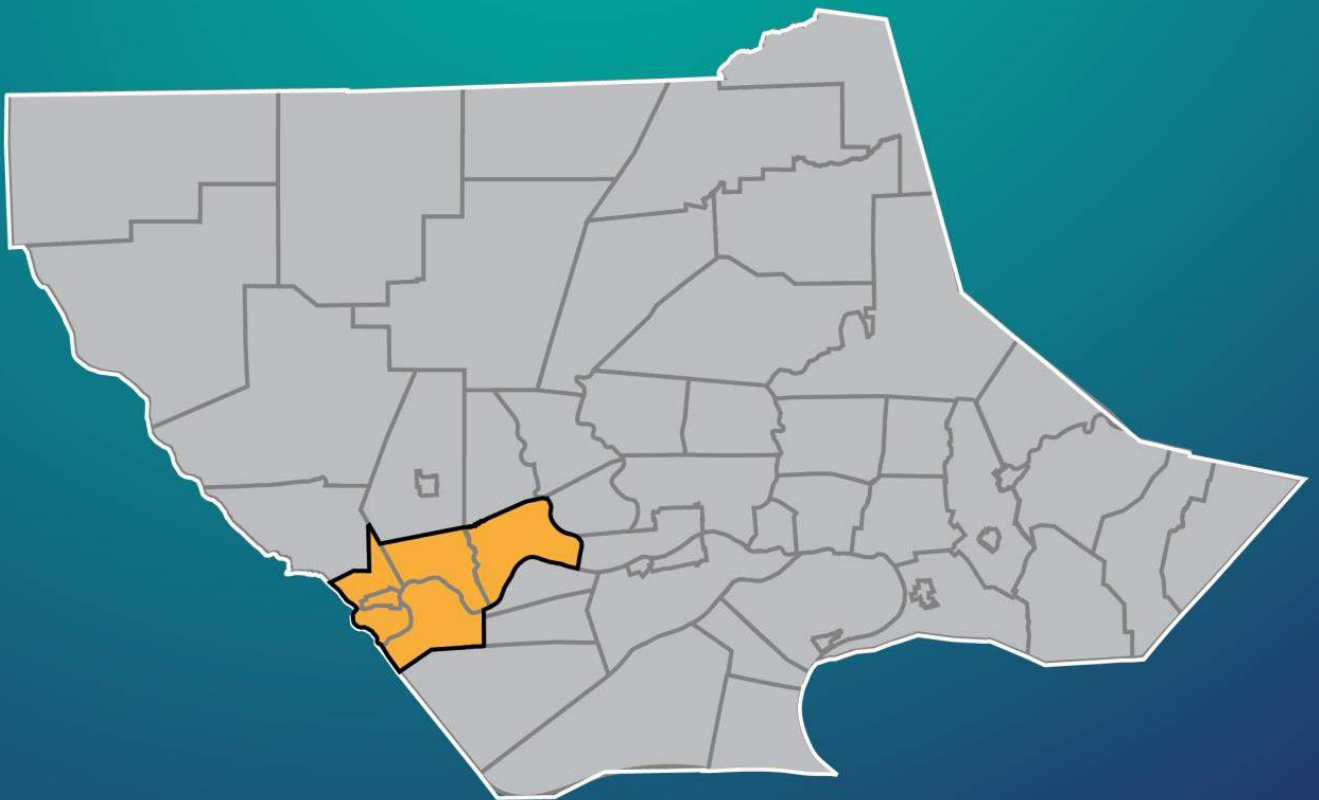




**2016 MULTI-MUNICIPAL
COMPREHENSIVE PLAN REVIEW
AND
IMPLEMENTATION STRATEGY**
US 220/I-99 Planning Area
Lycoming County, Pennsylvania



