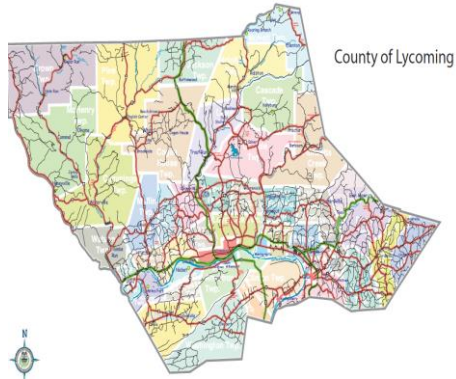


WILLIAMSPORT AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION 2013-2033 LONG RANGE TRANSPORTATION PLAN EXECUTIVE SUMMARY



MOVING IN THE RIGHT DIRECTION



Prepared By Lycoming County Planning and Community Development

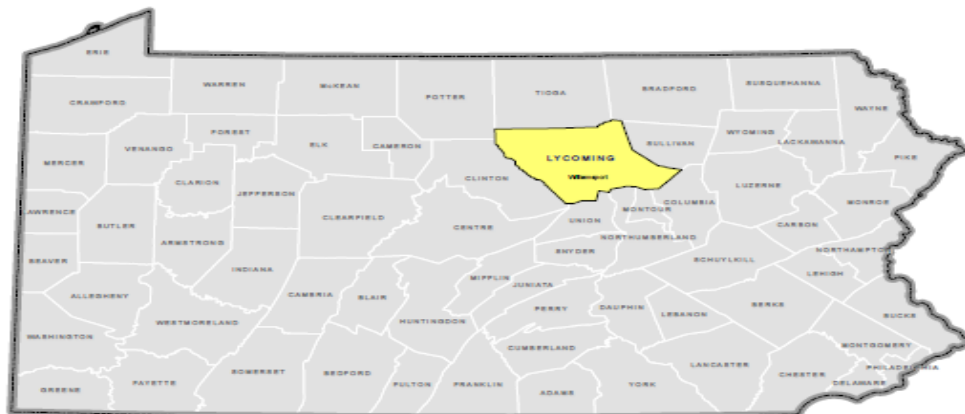
EXECUTIVE SUMMARY

INTRODUCTION

The Williamsport Area Transportation Study, (WATS) serves as the designated Metropolitan Planning Organization, (MPO) for Lycoming County established in 1968 under a legal Agreement with the PA Department of Transportation, (PennDOT). As such, the WATS MPO is responsible for conducting a wide range of transportation planning and programming activities within Lycoming County, including the adoption of a County-wide Long Range Transportation Plan and Transportation Improvement Program.

This document serves as the official Long Range Transportation Plan for Lycoming County adopted by the WATS MPO. The plan is based upon a 20 year time horizon (2013-2033) where transportation issues and needs are identified based upon a data driven process that evaluates the physical condition and operational performance of all multi-modal transportation related assets including highways, bridges, public transit, air service, rail service and bicycle and pedestrian facilities. In accordance with federal law, the Long Range Plan must be updated at least every five years as Lycoming County is an air quality attainment area. The Plan may be amended more frequently by the WATS MPO as circumstances warrant.

Lycoming County Location Map



The WATS MPO consists of a seven voting member Technical Committee and an eleven voting member Coordinating Committee that includes representation from PennDOT, Lycoming County Board of Commissioners and Planning Commission, City of Williamsport, Lycoming County Association of Township Officials, Lycoming-Sullivan Boroughs Association, River Valley Transit, SEDA-COG Joint Rail Authority and Williamsport Municipal Airport Authority. The WATS MPO convenes quarterly public meetings throughout the year to conduct its business. The Lycoming County Planning Commission serves as primary staff support for the WATS MPO.

FEDERAL AND STATE REGULATIONS AND POLICY GUIDANCE



There are federal and state regulations that have been considered in the development of this WATS Long Range Transportation Plan. The Federal SAFETEA-LU legislation establishes eight planning factors to be addressed:

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.***
- 2. Increase the safety of the transportation system for motorized and non-motorized users***
- 3. Increase the security of the transportation system for motorized and non-motorized users.***
- 4. Increase the accessibility and mobility for people and for freight.***
- 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.***
- 6. Enhance the integration and connectivity across and between modes, for people and freight.***
- 7. Promote efficient system management and operation.***
- 8. Emphasize the preservation of the existing transportation system.***

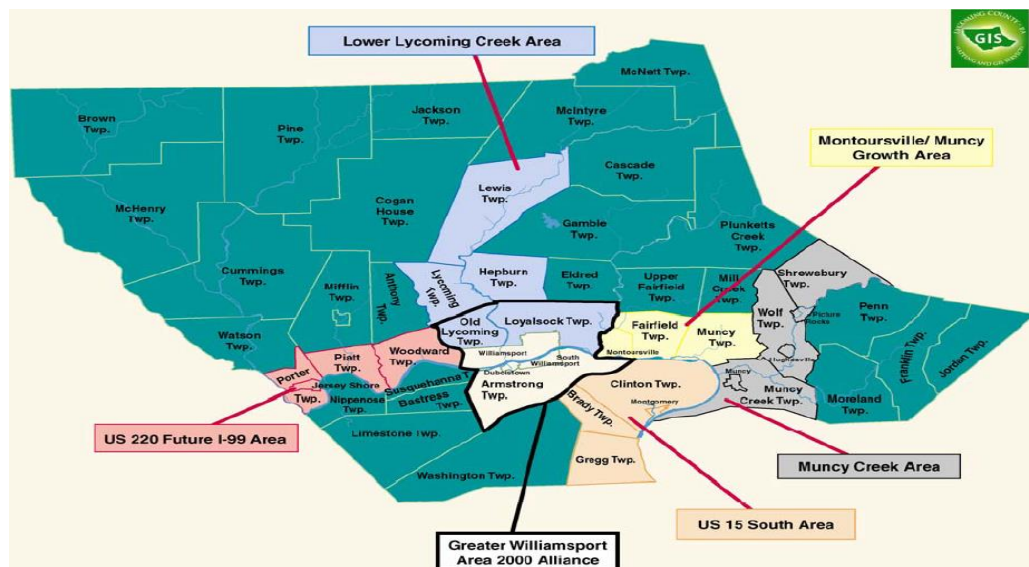
These planning factors have been re-affirmed by Congress with passage of the current federal transportation reauthorization referred to as MAP-21. The WATS Long Range Plan specifically addresses these planning factors as part of seven plan goals and 64 plan objectives.

