	BOO
SR 2045 (Broad St. – I-180)	Resurfacing	C	2013	\$ 570	916
SR 2051 over Wolf Run	Bridge Rehab	C	2013	\$ 150	BOO STR
SR 3027 (Railroad – Thomas St)	Bridge Rehab	C	2013	\$ 7	581
Airport Access Road	New Road (CANCELLED BY COUNTY Revised Needs Study Pending)	C	2014	\$23,071	SXF LOC



**FISCAL CONSTRAINT SUMMARY:**

The WATS FFY 2013-2016 Transportation Improvement Program was officially adopted by the WATS MPO at their July 23, 2012 public meeting. The Federal Highway Administration subsequently approved the WATS TIP as satisfying federal fiscal constraint requirements as the TIP was developed in accordance with PennDOT issued Financial Guidance for the FFY 2013 Program considering SAFETEA-LU funding allocations as MAP-21 fiscal constraint funding levels were not known at the time of TIP adoption. The TIP was subsequently modified by the WATS MPO that included numerous amendments and administrative actions which are reflected in this Long Range Plan FFY 2013-2016 project listing.

More specifically the WATS MPO Highway/Bridge Base Funding Allocations issued through PennDOT FFY 2013-2016 Financial Guidance indicated the following:

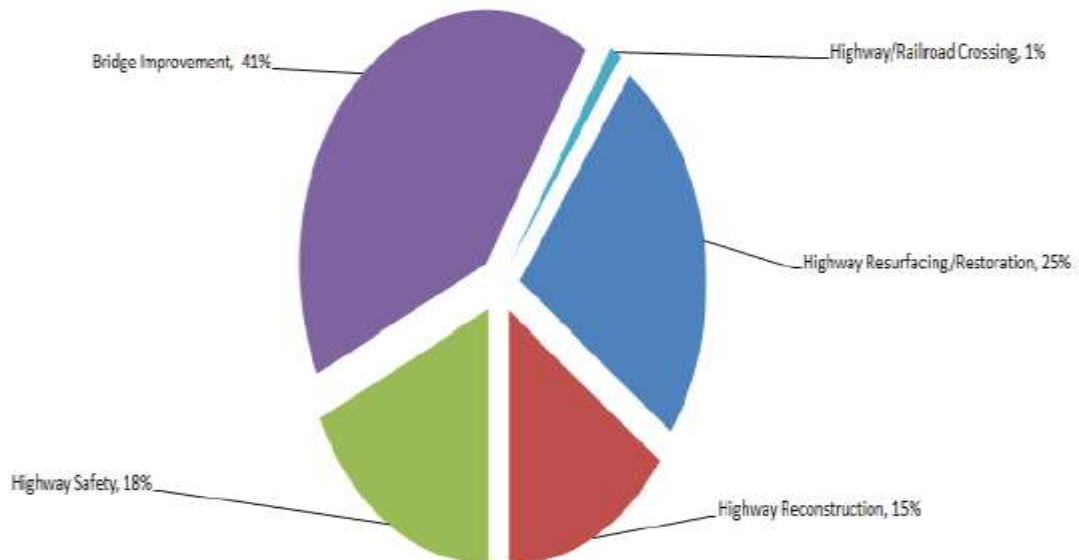
**WATS MPO Highway / Bridge Base Funding Allocations (000's)  
Based on PennDOT FFY 2013-2016 Program Financial Guidance**

Period	NHS	STP	State Hwy	Fed Bridge	State Bridge	Safety	Rail	Trans Enhance	Act 44	Total
2013-2016	9,197	8,856	3,003	15,196	3,845	2,454	249	1,172	5,468	49440

The FFY 2013-2016 WATS TIP contains 77 projects with a total programmed amount of \$ 78,094,011. There are 28 highway related improvement projects and 49 bridge improvement projects included on the WATS TIP. The TIP is deemed fiscally constrained because \$ 49,440,000 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 \$ 28,654,011 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.

The pie chart shown 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. Currently, there are no highway capacity adding improvements programmed on The WATS TIP as the Williamsport Regional Airport Access Road project has since been cancelled by PennDOT at the request of the Lycoming County Board of Commissioners.

## FFY 2013-2016 WATS HIGHWAY / BRIDGE TIP FUND DISTRIBUTION SUMMARY





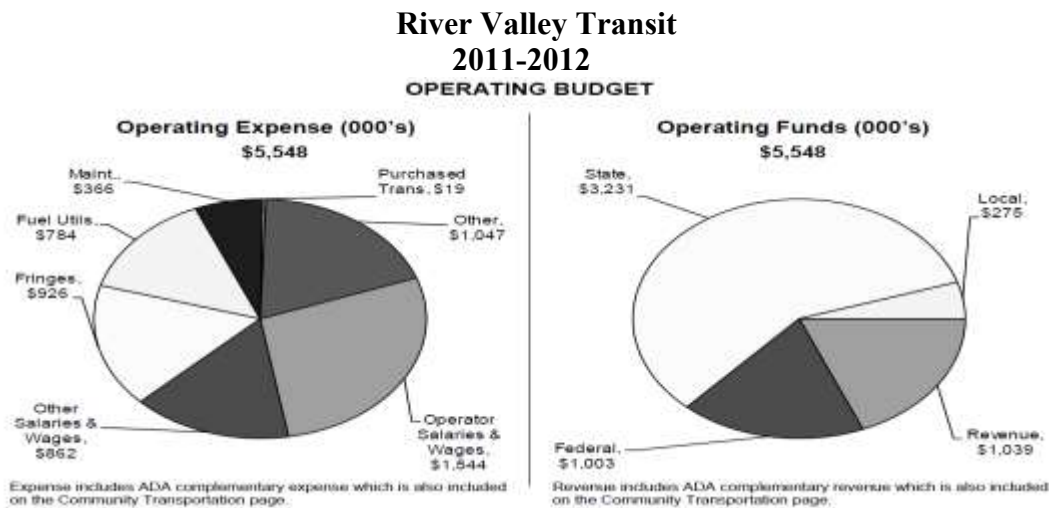
**WATS MPO SHORT TERM TRANSPORTATION PROJECT PRIORITIES  
FFY 2013-2016  
MODE: PUBLIC TRANSPORTATION  
SOURCE: WATS MPO Adopted Transportation Improvement Program, (TIP)**

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phases</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
River Valley Transit (RVT service area)	Support Vehicles Purchase 8 vehicles	All	2014,16	\$250	340
River Valley Transit (City of Williamsport)	Garage & Office Imp.	All	2013-14	\$5,626	5309/CB/LOC
River Valley Transit (RVT service area)	Purchase 4 CNG replace. Transit Vehicles	All	2013-16	\$7,575	5307/CB/LOC
River Valley Transit (RVT Service Area)	Purchase transit vehicle related equipment	All	2014	\$ 500	5309/CB/LOC
River Valley Transit (City of Williamsport)	Upgrade shop, office & Computer equipment	All	2013-16	\$600	340
River Valley Transit (RVT service area)	Purchase spare component	All	2013-16	\$300	5309/339/LOC
River Valley Transit (City of Williamsport)	Herdic Trans Museum Improvements	All	2015	\$1,000	5309/CB/LOC
River Valley Transit (City of Williamsport)	Construct Trade/Transit II	All	2013	\$5,000	5309/CB/LOC
River Valley Transit	Construct Reg. Trans. Hub	All	2014	\$1,000	5309/CB/LOC
River Valley Transit (RVT service area)	Operating Assistance	All	2013-16	\$22,000	5307/338/LOC
River Valley Transit (RVT Service Area)	Planning Assistance	All	2013-16	\$500	5307/LOC
STEP	Vehicle Replacements	All	2013-16	\$1,474	341
STEP	Communication Equip.	All	2013-16	\$56	341
STEP	Computer Equipment	All	2013,15	\$21	341
STEP	Office Workstations	All	2013	\$3	341
STEP	Computer Software	All	2013	\$175	LOC
STEP	IT Technologies	All	2013	\$4	341/LOC
STEP	Printers and Faxes	All	2013	\$0	341
STEP	Purchase 3 vans + 3 buses	All	2013	\$354	5310/LOC