Plan Adoptions

JERSEY SHORE BOROUGH COUNCIL – Adopted <MONTH DAY, YEAR>

NIPPENOSE TOWNSHIP BOARD OF SUPERVISORS – Adopted <MONTH DAY, YEAR>

PIATT TOWNSHIP BOARD OF SUPERVISORS – Adopted <MONTH DAY, YEAR>

PORTER TOWNSHIP BOARD OF SUPERVISORS – Adopted <MONTH DAY, YEAR>

WOODWARD TOWNSHIP BOARD OF SUPERVISORS – Adopted <MONTH DAY, YEAR>

Acknowledgements

US 220/ 1-99 Planning Advisory Team (PAT)

<u>MUNICIPALITIES</u>		
JERSEY SHORE BOROUGH	BARB	SCHMOUDER
JERSEY SHORE BOROUGH	SEAN	SIMCOX
JERSEY SHORE BOROUGH	MIKE	ZELLERS
NIPPENOSE TOWNSHIP	EARL	CUMMINGS
NIPPENOSE TOWNSHIP	CHARLES	BASTIAN
NIPPENOSE TOWNSHIP	DENISE	FOLMAR
NIPPENOSE TOWNSHIP	CLELLON	FOLMAR, JR.
NIPPENOSE TOWNSHIP	GERALDINE	SNOOK
NIPPENOSE TOWNSHIP	WAYNE	WALL
PIATT TOWNSHIP	DENNIS	RAGER
PORTER TOWNSHIP	PAUL	WEST
WOODWARD TOWNSHIP	GARY	KNARR
WOODWARD TOWNSHIP	JUSTIN	ULMER
WOODWARD TOWNSHIP	ALAN	WORTH
WOODWARD TOWNSHIP	GARY	KNARR
WOODWARD TOWNSHIP	JUSTIN	ULMER
WOODWARD TOWNSHIP	ALAN	WORTH
<u>PUBLIC SAFETY AGENCIES</u>		
JERSEY SHORE AREA EMS	CASEY	LOWMILLER
WOODWARD TWP. VFC	RICHARD	WHALEN
TIADAGHTON VALLEY REGIONAL POLICE DEPT.	NATE	DEREMER
<u>EDUCATIONAL AND HEALTH INSTITUTIONS</u>		
JERSEY SHORE AREA SCHOOL DISTRICT	BRUCE	BONCAL
WILLIAMSPORT AREA SCHOOL DISTRICT	SPENCER	SWEETING
JERSEY SHORE HOSPITAL	DAVID	SHANNON
<u>MUNICIPAL AUTHORITIES/ENTITIES</u>		
JERSEY SHORE WATER AUTHORITY	MIKE	ZELLERS
WMWA-WSA	CHUCK	HAUSER
TIADAGHTON VALLEY MUNICIPAL AUTHORITY	CHERYL	BRUNGARD

WMWA-WSA	DOUG	KEITH
<u>COMMUNITY ORGANIZATIONS</u>		
JERSEY SHORE CHAMBER OF COMMERCE	CARROLL	PAWLIKOWSKI
LARRYS CREEK WATERSHED ASSOCIATION	JOHN	KNOPP
LYCOMING COUNTY PLANNING COMMISSION	HOWARD	FRY III
LYCOMING COUNTY PLANNING COMMISSION	CHRIS	KEISER
PINE CREEK COG	JIM	SEITZER
PINE CREEK COG	GENE	ZINCK
PINE CREEK PRESERVATION ASSOCIATION	PAUL	HOFFMASTER
PINE CREEK WATERSHED COUNCIL	PAUL	HOFFMASTER
WILLIAMSPORT LYCOMING CHAMBER OF COMMERCE	VINCE	MATTEO
JERSEY SHORE HISTORICAL SOCIETY	TINA	COONEY