In addition, state policies and plans that have been considered as part of this Long Range Transportation Plan include:

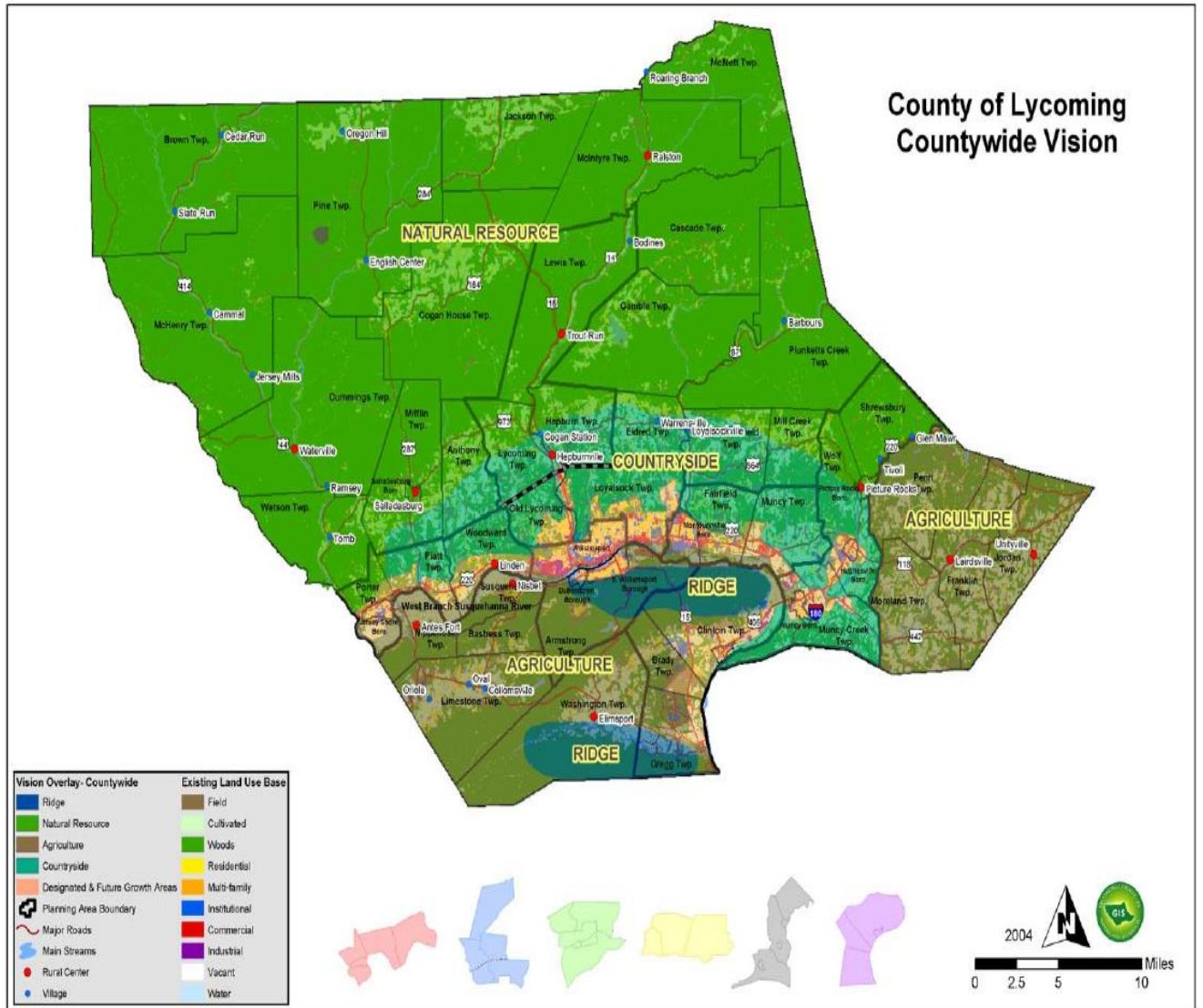
- ⇒ Land Use, Transportation and Economic Development, (LUTED) Initiative
- ⇒ The 10 Keystone Principles
- ⇒ Smart Transportation – Livability Themes
- ⇒ PA Mobility Plan
- ⇒ PA On Track (State-wide Long Range Transportation Plan) currently under development by PennDOT

COUNTY AND MULTI-MUNICIPAL COMPREHENSIVE PLANS

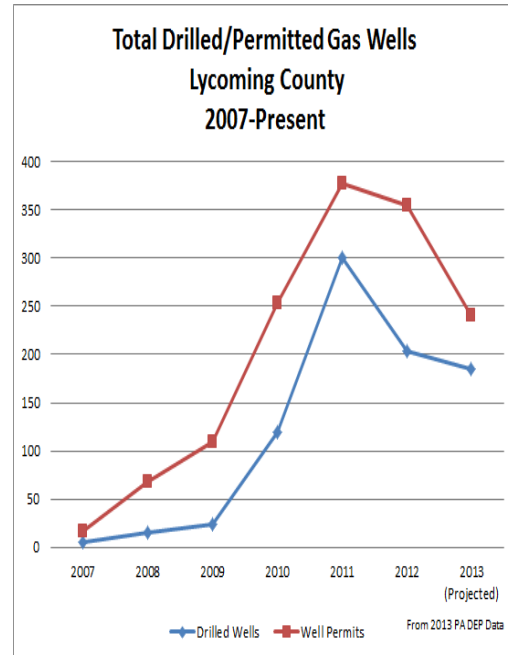
The WATS Long Range Transportation Plan is consistent with the Lycoming County Comprehensive Plan Update adopted by the Lycoming County Board of Commissioners on August 24, 2006 as well as the six multi-municipal comprehensive plans within the designated county future growth areas adopted by 26 different municipalities.