## FISCAL CONSTRAINT SUMMARY

The WATS FFY 2013-2016 Transportation Improvement Program was officially adopted by the WATS MPO at their July 23, 2012 public meeting. The Federal Transit Administration subsequently approved the WATS TIP as satisfying federal fiscal constraint requirements as the TIP was developed in accordance with PennDOT issued Financial Guidance for the FFY 2013 Program considering SAFETEA-LU funding allocations as MAP-21 fiscal constraints were not known at the time of TIP adoption. The TIP contains \$ 46,438,000 in programmed transit projects for River Valley Transit and STEP, which includes WATS MPO adopted Transit TIP amendments and administrative actions since original MPO TIP adoption on 7/23/12..

As part of the FFY 2013-2016 WATS Transit TIP submission a River Valley Transit Financial Plan was prepared. This plan includes revenue and expense projections with a fully allocated cost model based on the FFY 2011 RVT audit, deficit financing and financial management strategies. The summary points of this financial plan conclude the the principle challenge facing RVT over the next several years will be to maintain the financial capacity required to fund the continued provision of high quality transit service to the local communities RVT serves. Developing a plan to assure this financial viability over the next few years is further challenged by substantial uncertainties concerning both the expense side and especially the revenue side of the financial equation stemming largely from the current economic recession in the nation that can influence transit system viability across the country in numerous ways. These uncertainties pertain most directly to local unemployment levels and the price of gasoline, which exert a strong influence on ridership and in turn revenue, as well as the price of fuel and other products and services RVT must purchase in order to continue delivering service. In addition, the recession is likely to create uncertainties in federal and state agency budgets that could possibly impact negatively on transit funding.



*Source: PennDOT Bureau of Public Transportation 2011-12 Performance Report*

**WATS MPO SHORT TERM TRANSPORTATION PROJECT PRIORITIES  
FFY 2013-2016**

**MODE: AIRPORT INFRASTRUCTURE**

<b>Project Location</b>	<b>Improvement</b>	<b>Phases</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
Williamsport Regional	Improve Runway 9-27 Approaches Obstruction Removal, Phase 2	FD,C	2013	\$350	AIP BOA LOC
Williamsport Regional	Improve Runway 9-27 Approaches Obstruction Removal, Threshold Displacement, MALSR	FD,C	2013	\$1,111	AIP BOA LOC
Williamsport Regional	Improve Runway 9-27 Approaches, Phase 3 Threshold Displacement, MALSR Improvements	FD	2013	\$261	AIP BOA LOC
Williamsport Regional	Improve Runway 9-27 Approaches, Phase 3 Rehab Runway Lighting	FD,C	2014	\$555	AIP BOA LOC
Williamsport Regional	Improve Runway 9-27 Approaches, Phase 4 Threshold Displacement, MALSR improvements	C	2014	\$1,555	AIP BOA LOC
Williamsport Regional	Replace Terminal Building	C	2014-16	\$555	AIP BOA LOC
Williamsport Regional	Improve Runway 9-27 Approaches, Phase 4 Pavement Mill/Overlay	FD,C	2015	\$2,777	AIP BOA LOC
Williamsport Regional	Improve Runway 9-27 Approaches, Phase 5 Runway Lighting/Pavement Rehabilitation	FD,C	2015	\$3,888	AIP BOA LOC
Williamsport Regional	Construct Partial (East) Taxiway for Runway 12-30	All	2016	\$1,111	AIP BOA LOC
Williamsport Regional	Relocate Fuel Farm	All	2016	\$600	ADG

**FISCAL CONSTRAINT SUMMARY:**

The capital projects for the Williamsport Regional Airport for FFY 2013-2016 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 \$ 12,163,000 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 consistent with MAP-21.



**WATS MPO SHORT TERM TRANSPORTATION PROJECT PRIORITIES  
FFY 2013-2016  
MODE: RAIL INFRASTRUCTURE**

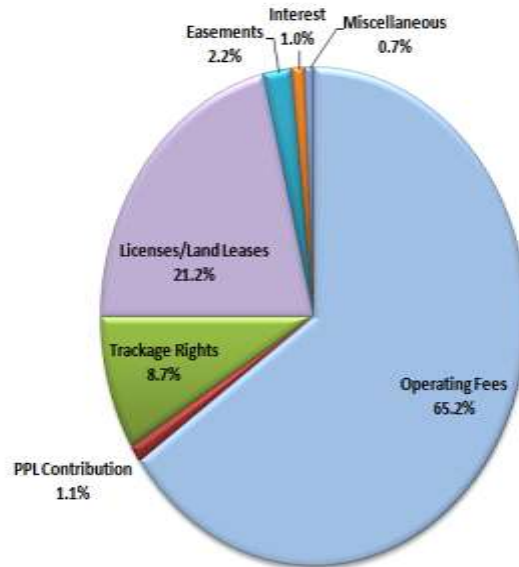
<b>Project Sponsor</b>	<b>Improvement</b>	<b>Phases</b>	<b>Year(s)</b>	<b>Cost</b>
SEDA-COG Joint Rail Authority	Replace Loyalsock Creek Railroad Bridge	C	2013-14	\$10,500
SEDA-COG Joint Rail Authority	Upgrade signals on Lycoming Valley RR	C	2013	\$190
SEDA-COG Joint Rail Authority	Switch upgrades on Lycoming Valley RR	C	2013	\$145
SEDA-COG Joint Rail Authority	Purchase concrete panels on LVRR	C	2013	\$59
SEDA-COG Joint Rail Authority	Construct River Siding	C	2013	\$ 477
SEDA-COG Joint Rail Authority	Construct Marcellus Energy Park Siding	C	2013	\$327
SEDA-COG Joint Rail Authority	Newberry Yard Construction	C	2013	\$ 1,587
SEDA-COG Joint Rail Authority	Palmer Industrial Construction	C	2013	\$ 575
SEDA-COG Joint Rail Authority	GO Hawbaker Siding	C	2013	\$ 3,930
SEDA-COG Joint Rail Authority	James Wood Site/ Reach Rd Terminal	C	2013	\$ 910
SEDA-COG Joint Rail Authority	Realign Access Road at LVRR Offices	D & C	2013-16	\$ 68
SEDA-COG Joint Rail Authority	Muncy Industrial Park Phases 2-3 rail spur	D & C	2013-16	\$ 2,000
SEDA-COG Joint Rail Authority	New Maintenance of Way Building At Newberry Yard	D & C	2013-16	\$ 480
SEDA-COG Joint Rail Authority	Sanding Tower	D & C	2013-16	\$ 70
SEDA-COG Joint Rail Authority	Locomotive Wash Area	D & C	2013-16	TBD

**FISCAL CONSTRAINT SUMMARY:**

The capital projects proposed along the Lycoming Valley Railroad for FFY 2013-2016 have been identified and prioritized by the SEDA-COG Joint Rail Authority as part of their overall adopted five year strategic plan. There are a total of 15 rail improvement projects along the LVRR in Lycoming County with a total estimated cost of \$ 21,318,000. Revenue levels are anticipated to fully cover estimated project costs shown above primarily from FRA grants, state rail grants and required local match supplied by the Joint Rail Authority or from other sources. The Joint Rail Authority has not yet identified rail capital improvement projects beyond 2016. As stated earlier, 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 consistent with MAP-21.