Lycoming County Department of Planning and Community Development

KURT HAUSAMMANN JR., AICP, DIRECTOR

KIM WHEELER, AICP, DEPUTY DIRECTOR

MEGAN LEHMAN, AICP, LEAD PLANNER/ LCPD PAT LEAD

MARK MURAWSKI, TRANSPORTATION SUPERVISOR, PAT LEAD PROJECT MANAGER

JOSH SCHNITZLEIN, HAZARD MITIGATION PLANNER

Consultant

TETRA TECH, INC., HARRISBURG, PA

Table of Contents

Plan Adoptions	1
Acknowledgements.....	2
US 220/ 1-99 Planning Advisory Team (PAT).....	2
Lycoming County Department of Planning and Community Development.....	3
Consultant	3
Chapter 1: Plan Overview	6
Introduction.....	6
US 220/ 1-99 Map.....	8
US 220/Future 1-99 Summary Profile	9
Plan Organization	11
The Current Priority Issues	12
Chapter 2: Implementation Strategy.....	13
Priority Issue #1	13
Top Viable Project of Regional Significance for this Issue.....	15
Additional Projects, Programs and Initiatives for this Issue.....	17
Priority Issue #2	19
Top Viable Project of Regional Significance for this Issue.....	21
Additional Projects, Programs and Initiatives for this Issue.....	24
Priority Issue #3	26
Additional Projects, Programs and Initiatives for this Issue.....	31
Priority Issue #4	33
Priority Issue #5	37
Top Viable Project of Regional Significance for this Issue.....	39
Additional Projects, Programs and Initiatives for this Issue.....	41
Priority Issue #6	44
Top Viable Project of Regional Significance for this Issue.....	46
Priority Issue #7	50
Top Viable Project of Regional Significance for this Issue.....	52
Additional Projects, Programs and Initiatives for this Issue.....	53

..... 56

 Top Viable Project of Regional Significance for this Issue..... 59

 Additional Projects, Programs and Initiatives for this Issue..... 61

Priority Issue #9 62

 Fragmentation of local government in Pennsylvania is a barrier to efficient delivery of some public services. 62

 Top Viable Project of Regional Significance for this Issue..... 67

Priority Issue #10 71

 Top Viable Project of Regional Significance for this Issue..... 73

 Additional Projects / Programs 74

Chapter 3: Growth Area and Future Land Use Maps 75

 Future Land Use Map 75

 Future Growth Area Map 76

Chapter 1: Plan Overview

Introduction

This 2016 US 220/ 1-99 Planning Area Comprehensive Plan Review and Implementation Strategy has been shaped by the issues currently identified as priorities within this multi-municipal planning area.

THIS 2016 US 220/1-99 COMPREHENSIVE PLAN REVIEW AND IMPLEMENTATION STRATEGY is the culmination of months of planning, information and data gathering, trend analysis, collaboration, deliberation, task coordination, visioning, and prioritization that teamed dozens of public- and private-sector leaders and stakeholders from within and beyond the US 220/ 1-99 Planning Area. Their skill sets, expertise, and institutional and individual insights have resulted in this focused, collaborative blueprint for both growing and preserving quality of life in this area of Lycoming County, Pennsylvania.

Historically, the municipalities within the US-220/Future I-99 multi-municipal planning area were linked by their shared reliance on the West Branch Susquehanna River as a commerce corridor. These communities were linked first by the Pennsylvania Canal, then by rail, and finally by highway. The four municipalities joined in a multi-municipal planning effort because the major expected shared change predicted in 2006 was the improvement of US Route 220 to become a portion of Interstate 99. In 2006, the US 220/I-99 multi-municipal planning area had experienced a moderate increase in population after a 30 year decline and these trends were projected to continue. The expectation at the time was that the improvement of US-220 to be a part of the interstate highway system along with continued population growth would greatly increase development pressure. The entire corridor from Williamsport west to the county boundary was expected to see a large scale conversion from agricultural and other open space uses to suburban residential, industrial and commercial uses.