Comprehensive Plans serve as a policy document that provides guidance to the County and local municipalities in areas such as land use, transportation, housing, infrastructure and community development. These plans forecast future growth trends based on data and careful analysis and propose the best possible policies and implementation tools to accommodate expected growth while protecting the County's vast and precious resources. A county-wide future land use vision is included in the comprehensive plans.



The WATS Long Range Transportation Plan provides important demographic information based on the 2010 Census regarding population, housing, employment and journey to work trends that affect the transportation decision-making process. The impacts from Marcellus Shale are profound and far reaching affecting virtually every aspect of life in Lycoming County, including transportation impacts. In fact, in 2012, Lycoming County had the highest number of Marcellus wells drilled among all PA counties.



Over 100 gas mining or gas support companies have located in the County since 2008. Pipeline construction to enable natural gas to flow from the wells to market is intense. Marcellus related activity impacts roads so PennDOT has posted about 50% of state-owned road mileage in the County for weight limits and bonded required road improvements with numerous gas drilling companies to ensure impacts from heavy hauling gas related traffic are properly addressed to keep roads in a good state of repair. Furthermore, over \$ 13 million in PA Act 13 funding has already been provided to Lycoming County and its 52 municipalities from the gas industry to further address natural gas community impacts, including transportation.

INVENTORY AND ASSESSMENT OF TRANSPORTATION SYSTEM

In Lycoming County, the multi-modal transportation system includes highways and bridges, public transportation, air and rail service and bicycle and pedestrian facilities.

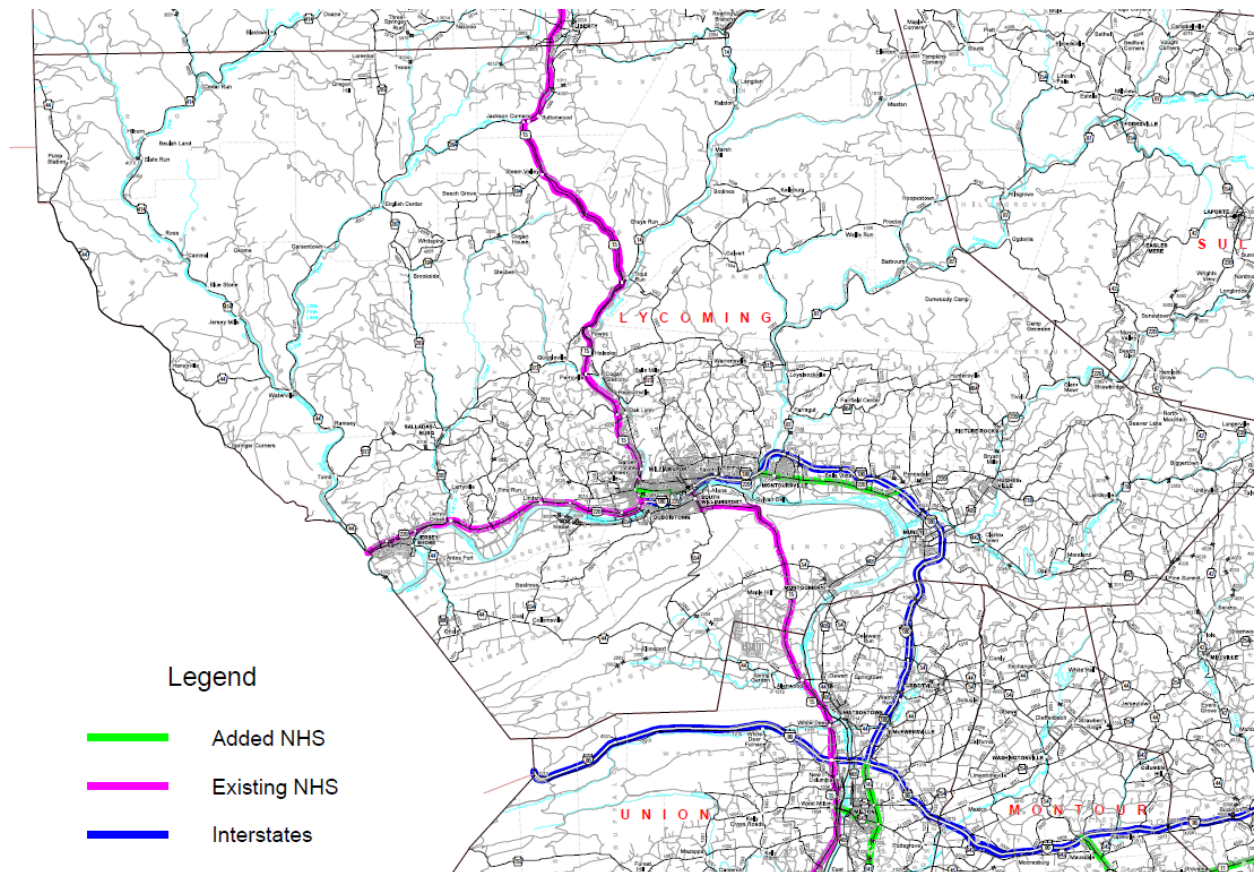
Highways

There are nearly 2,000 miles of publicly owned highways and 717 bridges throughout Lycoming County. Local municipalities own 65% of this road mileage while PennDOT owns the remaining 35%. It is extremely important that this vast highway network is adequately maintained. The WATS Long Range Transportation Plan provides an overall assessment of the current physical condition of highways and bridges and operational performance in terms of safety and congestion.

The Enhanced National Highway System, (NHS) identifies a core highway network identified as the high priority by Congress under federal MAP-21 legislation as critically important to people and goods movement from a national perspective. The Enhanced NHS System in Lycoming County includes Interstate 180, US 15, US 220 (between

Lycoming / Clinton County line and Halls – Pennsdale Interchange and portions of State Route 2014 totaling 109 miles. About 500 miles of roads in the County (25%) are included on the federal aid system and are thus eligible for federal funding. However, it should be recognized that these roads carry over 85% of all traffic flow.

ENHANCED NATIONAL HIGHWAY SYSTEM IN LYCOMING COUNTY



The Enhanced NHS and most other state-owned federal aid roads that carry more than 2,000 vehicles per day throughout the County are in excellent physical condition with only 6 miles (2.4%) of “poor” rated pavement according to PennDOT International Roughness Index, (IRI) 2013 data. However, non- NHS state-owned routes carrying less than 2,000 vehicles per day have over 162 miles (34.5%) of “poor” rated IRI pavement data. Based on current funding levels, continued under investment on this lower volume secondary road system will increase poor IRI pavements to 46% by 2017. There are no comprehensive or reliable databases on the municipal-owned road system.