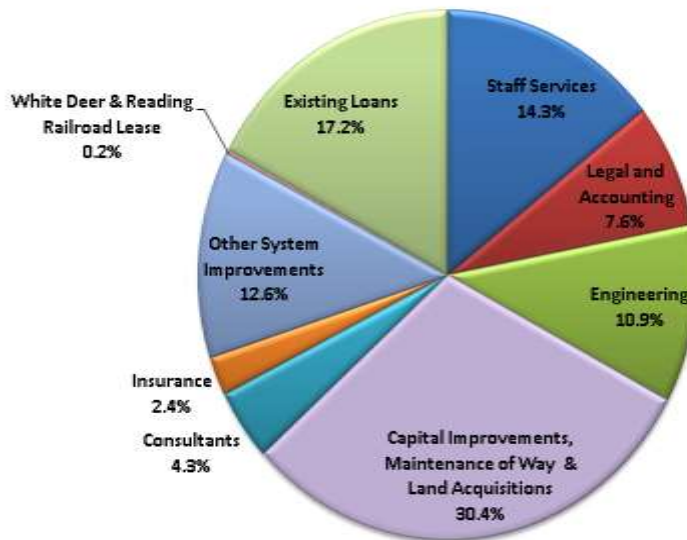
In terms of operating revenues, the SEDA-COG Joint Rail Authority derives income from a variety of sources illustrated below with most revenue coming from fees paid by the contract rail operator and land leases.

### SEDA-COG JRA 2012 Operating Budget Revenues



Source: SEDA-COG JRA Strategic Plan

Likewise, operating expenditures are also noted below, with most expenditures related to capital improvements and paying debt service on existing loans.



Source: SEDA-COG JRA Strategic Plan

It should be noted that the JRA 's capital improvement financing strategy are the state-administered RFAP and RTAP Capital Budget Programs, which provide financial assistance for investment in rail freight infrastructure. Since 2008, the JRA has secured over \$ 5 million from these two programs to improve rail freight infrastructure, however the fate of RFAP is in jeopardy given significant challenges facing the Commonwealth's transportation infrastructure needs and the lack of such funding will be to the detriment of rail infrastructure and the rail freight industry as a whole. The JRA and WATS strongly support continued and supplemental RFAP program resources.

## DECADE OF INVESTMENT



In June, 2013 PennDOT publicly announced its Decade of Investment list of transportation projects that could be accomplished if additional state transportation revenues were provided by the PA General Assembly. This list was provided in two parts. First, a list of projects was developed based upon Governor Corbett's proposal to provide up to \$ 1.8 billion in new revenue for PennDOT. Another list of projects was developed based on PA Senate Bill 1 passed by the Senate on a 45-5 vote providing up to \$ 2.5 billion annually in new transportation revenues.

The WATS MPO supports the Decade of Investment list for Lycoming County funded under Senate Bill 1 levels, however the PA General Assembly has yet to enact legislation providing these increased state transportation funding levels.

### **What Lycoming County Gets Under PennDOT Decade of Investment Senate Bill 1**

**Under Senate Bill 1 funding levels, a total of 62 transportation projects would be funded under the PennDOT Decade of Investment at a total estimated cost of \$113,376,000. There are 21 proposed highway improvement projects and 41 bridge improvement projects on the Decade of Investment List for Lycoming County.**

Accordingly, the WATS MPO has advanced these projects to the remaining timeframes of the WATS Long Range Plan (Years 5-12 and Years 13-20). Since the WATS MPO also places state and locally owned structurally deficient bridges as a priority, these bridges will also be shown on Years 5-12 and Years 13-20 of this plan in the event certain bridges are not included on the Decade of Investment list. The Decade of Investment project list is confined to highway and bridge projects with a special multi-modal fund created for other modal projects that would be selected for funding on a competitive state-wide basis so Decade of Investment lists for other transportation modes

have not been developed. Other WATS modal priority projects for the Years 5-12 and Years 13-20 will be shown where identified by the modal operator and project sponsor.

In addition, the WATS MPO regards completion of already programmed FFY 2013-2016 TIP projects as the highest funding priority for Long Range Plan Years 5-12 anticipated funding so these projects are shown first before consideration of Decade of Investment or other new WATS proposed projects. *The total estimated cost to fully complete the currently programmed FFY 2013-2016 TIP Highway and Bridge projects by Year 2020 is \$ 31,375,000. Estimated costs are shown in Year of Expenditure dollars.*

**WATS MPO MEDIUM TERM TRANSPORTATION PROJECT PRIORITIES  
FFY 2017-2024**

**MODE: HIGHWAY / BRIDGE**

**(Note: Projects in red type are FFY 2013-2016 TIP carry-over projects. Projects in Green are Decade of Investment Projects)**

Project Title/Location	Improvement	Phase(s)	(000's)	
			Year(s)	Cost Funds
SR 2014 Campbell to Basin St. (City of Williamsport)	Reconstruction	C	2017-21	\$6,500 STR
Grade Crossing Line Item (County-wide)	RR High Type	C	2017-20	\$186 RRX
SR 2014 Hillside Ave-US 15 (City of Williamsport)	Reconstruction	C	2017-18	\$5,300 STR
SR 3028 Oliver – Wylie Sts (Jersey Shore Borough)	Replace Culvert	C	2017-18	\$1,913 183
SR 1017 over Lycoming Creek (Hepburn Township)	Bridge Rehab	C	2019-20	\$4,000 BOO
SR 2005 over Black Hole Creek (Clinton Township)	Bridge Replace	C	2017	\$550 BOO
SR 2013 over Lauren Run (Moreland Township)	Bridge Replace	C	2017-18	\$150 916
SR 2044 over Glade Run (Muncy Creek Township)	Bridge Rehab	C	2017	\$40 185
SR 2050 over Little Muncy Creek (Jordan Township)	Bridge Replace	C	2017	\$650 BOO
SR 2061 over Big Sugar Run (Penn Township)	Bridge Replace	C	2017-18	\$150 916
SR 2061 over Sugar Run (Moreland Township)	Bridge Rehab	C	2017-18	\$1,000 BOO