An exhaustive comprehensive planning effort for the US 220/1-99 Planning Area was last conducted ten years ago and resulted in a multi-municipal plan that was completed and adopted in 2006. During the 2016 review process, the issues, priorities, and key recommendations in the 2006 document were revalidated as a planning baseline for the 2016 update. The 2016 Plan translates the adopted 2006 Plan into a set of achievable goals by providing a succinct implementation strategy to address the current priorities of the US 220/ 1-99 area.

A goal without a plan is just a wish.

- Antoine de Saint-

Since the adoption of the 2006 US 220/I-99 multi-municipal plan, the extension of sewer infrastructure into Nippenose Township caused the designated growth area to extend into that municipality and has brought them into the planning process.

Additionally, due to the scarcity of funding for such large scale transportation infrastructure projects, it seems increasingly unlikely that the corridor of US-220 through Woodward Township, Piatt Township, Porter Township and Jersey Shore Borough will be reconstructed to interstate highway standards as PennDOT current cost estimates show the project exceeding \$ 400 million, however the project is still included as an illustrative project supported in the Williamsport Area Transportation Study, (WATS) Long Range Transportation Plan adopted in 2013. The population of the area has not continued to grow. Although the anticipated growth did not occur, the preparations made to accommodate it allowed

several developments related to the Marcellus Shale industry to locate in this area. Currently, the population of this area is projected to decline slightly further.

Because of the prominence of the West Branch Susquehanna River in this multi-municipal planning area, the threat of river flooding has always been present. However, since the passage of The Biggert-Waters Flood Insurance Reform Act of 2012, areas with defined flood risk have seen dramatic increases in flood insurance premiums required for mortgaged properties. This has been especially detrimental to the Borough of Jersey Shore where approximately 40% of properties are located within the regulatory floodplain boundary. While effective floodplain management strategies were identified in the 2006 plan as a priority, urgency in developing flood mitigation efforts and projects are now of prime significance.