From a safety standpoint, reportable crash data on roads in Lycoming County are not of major concern. Approximately 1% of state-wide crashes are in Lycoming County which is commensurate with the County’s 1% of total state-wide population. Only one location (SR 14) Golden Strip in Loyalsock Township is listed on the state-wide high crash corridors list. The US 15 safety barrier project is anticipated to address a WATS high priority high crash location, especially in helping reduce cross-over fatal crashes.

The WATS Long Range Plan identifies the top 25 crash locations where further evaluation is warranted for potential safety improvements with emphasis on low cost countermeasures to correct safety problems.

The WATS Long Range Plan also identifies 61 intersection locations as identified in the Lycoming County Growth Area Land Use and Transportation Plan that are currently experiencing congestion or are forecasted to be congested within the next 20 years. These locations will receive further review by WATS prior to programming projects on the Long Range Plan or Transportation Improvement Program. Access Management will also be a key tool used by WATS to improve highway safety and reduce congestion. Two highway access management studies are underway by PennDOT and Lycoming County along the US 220 Corridor between Jersey Shore and Williamsport and in the Muncy-Hughesville Growth Area. Study results will be available in 2014.



Bridges

There are 723 publicly-owned bridges in Lycoming County. PennDOT owns 516 bridges (71%) and local municipalities own the remaining 207 bridges. A total of 108 bridges (15%) are classified as structurally deficient. This does not mean the bridge is unsafe. Rather, the bridge condition warrants improvements to keep the structure in a good state of repair. It is also emphasized that an additional 137 bridges may become structurally deficient in the next 20 years if proper maintenance is not performed in a timely manner.

In terms of the overall condition of state-owned bridges, most are in a good state of repair with only 43 bridges (approximately 8%) classified as structurally deficient compared to state-wide totals of 17% structurally deficient bridges. Further, only 5 state-owned bridges are posted for weight limits. All of the large bridges over the Susquehanna River have either been recently repaired or replaced. In fact, of the 142 bridges located on the Enhanced National Highway System in Lycoming County where most traffic is concentrated, there is only 1 structurally deficient bridge.



Public Dedication of New DuBoistown Bridge over Susquehanna River

The challenge is to address structurally deficient state and locally owned bridges on the secondary road system carrying lower traffic volumes. Many of these bridges have been impacted by Marcellus heavy hauling activity. Since, Lycoming County is the only county in PA currently inspecting locally owned bridges between 8-20 foot span lengths, it is recognized that Lycoming County has the most comprehensive bridge inspection database in PA. Based on this inspection data, there are 65 additional structurally deficient bridges owned by local municipalities with span lengths 8 feet or greater which represents 31% of all locally-owned bridges in the county. Given the limited availability of federal and state funding to address this backlog of local bridges, Lycoming County is beginning an assessment of the 65 locally-owned structurally deficient bridges during 2014 to determine those local bridges that should receive a high priority based on the overall use and function of the bridge and may develop a Community Investment Bank of grants and low interest loans that the County could offer local bridge owners to accelerate higher priority bridge improvements.

Fraizer Wooden Covered Bridge Restoration



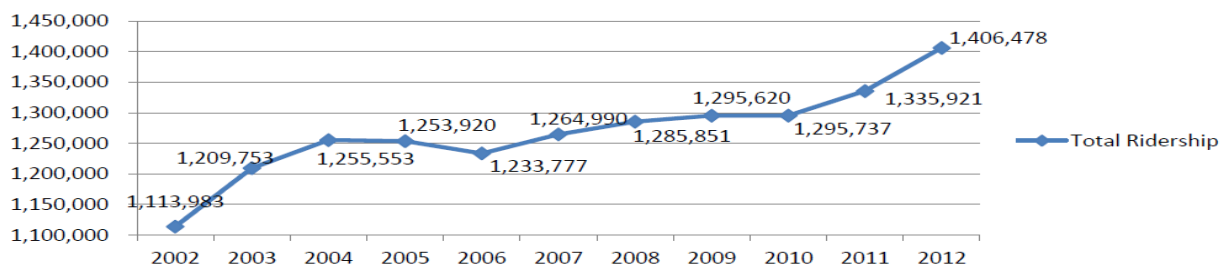
Public Transit



River Valley Transit is the fixed route transit provider serving Lycoming County. The County is also served by STEP, Inc. which provides demand responsive shared ride transit services within Lycoming and Clinton Counties. Susquehanna Trailways provides intercity bus service and Billtown Cab Company provides PA Public Utility Commission certified taxi service.

In 2012, a record number of over 1.4 million passengers used River Valley Transit service which was a 5.3% increase over 2011 ridership levels. Approximately 210,000 of these trips were attributed to senior citizen ridership. River Valley Transit operates 12 daytime routes in the Williamsport Urbanized Area, two evening routes, four regional routes, a mix of “trippers” and the Downtown Connector. About 33% of all passenger trips are concentrated on the Newberry and Montoursville routes with another 27% of trips attributed to the Garden View-Park Avenue and Loyalsock routes. River Valley Transit traditionally has one of the lowest transit fare structures in PA in order to ensure accessible and affordable public transit service to those that need it.

**RVT Annual Passengers
2002-2012**



River Valley Transit is nearing completion of a fast fill natural gas fueling facility at their 1500 West Third Street, Williamsport garage and administrative office location and is in the process of converting its entire bus fleet from diesel to compressed natural gas to capture Marcellus Shale local gas resources which can substantially reduce operating

costs given current low natural gas prices in relation to diesel fuel. Other major capital transit improvements consist of the recent completion of the Church Street Transportation Center which provides 350 more parking spaces downtown and houses the relocation of Susquehanna Trailways. The Mid-Town Parking Deck has just been demolished to site the proposed Trade and Transit Center II project providing an additional 229 parking spaces, three additional bus bays and transit amenities as well as community space.