<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
PA 287 over Lawshe Run (Cogan House Township)	Bridge Replace	C	2017	\$136	916
SR 3011 over Pine Run (Woodward Township)	Bridge Rehab	C	2017	\$40	185
SR 3027 over US 220 (Porter Township)	Bridge Rehab	FD,C	2017-19	\$510	BOO
SR 4001 over Little Pine Creek (Pine Township)	Bridge Rehab (Suspension)	U,ROW,C	2017-19	\$1,570	BOO
PA 405 over Turkey Run (Clinton Township)	Bridge Replace	C	2017-18	\$600	916
PA 414 over Callahan Run (McHenry Township)	Bridge Replace	C	2017	\$250	BOO
PA 44, PA 414, SR 2039, SR 2067 SR 3018, SR 4005 Bridges	Bridge Rehab contract	FD,ROW,C	2018-20	\$1,600	BOO 185
US 15 between Foy Ave/Third St (Williamsport/Old Lycoming Twp)	Reconstruction	C	2017	\$1,800	NHS
WATS TIP Reserve (County-wide)	Highway/ Bridge	C	2017-20	\$15,400	BOO,185 916,HSIP NHS,581,STP
WATS Enhancement Line Item	Enhancement	C	2017-20	\$1,172	STE
WATS Highway Safety Line Item	Safety	C	2017-20	\$1,842	HSIP
PA 44 over Antes Creek	Bridge Replace	C	2017-18	\$1,300	BOO
SR 1007 over Lycoming Creek	Bridge Replace	FD,C	2018-20	\$910	185
SR 2001 Trib Spring Creek	Bridge Rehab	C	2017	\$120	185
SR 2014 over Lycoming Creek	Bridge Replace	C	2018-19	\$2,100	BOO
US 220 Clinton Co. line to PA 287 (Porter, Piatt Townships)	Resurfacing	All	2026-33	\$ 4,250	NHPP
US 220 Pine Run-Harvest Moon (Piatt/Woodward Townships)	Safety Improve. (4 intersections)	All	2026-33	\$3,500	NHPP/HSIP
US 15, I-180, US 220, (Lycoming, Lewis, Cogan House, Jackson, Porter, Wmspt, Muncy, Muncy Creek Twps.)	Safety Install cable Median barrier	All	2026-33	\$4,650	NHPP/HSIP
SR 2014 (US 15-Campbell St) (City of Williamsport)	Reconstruction	All	2026-33	\$5,030	NHPP

**WATS MPO LONG TERM TRANSPORTATION PROJECT PRIORITIES  
FFY 2026-2033**

**MODE: HIGHWAY / BRIDGE**

**(Note: Green type shows PennDOT Decade of Investment Projects)**

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
US 220 (Jersey Shore – Pennsdale) (Porter, Piatt, Woodward, Wmspt Muncy Twp)	Safety Replace major guide signs	All	2026-33	\$90	NHPP/HSIP
SR 3013 Spring Valley Rd – Mahaffey Hollow Rd (Woodward Township)	Reconstruction Soil Slide Repair	All	2026-33	\$ 1,100	STP
PA 44 from PA 880-SR 3003 (Limestone, Nippenose, Jersey Shore)	Resurfacing	All	2026-33	\$ 1,300	STP
PA 44 from Rattling Camp Rd- PA 654 (Limestone Township)	Resurfacing	All	2026-33	\$565	STP
US 220 / SR 2014 (Woodward Township)	Construct Full Interchange	All	2026-33	\$27,250	NHPP/HSIP (ILLUSTRATIVE ONLY)
US 15 (North of Williamsport) (Williamsport, Old Lycoming, Lycoming, Lewis, Cogan House, Jackson Twps.)	Safety Replace major Guide signs	All	2026-33	\$80	NHPP/HSIP
I-180 Wmspt, Montoursville, Loyalsock, Fairfield, Muncy, Muncy Creek)	Safety Replace major guide signs	All	2026-33	\$70	NHPP/HSIP
SR 2039 (Third St-Lick Run Rd) (Loyalsock Township)	Resurfacing	All	2026-33	\$1,125	STP
PA 87 (I-180 – PA 973) (Fairfield, Upper Fairfield Twps)	Resurfacing	All	2026-33	\$1,525	STP
SR 2043 (Broad St/Loyalsock Ave (Montoursville Borough)	Resurfacing	All	2026-33	\$916	STP
US 220, SR 2014, SR 2036 (Lyco. Mall Rd – Hughesville)	Resurfacing	All	2026-33	\$2,825	NHPP

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
SR 2014/SR 2036 intersection (Muncy Township)	Construct Roundabout	All	2026-33	\$60	NHPP
SR 2014 (PA 405 – Rose Hill Rd) (Muncy Creek Twp, Muncy Boro)	Reconstruction	All	2026-33	\$ 3,500	NHPP
PA 405 (Muncy Ck-Hughesville) (Hughesville, Muncy Creek, Wolf)	Resurfacing	All	2026-33	\$815	STP
SR 2061 (Penn Township)	Reconstruction (Repair soil slide)	All	2026-33	\$2,550	STP
US 220 (Main St-Water St) (Wolf Twp, Picture Rocks Boro)	Resurfacing	All	2026-33	\$570	STP
US 15 (Union Co. line-PA 54) (Brady, Clinton Twps)	Resurfacing	All	2026-33	\$2,600	NHPP
PA 44 over Furnace Run (Watson Township)	Bridge Replace	All	2026-33	\$1,420	STP
PA 44 over Tombs Run (Watson Township)	Bridge Replace	All	2026-33	\$ 1,490	STP
PA 44 over Ramsey Run (Cummings Township)	Bridge Rehab	All	2026-33	\$1,135	STP
PA 44 over Upper Pine Bottom (Cummings Township)	Bridge Replace	All	2026-33	\$1,420	STP
PA 414 over Truman Run (McHenry Township)	Bridge Replace	All	2026-33	\$ 1,510	STP
PA 287 over Trib. Loyalsock Ck (Piatt Township)	Bridge Replace	All	2026-33	\$ 1,420	STP
US 220 over Larrys Creek (Piatt Township)	Bridge Rehab	All	2026-33	\$ 1,120	NHPP
I-180 bridges	Bridge Rehab (Paint)	All	2026-33	\$ 2,850	NHPP
PA 287 over Larrys Creek (Cummings Township)	Bridge Replace	All	2026-33	\$1,720	STP
PA 287 over Lick Run (Pine Township)	Bridge Replace	All	2026-33	\$ 1,510	STP
PA 284 over Bonnell Run (Pine Township)	Bridge Rehab	All	2026-33	\$ 900	STP
PA 284 over Blockhouse Creek (Pine Township)	Bridge Replace	All	2026-33	\$ 1,745	STP