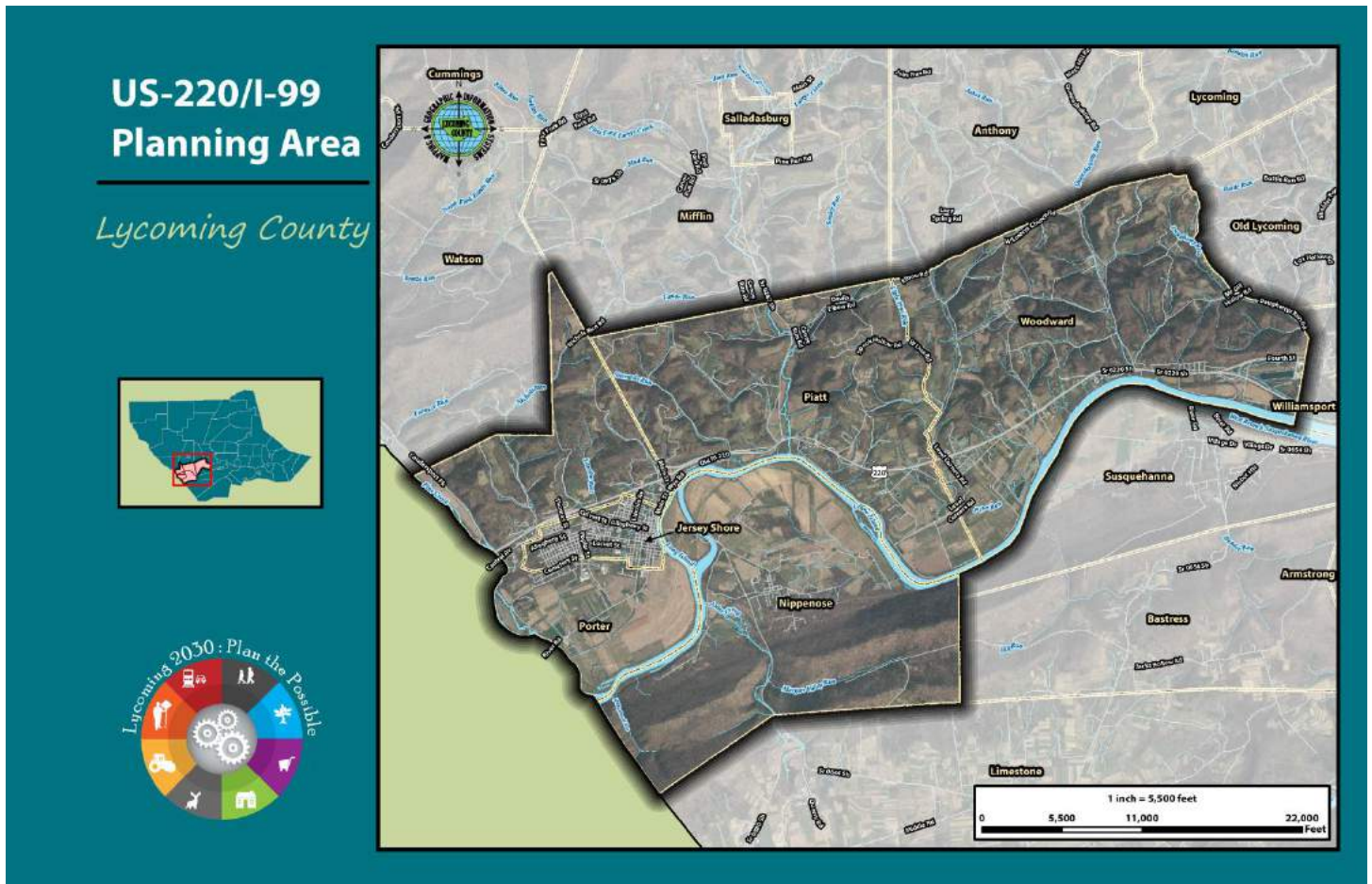
This 2016 US 220/1-99 Comprehensive Plan Review and Implementation Strategy is a living document, inasmuch as it is meant to capture the current desires of those communities and provide targeted implementation strategies to achieve their goals. It satisfies the Municipalities Planning Code (MPC - Act of 1968, P.L. 805, No. 247 as reenacted and amended) requirement for reviewing the existing, adopted comprehensive plan every decade.

A key feature of this 2016 document is the set of well-defined priority issues and the key projects that best address those issues.

The municipal governments in the US 220/ 1-99 multi-municipal planning area now include:

- Borough of Jersey Shore
- Nippenose Township
- Piatt Township
- Porter Township
- Woodward Township

US 220/ 1-99 Map



US 220/Future 1-99 Summary Profile

GEOGRAPHY

Location: Lycoming County, Northcentral Pennsylvania, USA

Total Area: 44.2 square miles or 28,288 acres

Floodplain Area: 10.7 square miles

Major Watersheds: Susquehanna River Basin, Pine Creek watershed, Larry’s Creek watershed

Land Cover as Percentage of Total Area (University of Vermont Spatial Analysis Laboratory): 61% tree canopy, 24% otherwise vegetated, 12% developed, 3% water and wetlands

POPULATION

Population (2010 Census): 10,051 persons; 4.3% decrease since 2000

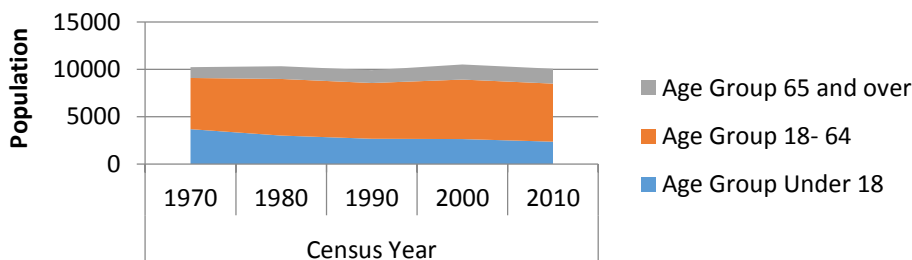
Median Ages, 2014 American Community Survey Estimates