STEP Inc. provides door to door shared ride transit service Monday-Friday between hours of 6 AM – 6 PM which is a reduction from their prior 24 hour / 7 day per week service due to declining ridership and financial constraints. Over 111,000 shared ride trips were provided by STEP last year where 41% of trips served senior citizens. River Valley Transit is working with WATS, the Northcentral PA Public Transit Task Force and PennDOT Bureau of Public Transportation to explore additional opportunities to improve regional transit service efficiency and connectivity in conjunction with other participating counties including Union, Snyder, Northumberland, Montour, Columbia Clinton and Centre Counties.

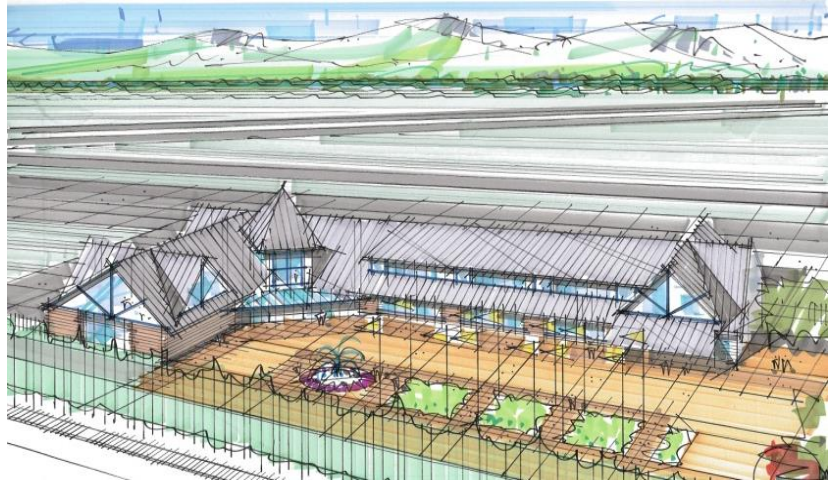
Air Service



The Williamsport Regional Airport is the only scheduled commercial air carrier service airport in Lycoming County owned and operated by the Williamsport Municipal Airport Authority. Current service is limited to Philadelphia International Airport with three round trip daily flights provided by US Airways. A feasibility study is nearing completion to replace the aging and space limited airport terminal building with a larger state of the art terminal facility that can accommodate future growth in commercial air traffic.



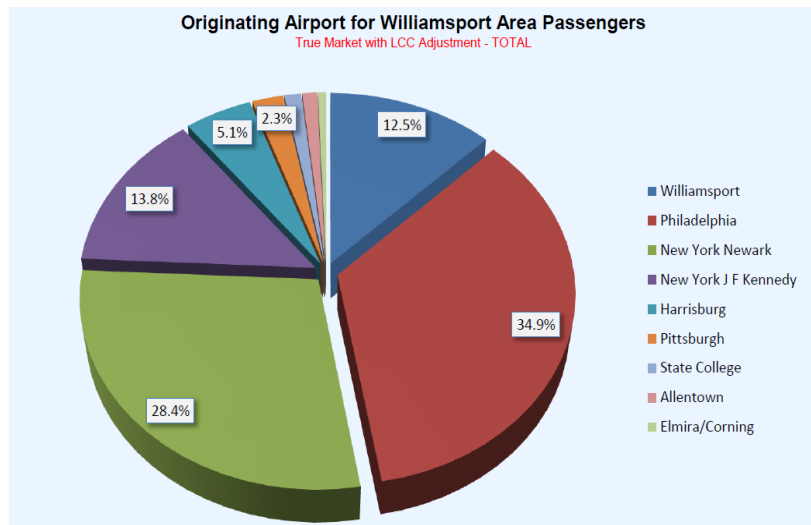
Governor Corbett Visits Airport



Conceptual Rendering of New Terminal

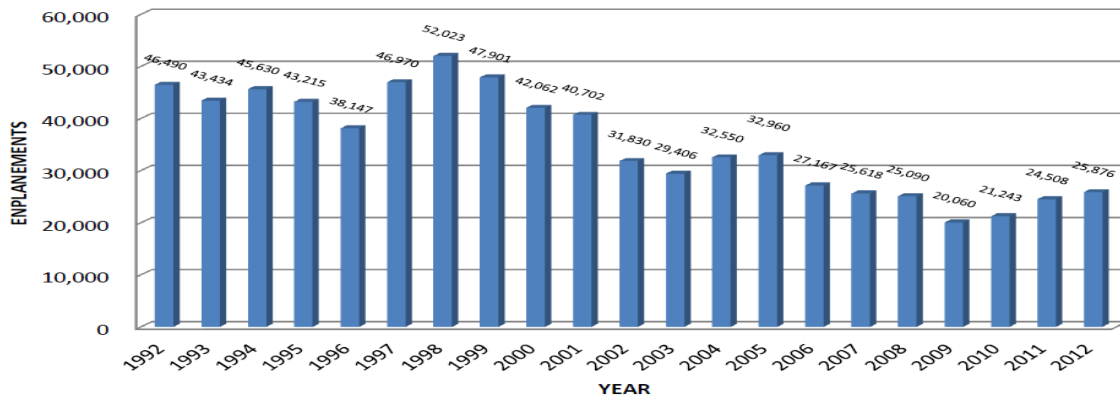
RETTEW

Largely attributed to Marcellus gas industry air travel demand, passenger enplanements have increased 29% to over 25,000 enplanements at the airport since 2009. A new Fixed Base Operator, Energy Aviation has purchased De Gol Jet Center in late 2012 and is open for business serving corporate and general aviation customers. The Airport Authority working with the Lycoming County Commissioners and Williamsport-Lycoming Chamber of Commerce has retained Sixel Consulting Group to perform air service market studies and recruit additional commercial air service to offer more flights to more cities. Sixel analysis shows that the airport only captures about 12.5 % of its regional air service market potential despite full planes with high load factors (85%+).



Securing additional air carriers providing expanded direct air service connections will introduce competition and additional seat capacity which should result in reduced air passenger leakage to other airports, lower fares and more service choices for the airport customer. The Airport Authority continues to work on completing runway safety and operational improvements as well.