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
SR 3015 over Cogan Run (Anthony Township)	Bridge Rehab	All	2026-33	\$ 65	STP
US 220 over Pine Run (Piatt Township)	Bridge Rehab	All	2026-33	\$ 1,220	NHPP
US 220 over Antlers Lane (Woodward Township)	Bridge Rehab	All	2026-33	\$ 300	NHPP
PA 44 over NS RR (Nippenose Township)	Bridge Rehab	All	2026-33	\$ 1,470	STP
SR 2003 over Spring Creek (Washington Township)	Bridge Replace	All	2026-33	\$ 1,445	STP
PA 973 over Mill Creek (Hepburn Township)	Bridge Rehab	All	2026-33	\$ 820	STP
I-180 over Maynard St (City of Williamsport)	Bridge Rehab	All	2026-33	\$ 1,050	NHPP
US 15 over Black Hole Creek (Clinton Township)	Bridge Replace	All	2026-33	\$ 1,920	NHPP
SR 2018 over Millers Run (Loyalsock Township)	Bridge Rehab	All	2026-33	\$ 1,120	STP
PA 14 over Abotts Run (McIntyre Township)	Bridge Replace	All	2026-33	\$ 1,420	STP
PA 14 over Red Run (McIntyre Township)	Bridge Rehab	All	2026-33	\$ 870	STP
SR 1003 over Wallis Run (Gamble Township)	Bridge Replace	All	2026-33	\$ 1,640	STP
PA 87 over Little Bear Creek (Plunketts Creek Township)	Bridge Rehab	All	2026-33	\$ 1,020	STP
I-180 over Loyalsock Creek (Montoursville Borough)	Bridge Preserv.	All	2026-33	\$ 800	NHPP
PA 864 over Mill Creek (Upper Fairfield Township)	Bridge Rehab	All	2026-33	\$ 1,065	STP
PA 405 over Trib to Susque River (Montgomery Borough)	Bridge Replace	All	2026-33	\$ 1,500	STP
PA 405 over Glade Run (Muncy Borough)	Bridge Rehab	All	2026-33	\$ 920	STP
SR 2014 over Wolf Run (Muncy Creek Township)	Bridge Replace	All	2026-33	\$ 1,820	NHPP

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
PA 442 over Dry Run (Muncy Creek Township)	Bridge Replace	All	2026-33	\$ 1,420	STP
SR 2053 over Wolf Run (Muncy Township)	Bridge Rehab	All	2026-33	\$ 1,120	STP
US 220 over Wolf Run (Wolf Township)	Bridge Rehab	All	2026-33	\$ 770	STP
PA 118 over Greggs Run (Wolf Township)	Bridge Rehab	All	2026-33	\$ 770	STP
PA 118 over Sugar Run (Wolf Township)	Bridge Rehab	All	2026-33	\$ 770	STP
US 220 over Lick Run (Shrewsbury Township)	Bridge Rehab	All	2026-33	\$ 770	STP
SR 2083 over Lick Run (Shrewsbury Township)	Bridge Replace	All	2026-33	\$ 1,420	STP
PA 118 over Little Muncy Creek (Jordan Township)	Bridge Rehab	All	2026-33	\$ 420	STP
T-665 over Pleasant Stream (Co. Br 106 McIntyre Township)	Bridge Replace	All	2026-33	\$ 1,420	STP
T-836 over Trout Run (Lewis Township)	Bridge Replace	All	2026-33	\$ 1,420	STP
PA 14 over Grays Run (Lewis Township)	Bridge Rehab	All	2026-33	\$ 700	STP
PA 44 over Lawshe Run (Jersey Shore Borough)	Bridge Rehab	All	2026-33	\$ 300	STP
PA 87 over Trib. Loyalsock Ck (Upper Fairfield Township)	Bridge Replace	All	2026-33	\$ 750	STP
PA 118 over Big Run (Franklin Township)	Bridge Rehab	All	2026-33	\$ 800	STP
PA 414 over Bluestone Run (McHenry Township)	Bridge Rehab	All	2026-33	\$ 100	STP
PA 414 over Pine Creek (Brown Township)	Bridge Rehab	All	2026-33	\$ 1,000	STP
SR 1003 over Jackson Hollow (Gamble Township)	Bridge Rehab	All	2026-33	\$ 400	STP

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
SR 2004 Trib. to Spring Creek (Washington Township)	Bridge Replace	All	2026-33	\$ 150	STP
SR 2015 over Big Run (Franklin Township)	Bridge Replace	All	2026-33	\$ 200	STP
SR 2016 over Sugar Run (Moreland Township)	Bridge Replace	All	2026-33	\$ 1,000	STP
SR 2067 over Broad Run (Moreland Township)	Bridge Rehab	All	2026-33	\$ 75	STP
SR 3018 over First Fork (Mifflin Township)	Bridge Rehab	All	2026-33	\$150	STP
SR 4001 over Love Run (Cummings Township)	Bridge Replace	All	2026-33	\$500	STP
SR 4001 Little Pine Cr. Br 2 (Pine Township)	Bridge Rehab	All	2026-33	\$ 2,500	STP
SR 4005 over Wolf Run (Cogan House Township)	Bridge Rehab	All	2026-33	\$ 100	STP
T-709 over Beaver Dam Run (Franklin Township)	Bridge Replace	All	2026-33	\$950	STP
T-629 over Slacks Run (Lewis Township)	Bridge Replace	All	2026-33	\$ 1,155	STP
T-688 over Sugar Run (Moreland Township)	Bridge Replace	All	2026-33	\$ 1,000	STP
T-625 over WB Murray Run (Gamble Township)	Bridge Replace	All	2026-33	\$ 693	STP
T-510 over Mill Creek (Hepburn Township)	Bridge Replace	All	2026-33	\$ 952	STP
T-319 over Pleasant Stream (Lewis Township)	Bridge Replace	All	2026-33	\$ 1,270	STP
T-706 over Beaver Run (Penn Township)	Bridge Replace	All	2026-33	\$ 808	STP
T-375 over Quenshukeny Run (Woodward Township)	Bridge Replace	All	2026-33	\$ 981	STP
T-434 over Mosquito Creek (Armstrong Township)	Bridge Replace/ Embankment Stab.	All	2026-33	\$ 1,000	STP

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
T-530 over WB Little Muncy Ck (Jordan Township)	Bridge Replace	All	2026-33	\$ 779	STP
T-665 over Pleasant Stream (McIntyre Township)	Bridge Replace	All	2026-33	\$ 1,300	STP
T-665 over Pleasant Stream (McIntyre Township)	Bridge Replace	All	2026-33	\$ 1,078	STP
T-562 over Mill Creek (Mill Creek Township)	Bridge Replace	All	2026-33	\$ 693	STP
T-447 over Laurel Run (Moreland Township)	Bridge Replace	All	2026-33	\$ 267	STP
T-557 over Gregs Run (Penn Township)	Bridge Replace	All	2026-33	\$ 750	STP
T-776 over English Run (Pine Township)	Bridge Replace	All	2026-33	\$ 1,126	STP
T-384 over White Deer Hole Ck (Washington Township)	Bridge Replace	All	2026-33	\$ 780	STP

**ILLUSTRATIVE PROJECTS (NOT PART OF FISCAL CONSTRAINT)**

T-398 over White Deer Hole Ck (Washington Township)	Bridge Replace	All	2026-33	\$ 1,270	STP
T-250 over Gregs Run (Wolf Township)	Bridge Replace	All	2026-33	\$ 173	STP
T-369 over Quenshukeny Run (Woodward Township)	Bridge Replace	All	2026-33	\$ 1,097	STP
T-846 over West Mill Creek (Eldred Township)	Bridge Replace	All	2026-33	\$ 260	STP
T-638 over Laurel Run (Moreland Township)	Bridge Replace	All	2026-33	\$ 209	STP
T-816 over Blockhouse Ck (Jackson Township)	Covered Bridge Rehab.	All	2026-33	\$ 100	STP
T-782 over Larrys Creek (Cogan House Township)	Covered Bridge Rehab	All	2026-33	\$ 100	STP
*Southview Ave over Grafius Run (City of Williamsport)	Bridge Replace	All	2026-33	\$ 280	State/LOC
*T-463 over Laurel Run (Franklin Township)	Bridge Replace	All	2026-33	\$ 360	State/LOC