**Williamsport Regional Airport
Historical Enplanements**



Rail Service

Lycoming County is served by two freight railroads; Norfolk Southern and the Lycoming Valley Railroad. Norfolk Southern is a Class 1 railroad that owns and operates 37 miles of the Harrisburg – Buffalo Mainline that traverses Lycoming County. This mainline accommodates double stack freight cars and 286,000 pound railcar loadings.



The Lycoming Valley Railroad is one of numerous Class III shortline railroads in PA and is the only shortline railroad operating in Lycoming County. This 38 mile rail line spans from Avis, PA (Clinton County) to Muncy, PA and is part of the North Shore Railroad

System with headquarters in Northumberland, PA. The SEDA-COG Joint Rail Authority owns the Lycoming Valley Railroad trackage as part of an overall regional shortline system encompassing five rail lines with nearly 200 miles of track in Lycoming, Union, Northumberland, Montour, Mifflin, Columbia, Centre and Blair Counties. The SEDA-COG Joint Rail Authority has entered into an Operating Agreement (expiring in 2017) with North Shore Railroad where North Shore has exclusive right to use the JRA owned railroad facilities in exchange for an operating fee based on 10% of gross freight revenue, 15% of Norfolk Southern track usage rights and 25% of car storage paid to JRA by North Shore Railroad. North Shore maintains track to JRA standards and is responsible for all equipment and facilities necessary to provide safe and adequate rail service.

Since 2006, the Lycoming Valley Railroad witnessed a 19% increase in carloads and accounts for 58% of total traffic along the entire JRA shortline system serving 31 rail freight customers supporting over 1,600 good paying jobs. Over 20% of rail traffic is attributed to Marcellus natural gas exploration. The Newberry Rail Yard is the major intermodal rail/truck transfer point and is currently operating at near full capacity.



Bicycle and Pedestrian Facilities

Lycoming County has an outstanding system of bicycle and pedestrian trails that are regionally connected and provide key access to communities and local recreational resources. Significant plans are underway by the Susquehanna Greenway Partnership, Lycoming County and other entities to further expand upon this trail network.



The longest and most significant trail is the world famous 62 mile long Pine Creek Rail Trail in Lycoming and Tioga Counties. A 1.5 mile long paved extension of this trail system to provide a safer connection to the Borough of Jersey Shore was completed in 2012. The Susquehanna Riverwalk, completed in 2010 provides another major 6 mile long paved bikeway and pedestrian facility along the Williamsport levee system. The County and Susquehanna Greenway Partnership are working with the Genesee River Wilds organization and other stakeholders to promote the eventual completion of a regional trail system connecting Lake Ontario, near Rochester NY with the Chesapeake, MD. The Triple Divide Trail in NY is already about 2/3 complete.

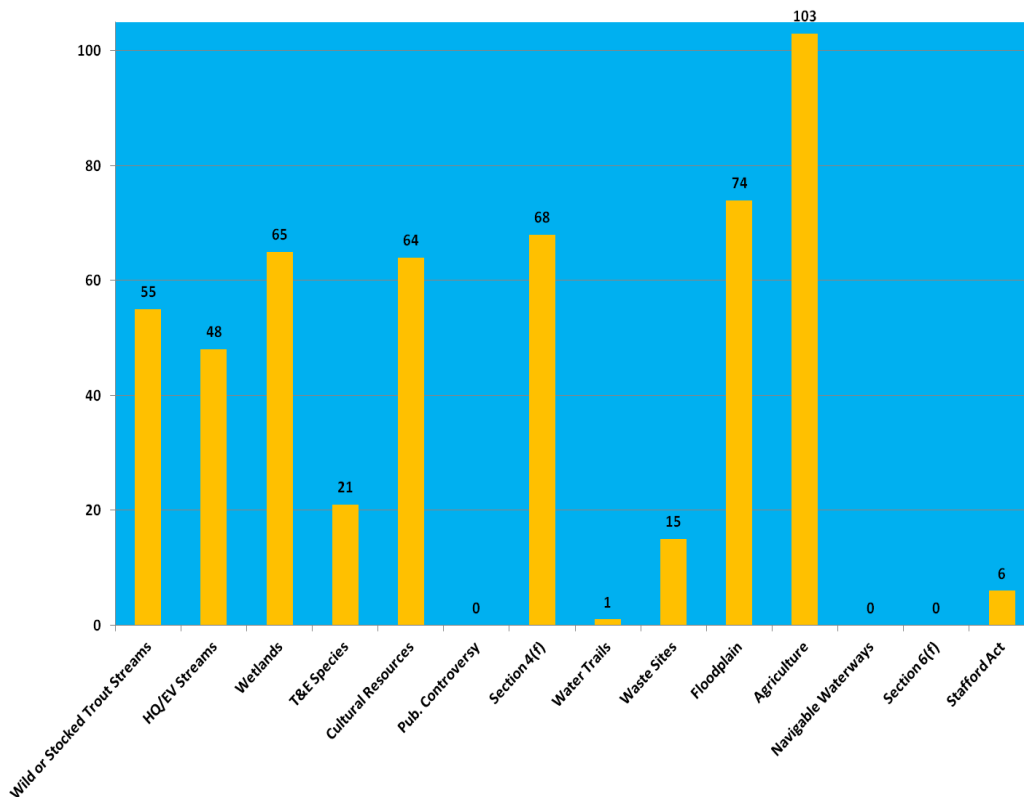
In addition to trails, Lycoming County has been very active in improving pedestrian facilities and streetscape enhancements in the City of Williamsport, Montoursville, Muncy, Hughesville and Jersey Shore Boroughs. The most significant example is completion of Phases 1 and 2 of the Pathway to Health Streetscape improvements providing improved access for pedestrians and emergency vehicle response to the newly expanded Susquehanna Health Regional Medical Center in the City. Funding exploration for Phase 3 is underway. The County is also working closely with SEDA-COG and appropriate local municipal officials to implement the Walkable Communities Plans for the City of Williamsport, Hughesville and Muncy Areas.

Transportation and the Environment

In 1969, Congress enacted into law the National Environmental Policy Act, (NEPA) which establishes a national policy for the environment. NEPA law directs the lead governmental agency to consider impacts to environmental resources. In terms of transportation, the goal of NEPA environmental analysis is to determine the alternative that best fulfills the purpose and needs statements for a transportation project with the least impact to the environment at a reasonable cost.