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
*T-688 over Little Gap Run (Lycoming Township)	Bridge Replace	All	2026-33	\$ 380	State/LOC
*T-571 over Beaver Run (Penn Township)	Bridge Replace	All	2026-33	\$ 550	State/LOC
*T-665 over Potash Run (Cascade Township)	Bridge Replace	All	2026-33	\$ 420	State/LOC
*T-543 over Bennetts Run (Fairfield Township)	Bridge Replace	All	2026-33	\$ 300	State/LOC
*T-463 over Laurel Run (Franklin Township)	Bridge Replace	All	2026-33	\$360	State/LOC
*T-738 over Little Indian Run (Jordan Township)	Bridge Replace	All	2026-33	\$ 440	State/LOC
*T-506 over Daughertys Run (Lewis Township)	Bridge Replace	All	2026-33	\$ 470	State/LOC
*T-673 over Jakes Run (Penn Township)	Bridge Replace	All	2026-33	\$ 290	State/LOC
*T-768 over Hughes Run (Pine Township)	Bridge Replace	All	2026-33	\$ 290	State/LOC
*T-776 over Shingle Mill Branch (Pine Township)	Bridge Replace	All	2026-33	\$ 390	State/LOC
*T-635 over WB Wallis Run (Cascade Township)	Bridge Rehab	All	2026-33	\$ 14	State/LOC
*T-531 over Adams Creek (Clinton Township)	Bridge Rehab	All	2026-33	\$ 16	State/LOC
*T-465 over Trib. German Run (Franklin Township)	Bridge Rehab	All	2026-33	\$ 40	State/LOC
*T-691 over Mill Creek (Gamble Township)	Bridge Rehab	All	2026-33	\$ 17	State/LOC
*T-782 over Joe Gray Run (Gamble Township)	Bridge Rehab	All	2026-33	\$ 22	State/LOC
*Wilson St over Pfouts Run (Jersey Shore Borough)	Bridge Rehab	All	2026-33	\$ 48	State/LOC
*Hazel Alley over Pfouts Run (Jersey Shore Borough)	Bridge Rehab	All	2026-33	\$ 28	State/LOC
*T-746 over Muncy Creek (Jordan Township)	Bridge Rehab	All	2026-33	\$ 58	State/LOC



<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phase(s)</b>	<b>Year(s) Cost</b>	<b>Funds</b>
*T-857 over Slacks Run (Lewis Township)	Bridge Rehab	All	2026-33 \$ 18	State/LOC
*T-305 Trib. Adams Creek (Limestone Township)	Bridge Rehab	All	2026-33 \$ 12	State/LOC
*T-447 over Grafius Run (Loyalsock Township)	Bridge Rehab	All	2026-33 \$ 21	State/LOC
*T-508 over Trib Mill Creek (Loyalsock Township)	Bridge Rehab	All	2026-33 \$ 55	State/LOC
*T-538 over Trib. Larrys Creek (Mifflin Township)	Bridge Rehab	All	2026-33 \$ 26	State/LOC
*T-576 over Mill Creek (Mill Creek Township)	Bridge Rehab	All	2026-33 \$ 10	State/LOC
*T-586 over WB Glade Run (Muncy Creek Township)	Bridge Rehab	All	2026-33 \$ 41	State/LOC
*T-516 over Oak Run (Muncy Township)	Bridge Rehab	All	2026-33 \$ 24	State/LOC
*T-547 over Carpenters Run (Muncy Township)	Bridge Rehab	All	2026-33 \$ 27	State/LOC
*T-698 over Beaver Run (Penn Township)	Bridge Rehab	All	2026-33 \$ 17	State/LOC
*T-656 over Roaring Run (Shrewsbury Township)	Bridge Rehab	All	2026-33 \$ 10	State/LOC
*T-392 over Bender Run (Susquehanna Township)	Bridge Rehab	All	2026-33 \$ 20	State/LOC
*T-392 over WB Bender Run (Susquehanna Township)	Bridge Rehab	All	2026-33 \$ 11	State/LOC
*T-397 over White Deer Hole Ck (Washington Township)	Bridge Rehab	All	2026-33 \$ 32	State/LOC
*T-145 over Laurel Run (Wolf Township)	Bridge Rehab	All	2026-33 \$ 16	State/LOC

*\* Local bridge less than 20 foot span length and not eligible for federal funding*

**FFY 2017-2032 HIGHWAY / BRIDGE FISCAL CONSTRAINT SUMMARY:**

The WATS MPO relies upon PennDOT Financial Guidance to establish fiscal constraint targets for the TIP and Long Range Plan. The FFY 2015 TIP PennDOT Financial Guidance has not yet been issued as of the time this section of the plan is being written. The Financial Guidance is expected to be issued around November, 2013. In the interim, the LCPC staff (through participation on the PennDOT Financial Guidance Work Group anticipates the following MAP-21 base funding allocations for the FFY 2015 WATS TIP update. It is assumed federal and state funding will remain flat at FFY 2018 levels throughout the remaining years of this Plan. In the event the final version of PennDOT Financial Guidance is different than budgets shown below, the WATS Long Range Plan fiscal constraint targets will be revised accordingly.

**ANTICIPATED PENNDOT FFY 2015-2018 FINANCIAL GUIDANCE  
WATS MPO BASE FUNDING ALLOCATION TARGETS  
PLAN YEARS FFY 2017-2024  
Funds in (\$000's)**

FFY	Federal Highway / Bridge Funds				State Highway / Bridge		Totals
	*NHPP	STP	Off-System Bridge	HSIP	State Highway 581	State Bridge 185,183,179	
2017	3,528	1,703	996	990	854	947	9,018
2018	3,528	1,703	996	990	854	947	9,018
2019	3,528	1,703	996	990	854	947	9,018
2020	3,528	1,703	996	990	854	947	9,018
2021	3,528	1,703	996	990	854	947	9,018
2022	3,528	1,703	996	990	854	947	9,018
2023	3,528	1,703	996	990	854	947	9,018
2024	3,528	1,703	996	990	854	947	9,018
<b>Totals</b>	<b>28,224</b>	<b>13,624</b>	<b>7,968</b>	<b>7,920</b>	<b>6,832</b>	<b>7,576</b>	<b>72,144</b>

\*NHPP fund eligibility limited to road / bridge projects on Enhanced NHS. There are 139 miles of roadways on Enhanced NHS. Approximately 49% of federal funding to Lycoming County is federally mandated to be spent on 28% of County's federal aid system under MAP-21 NHPP eligibility criteria.

**ANTICIPATED PENNDOT FFY 2015-2018 FINANCIAL GUIDANCE  
WATS MPO BASE FUNDING ALLOCATION TARGETS  
PLAN YEARS FFY 2025-2032  
Funds in (\$000's)**

FFY	Federal Highway / Bridge				State Funds		Totals
	*NHPP	STP	Off-System Bridge	HSIP	State Highway 581	State Bridge 185,183,179	
2025	3,528	1,703	996	990	854	947	9,018
2026	3,528	1,703	996	990	854	947	9,018
2027	3,528	1,703	996	990	854	947	9,018
2028	3,528	1,703	996	990	854	947	9,018
2029	3,528	1,703	996	990	854	947	9,018
2030	3,528	1,703	996	990	854	947	9,018
2031	3,528	1,703	996	990	854	947	9,018
2032	3,528	1,703	996	990	854	947	9,018
<b>Totals</b>	<b>28,224</b>	<b>13,624</b>	<b>7,968</b>	<b>7,920</b>	<b>6,832</b>	<b>7,576</b>	<b>72,144</b>

The analysis below demonstrates fiscal constraint by showing anticipated levels of federal and state funding in Plan Years FFY 2017-2024 in relation to WATS proposed highway / bridge projects.

Total estimated NHPP share of eligible FFY 2017-2024 Projects = \$ 26,504,000  
 Total anticipated NHPP funds available for FFY 2017-2024 = \$ 28,224,000  
 Total remaining FFY 2017-2024 non-NHPP funded projects = \$ 15,675,000  
 Total anticipated remaining (non-NHPP) federal and state funds available = \$ 43,920,000

The analysis below demonstrates fiscal constraint by showing anticipated levels of federal and state funding in Plan Years FFY 2025-2032 in relation to WATS proposed highway / bridge projects.

Total estimated cost of NHPP eligible FFY 2025-2032 Projects = \$ 16,244,000  
 Total anticipated NHPP funds available for FFY 2025-2032 = \$ 28,224,000  
 Total remaining FFY 2025-2032 projects = \$ 71,948,000  
 Total anticipated non-NHPP FFY 2025-32 fed. and state funds available = \$ 43,920,000  
 + \$28,245,000 carry-over from 2017-24 = \$ 72,165,000

(Note, \$28,245,000 available from 2017-2024 to accelerate some 2025-32 projects to 2017-2024 so need PennDOT to identify Decade of Investment priorities for 2017-24 vs. 2025-32)

**WATS MPO MEDIUM TERM TRANSPORTATION PROJECT PRIORITIES  
FFY 2017-2024  
MODE: PUBLIC TRANSPORTATION**

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phases</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
River Valley Transit (RVT service area)	Support Vehicles	All	2017-24	\$500	340
River Valley Transit (RVT service area)	Purchase CNG replace. Transit Vehicles	All	2017-24	\$15,150	5307/CB/LOC
River Valley Transit (RVT Service Area)	Purchase transit vehicle related equipment	All	2017-24	\$1,000	5309/CB/LOC
River Valley Transit (City of Williamsport)	Upgrade shop, office & Computer equipment	All	2017-24	\$1,200	340
River Valley Transit (RVT service area)	Purchase spare component	All	2017-24	\$600	5309/339/LOC
River Valley Transit (City of Williamsport)	Herdic Trans Museum Improvements	All	2017-24	\$2,000	5309/CB/LOC
River Valley Transit	Construct Reg. Trans. Hub	All	2017-24	\$2,000	5309/CB/LOC
River Valley Transit (RVT service area)	Operating Assistance	All	2017-24	\$44,000	5307/338/LOC
River Valley Transit (RVT Service Area)	Planning Assistance	All	2017-24	\$1,000	5307/LOC
STEP	Vehicle Replacements	All	2017-24	\$2,948	341
STEP	Communication Equip.	All	2017-24	\$112	341
STEP	Computer Equipment	All	2017-24	\$42	341
STEP	Office Workstations	All	2017-24	\$6	341
STEP	Computer Software	All	2017-24	\$350	LOC
STEP	IT Technologies	All	2017-24	\$8	341/LOC
STEP	Purchase vans/buses	All	2017-24	\$708	5310/LOC

**WATS MPO LONG TERM TRANSPORTATION PROJECT PRIORITIES  
FFY 2015-2032  
MODE: PUBLIC TRANSPORTATION**

<b>Project Title/Location</b>	<b>Improvement</b>	<b>Phases</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
River Valley Transit (RVT service area)	Support Vehicles	All	2025-32	\$500	340
River Valley Transit (RVT service area)	Purchase CNG replace. Transit Vehicles	All	2025-32	\$15,150	5307/CB/LOC
River Valley Transit (RVT Service Area)	Purchase transit vehicle related equipment	All	2025-32	\$1,000	5309/CB/LOC
River Valley Transit (City of Williamsport)	Upgrade shop, office & Computer equipment	All	2025-32	\$1,200	340
River Valley Transit (RVT service area)	Purchase spare component	All	2025-32	\$600	5309/339/LOC
River Valley Transit (City of Williamsport)	Herdic Trans Museum Improvements	All	2025-32	\$2,000	5309/CB/LOC
River Valley Transit	Construct Reg. Trans. Hub	All	2025-32	\$2,000	5309/CB/LOC
River Valley Transit (RVT service area)	Operating Assistance	All	2025-32	\$44,000	5307/338/LOC
River Valley Transit (RVT Service Area)	Planning Assistance	All	2025-32	\$1,000	5307/LOC
STEP	Vehicle Replacements	All	2025-32	\$2,948	341
STEP	Communication Equip.	All	2025-32	\$112	341
STEP	Computer Equipment	All	2025-32	\$42	341
STEP	Office Workstations	All	2025-32	\$6	341
STEP	Computer Software	All	2025-32	\$350	LOC
STEP	IT Technologies	All	2025-32	\$8	341/LOC
STEP	Purchase vans/buses	All	2025-32	\$708	5310/LOC

**FFY 2017-2032 TRANSIT FISCAL CONSTRAINT**

For both FFY 2017-2024 and FFY 2025-32 Plan timeframes, current FFY 2013-2016 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 FFY 2015-2018 TIP Transit Financial Guidance is currently unavailable at the time.

**WATS MPO SHORT TERM TRANSPORTATION PROJECT PRIORITIES  
FFY 2017-2024**

**MODE: AIRPORT INFRASTRUCTURE**

<b>Project Location</b>	<b>Improvement</b>	<b>Phases</b>	<b>Year(s)</b>	<b>Cost</b>	<b>Funds</b>
Williamsport Regional	Expand FBO Textron Apron	All	2017	555	AIP
Williamsport Regional	Expand FBO Apron Energy Aviation	All	2017	555	AIP
Williamsport Regional	Construct Unit Hangers	All	2017	1,200	ADG
Williamsport Regional	Construct T Hangers	All	2017	1,000	ADG
Williamsport Regional	Reconstruct Airport Rd	All	2018	1,111	AIP

**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 consistent with MAP-21. The Airport Authority has not yet identified projects in Plan Years FFY 2025-32.

**BIKEWAY AND PEDESTRIAN FACILITY PROJECT FUNDING**

Federal and State funding allocations for bikeway and pedestrian facilities are conducted on a competitive project selection basis as MAP-21 resulted in the WATS MPO not receiving a separate Transportation Enhancement Program base allocation. Rather, since the WATS MPO is under 200,000 population, PennDOT will select projects in these MPO/RPO areas under the MAP-21 Transportation Alternatives Program.

The WATS MPO will solicit and prioritize such eligible projects and formulate funding recommendations to PennDOT for final approval. WATS will give priority to projects that achieve the following:

- *Implement the Susquehanna Greenway Partnership Regional Trail Network identified within Lycoming County that is more fully discussed in Chapter 4.*
- *Complete the Williamsport Pathway to Health corridor. Chapter 4 notes that Phases 1 and 2 are completed but Phase 3 is unfunded.*
- *Implements the recommendations contained in SEDA-COG Walkable Communities Plans for Muncy – Hughesville Area and Williamsport Area noted in Chapter 4.*
- *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.