The WATS Long Range Transportation Plan provides an inventory of environmental resources found within Lycoming County. A preliminary assessment of proposed transportation projects and their impact on environmental resources is also conducted utilizing the PennDOT Linking Planning and NEPA screening forms along with a PA Natural Diversity Inventory, (PNDI) search. All 108 structurally deficient bridges in the County were identified and assessed as part of this Linking Planning and NEPA evaluation process.

Number of Proposals by Resource with Potential Environmental Impacts
 *Based on GIS survey of proximity of resources identified in the L RTP



The results show that most bridge projects will not have substantial environmental impacts, however WATS is making numerous programmatic commitments with the appropriate environmental regulatory and resource agencies at both the federal and state levels, as part of the Agency Coordination Meeting, (ACM) to avoid environmental impacts, or if avoidance is not possible, then work to minimize or mitigate such impacts in cooperation with these agencies.

Plan Implementation

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 this 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 financial resources.



The Federal Fiscal Year 2013-2016 WATS MPO approved Transportation Improvement Program contains 77 highway and bridge related projects with over \$ 78 million in **committed** federal, state and local funding sources. These projects are listed below:

WATS MPO SHORT TERM TRANSPORTATION PROJECT PRIORITIES FFY 2013-2016

MODE: HIGHWAYS AND BRIDGES

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

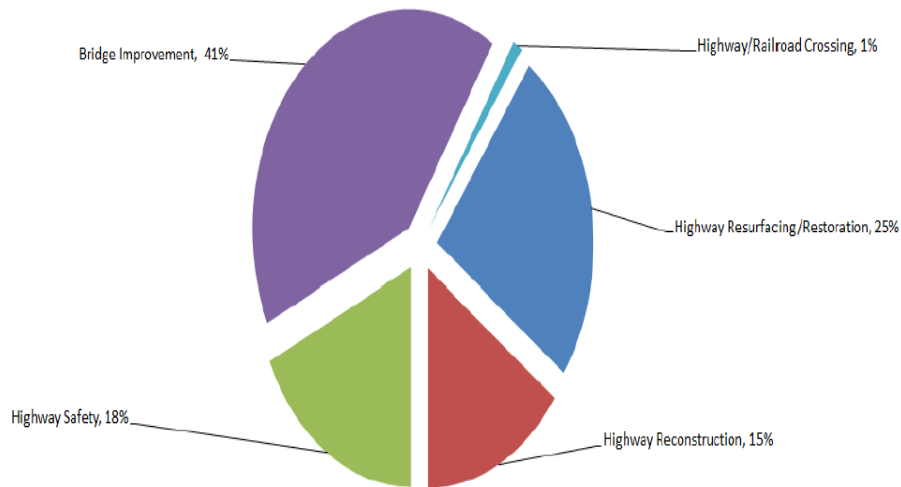
Project Title/Location	Improvement	Phase(s)	Year(s)	Cost	Funds
SR 2018 Almond/Northway (Loyalsock Twp)	Resurface	C	2014	\$ 450	916
US 15 Armstrong/Sylvan Dell (Clinton / Armstrong Twps)	Safety	C	2014-15	\$5,975	HSIP STR
US 15 Picnic Area/Overlook (Armstrong Twp)	Safety	C	2013	\$872	HSIP STR
SR 2014 Campbell/Basin (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
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 (Cummings 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
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

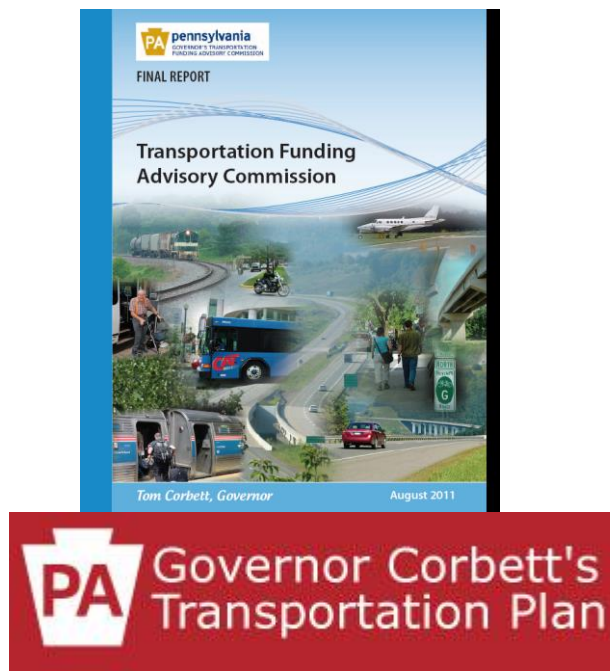
PA 654 over Mosquito Creek (Armstrong Township)	Bridge Replace	FD,U,ROW,C	2013-16	\$1,460	185 BOO
PA 973 over First Fork Larrys Creek (Mifflin Township)	Bridge Replace	C	2013-14	\$1,390	BOO
SR 2001 over Branch of Spring Creek (Washington Township)	Bridge Replace	FD,U,ROW,C	2013-15	\$1,110	185 BOO
SR 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
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 C Warning Devices		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
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



An additional \$ 31 million is needed (beyond the current TIP funding) to complete these 77 highway and bridge projects.

DECADE OF INVESTMENT



Further, PennDOT has announced its Decade of Investment List for Lycoming County that contains an additional 62 highway and bridge projects valued in excess of \$ 113 million that can be undertaken in the event the PA General Assembly approves Senate

Bill 1 that passed the State Senate in June, 2013 but was not voted on in the State House. The PennDOT Decade of Investment Project list is included in Chapter 7 of this WATS Long Range Transportation Plan.