**Pine Creek Rail Trail**

## ENVIRONMENTAL JUSTICE ANALYSIS

As described in Chapter 6 it is long-standing federal policy to ensure non-discrimination in federally funded activities. Furthermore, WATS will continue to identify and prevent discriminatory effects by actively administering its programs, policies and activities to ensure social impacts to communities and people are recognized early and continually throughout the transportation decision-making process from early planning through transportation plan and project implementation. This WATS Long Range Plan Chapter 3 identifies certain “Environmental Justice” populations at a broad level and Chapter 6 discusses public outreach techniques to ensure these populations have meaningful opportunities to receive WATS information and publicly participate in the WATS decision-making process. It is recognized that consideration of benefits and burdens of future transportation decisions will need to be recognized through project delivery phases.

Concentrations of environmental justice populations (low income, elderly and minority) have been identified on maps based on 2010 tabular data compiled from the U.S. Bureau of Census. The locations of WATS Long Range Plan proposed projects outlined earlier in this plan chapter are illustrated on these maps.

For 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. These efforts are documented in the appropriate environmental clearance documents for the projects.

In terms of transit, it should be recognized that WATS, River Valley Transit and STEP activity solicit input from environmental justice populations through the WATS Transit Advisory Committee which includes numerous social service organizations providing programs and services supporting the transportation needs of such populations. RVT and STEP continually attempt to improve public transit service to key growth areas which include subject populations.



## **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:

### **PLAN IMPLEMENTATION STRATEGIES**

- ⇒ **Support MAP-21 federal transportation reauthorization at higher funding levels.**
- ⇒ **Review federal rulemaking regarding development of transportation system performance measures and incorporate appropriate system performance measures into WATS Long Range Planning Process.**
- ⇒ **At a minimum, support increased state transportation revenues for all transportation modes consistent with Governor Corbett's transportation funding proposal with WATS preferred funding levels consistent with Senate Bill 1.**
- ⇒ **Continue to address SAFETEA-LU eight planning factors as part of overall WATS Long Range Planning Process.**
- ⇒ **Continue to support and address 10 Keystone Principles and 10 Smart Transportation Themes as part of overall WATS Long Range Planning Process.**
- ⇒ **Actively participate in PA On Track State-wide Long Range Transportation Plan Update process and ensure consistency with between WATS Long Range Plan and State-wide Long Range Plan. Incorporate data as appropriate to strengthen WATS Long Range Plan, especially regarding comprehensive freight data elements supplied to WATS by PennDOT.**
- ⇒ **Coordinate future WATS Long Range Transportation Plan Updates with the Lycoming County Comprehensive Plan Update scheduled to begin in 2014 with anticipated comprehensive plan adoption by 2016 in accordance with PA Municipalities Planning Code requirements.**

- ⇒ **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 utilizing U.S. Bureau of Census and other appropriate data sources.**
- ⇒ **Develop and maintain transportation databases as needed to establish and track performance measures for transportation modes, identify project purpose and need and prioritize recommended transportation improvements for funding as a data driven tool utilizing Lyco-GIS and other appropriate technology. Incorporate transportation infrastructure projects as part of overall new Lycoming County Infrastructure Database and fully utilize mapping and displays when conducting public outreach. Priority attention should be given to development of local transportation asset databases for roads and bridges to improve overall asset management and decision-making considering limited available resources.**
- ⇒ **Monitor and update Federal Functional Classification System and Enhanced National Highway System Maps as appropriate.**
- ⇒ **Support the completion of the Enhanced National Highway System regional network, including completion of the Central Susquehanna Valley Thruway and necessary upgrades to the US 220 and US 15 Corridors to achieve full Interstate 99 designation between Bedford, PA and Corning, NY.**
- ⇒ **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 / functionally obsolete bridges in Lycoming County, including weight restricted bridges, and avoid additional bridges from becoming structurally deficient. Utilize PennDOT Bridge Risk Assessment tool, inspection data and consider the type of function the bridge serves in the community. Very low volume bridges with minor detours should not receive high WATS priority and should be considered for possible closure and removal if appropriate based on careful evaluation by WATS. Continue Lycoming County Bridge Inspection Program for all locally owned bridges 8 feet or greater span length as strong local bridge asset management tool. Consider offering a County low interest loan program to local municipal bridge owners to fix or replace locally structurally deficient bridges that are a municipal priority as part of Lycoming County Community Investment Bank. Possible seed money for loan program may be derived from the PA Infrastructure Bank, (PIB) through PennDOT and PA Act 13 funding.**

- ⇒ **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 corridor access management strategies as part of overall WATS Long Range Planning Process to reduce congestion, ensure orderly land development patterns, reduce the need for capacity adding projects and protect the operational integrity of the transportation system. Implement recommendations from the US 220 Corridor (Jersey Shore-Williamsport) Access Management Study and Muncy Area Corridor Access Management Plan when these plans are finalized in 2014 as part of future update to WATS Long Range Transportation Plan, including development of project scopes and estimated costs for congestion reduction illustrative projects identified in Chapter 4. Ensure close coordination between land development approvals and PennDOT Highway Occupancy Permit process.**
- ⇒ **Undertake Airport Access Road Revised Needs Study originally prepared in 1996 and consider revised project needs as part of future WATS Long Range Plan Update.**
- ⇒ **Support evaluation of transit service extensions to growth areas where providing such service is cost effective and meets mobility needs and promotes economic activity.**
- ⇒ **Support 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 such as Trade and Transit Centre Expansion with pedestrian linkages to Destination 2014 project in City of Williamsport.**
- ⇒ **Evaluate additional opportunities for development of park and ride facilities, ridesharing opportunities and transit oriented development as part of major land development approval processes where transit service is beneficial.**

- ⇒ **Participate in PennDOT Bureau of Public Transportation Regional Transit Consolidation Study process through the Northcentral PA Public Transportation Task Force.**
- ⇒ **Continue to work closely with SEDA-COG to prepare and adopt a 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 the timely implementation of the Williamsport Airport Terminal Replacement Project and Phases 2-5 of runway safety improvements.**
- ⇒ **Support additional direct commercial air service opportunities with focus on direct air service to Washington DC area, Houston – Dallas, Charlotte, Orlando area and Chicago as higher priorities.**
- ⇒ **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, including the replacement of the Loyalsock Creek Railroad Bridge destroyed by the Lee Flood.**
- ⇒ **Support preservation, maintenance and capacity expansion of rail freight infrastructure where appropriate to help reduce trucks on the road, maintain air quality attainment status and promote rail as a vital economic development component serving dozens of industries throughout the county that offer good paying jobs.**
- ⇒ **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 multi-modal transportation access to the Lycoming County Proposed Timber Run Industrial Park.**

- ⇒ **Support timely completion of Reach Road improvements by 2014 as high economic priority serving the largest industrial park in Lycoming County.**
- ⇒ **Support the advancement of the Susquehanna Greenway Partnership proposed Susquehanna Greenway in Lycoming County.**
- ⇒ **Support the implementation of the SEDA-COG Walkable Communities Master Plans for Muncy – Hughesville Area and Williamsport**
- ⇒ **Support the completion of the Pathway to Health Phase 3.**
- ⇒ **Support Safe Routes to School initiatives.**
- ⇒ **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 for 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.**