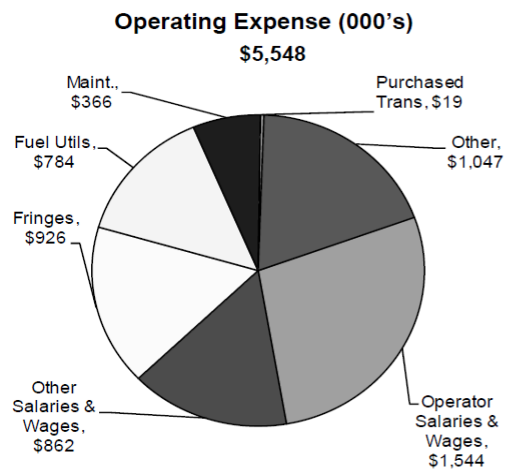
There are over \$ 46 million in committed federal, state and local funds on the approved FFY 2013-2016 WATS Transportation Improvement Program for transit operating assistance and capital improvement needs for River Valley Transit and STEP as noted below:

**WATS MPO FFY 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM
(TRANSIT)**

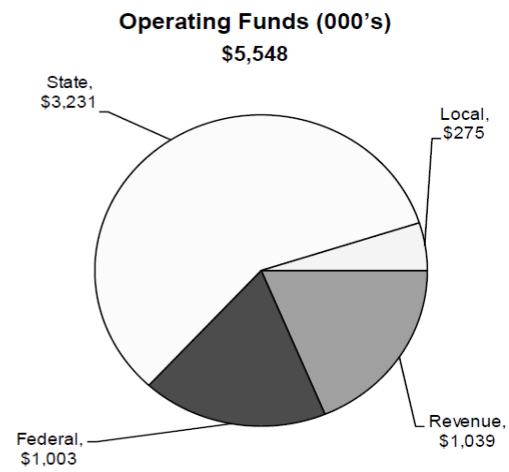
River Valley Transit (RVT service area)	Support Vehicles Purchase 8 vehicles	All	2014,16	\$250	340
River Valley Transit (City of Williamsport)	Garage & Office Imp.	All	2013-14	\$5,626	5309/CB/LOC
River Valley Transit (RVT service area)	Purchase 4 CNG replace. Transit Vehicles	All	2013-16	\$7,575	5307/CB/LOC
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

OPERATING BUDGET



Expense includes ADA complementary expense which is also included on the Community Transportation page.



Revenue includes ADA complementary revenue which is also included on the Community Transportation page.



Conceptual Rendering of Trade and Transit Center II

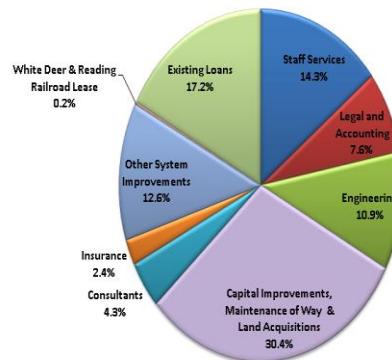
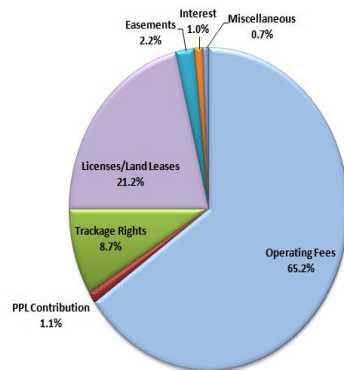
The Williamsport Municipal Airport Authority has identified over \$ 12 million worth of airport capital improvement projects proposed for funding by the Federal Aviation Administration and PennDOT Bureau of Aviation as noted below:

WILLIAMSPORT REGIONAL AIRPORT CAPITAL IMPROVEMENTS LIST					
Project Location	Improvement	Phases	Year(s)	Cost	Funds
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

The SEDA-COG Joint Rail Authority adopted Five Year Strategic Plan includes 15 rail capital improvement projects for the Lycoming Valley Railroad in excess of \$ 21 million highlighted below:

LYCOMING VALLEY RAILROAD CAPITAL IMPROVEMENTS LIST

Project Sponsor	Improvement	Phases	Year(s)	Cost
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



PUBLIC INVOLVEMENT

The development of the WATS Long Range Transportation Plan has undergone an extensive public involvement process which satisfies federal and state requirements related to compliance with the Americans with Disabilities Act, (ADA), Title VI of the Civil Rights Act, Presidential Executive Order 12898 Environmental Justice, an Presidential Executive Order 13166, Limited English Proficiency” , the PA Open Records Law. Public outreach is also consistent with the WATS Public Participation Plan. The plan has been made available to all interested parties identified in Chapter 6 and is airing on Lycoming County Area Television – Comcast Channel 75. Plan documents are posted on the county website www.lyco.org

Eleven publicly advertised meetings are being convened by WATS and Lycoming County Planning Commission to facilitate public input during plan development as noted below:

<i>Public Meeting</i>	<i>Date/Time</i>	<i>Place</i>
WATS Technical Committee (Plan Kickoff)	December 17, 2012 (10 AM)	Executive Plaza 330 Pine St Williamsport, PA
WATS Technical Committee	February 7, 2013 (10 AM)	Executive Plaza
WATS Coordinating Committee	February 25, 2013 (1 PM)	Executive Plaza
WATS Technical Committee	May 7, 2013 (10 AM)	Executive Plaza
WATS Coordinating Committee	May 28, 2013 (1 PM)	Executive Plaza
WATS Technical Committee	September 25, 2013 (10 AM)	Executive Plaza
WATS Coordinating Committee	October 8, 2013 (1 PM)	Executive Plaza
Lycoming County Planning Comm.	November 21, 2013 (6PM)	Executive Plaza
WATS Technical Committee	December 10, 2013 (10 AM)	River Valley Transit 1500 West 3 rd St. Williamsport, PA
Lycoming County Commissioners	December 12, 2013 (10 AM)	Executive Plaza
WATS Coordinating Committee (WATS MPO Plan Adoption)	December 19, 2013 (1 PM)	Executive Plaza

To receive WATS Long Range Transportation Plan documents or provide questions and comments on this plan, please contact Mark Murawski, Lycoming County Transportation Planner at:

Lycoming County Planning Commission
48 West Third Street
Williamsport, PA 17701

Phone: (570) 320-2138

Fax: (570) 320-2135

Email: mark.murawski@lyco.org

The public comment period on the WATS Long Range Plan will occur from November 1, 2013 to December 15, 2013 with scheduled adoption by the WATS MPO at their December 19, 2013 public meeting beginning at 1 PM at Lycoming County Executive Plaza, First Floor Commissioners Board Room, 330 Pine Street, Williamsport, PA 17701.