Borough Of Jersey Shore	30.7
Township of Nippenose	44.6
Township Of Piatt	39.6
Township Of Porter	46.9
Township Of Woodward	47.6

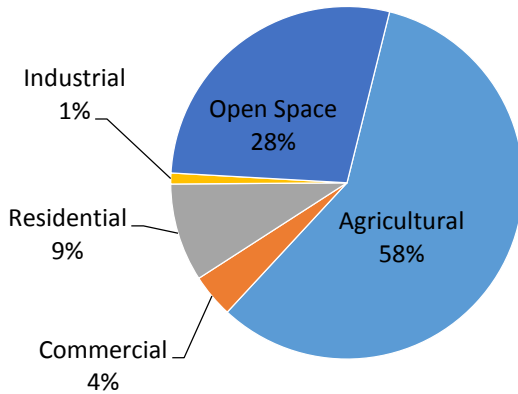
Population in Each Census, 1960-2010

Year	1960	1970	1980	1990	2000	2010
Jersey Shore	5,613	5,322	4,631	4,353	4,482	4,361
Nippenose	540	583	714	742	729	709
Piatt	689	1,013	1,059	1,097	1,259	1,180
Porter	1,234	1,283	1,541	1,441	1,633	1,601
Woodward	1,583	2,014	2,370	2,267	2,397	2,200
TOTAL	9,659	10,215	10,315	9,900	10,500	10,051

Population Composition by Age, 1960-2010



Current zoning as percentage of total area



INFRASTRUCTURE AND FACILITIES

Locally-Owned Roads (PennDOT data): 132 miles

State-Owned Roads (PennDOT data): 59.9 miles

Major Transportation Routes: US-220, PA-44

School Districts: Williamsport Area, Jersey Shore Area

Water and Sewer Providers: Jersey Shore Area Joint Water Authority, Tiadaghton Valley Municipal Authority, Williamsport Sanitary Authority

Housing Units (2014 American Community Survey Estimate): 4,158

ECONOMY

Median Household Income, 2014 American Community Survey Estimates

Borough Of Jersey Shore	\$47,303.00
Township Of Nippenose	\$48,661.00
Township Of Piatt	\$47,143.00
Township Of Porter	\$48,867.00
Township Of Woodward	\$45,000.00

Top county employers with presence in planning area (PA Dept. of Labor & Industry):

- Susquehanna Health System
- Weis Markets Inc.
- West Pharmaceutical Services Inc.
- Jersey Shore Area School District

Plan Organization

The plan is designed to be succinct, focused, and action-oriented with emphasis placed on the implementation steps.

This document incorporates a review of the 2006 US 220/1-99 Comprehensive Plan with emphasis placed on developing implementable strategies to address the current set of prioritized issues. This review is organized into 3 sections:

The Implementation Strategy section identifies issues in descending priority order for the multi-municipal US 220/1-99 Planning Area. Following each priority issue is a recommended “top viable project”, as well as a list of additional projects. An implementation plan is provided for the “top viable project.” The Planning Advisory Team (PAT) will continue to meet at least twice a year to evaluate implementation

progress. After the top project is completed, the PAT will complete an implementation plan for another project on the list and create a Project Delivery Team (PDT) to begin implementation of that project. The PDT will include those individuals responsible for planning and executing a particular project. The PDT will be prepared to provide status updates on implementation at each PAT meeting.

The Growth Area and Future Land Use Maps section provides a detailed look at any areas of the multi-municipal US 220/ 1-99 for which the PAT has recommended changes in the designated growth area boundaries, future growth area boundaries, and/or future land uses. Otherwise, it is assumed that the future land use and growth area designations will remain the same as in the adopted 2006 plan.

The Appendices are packaged into a separate document and include the following items: Plan Process, PAT Meeting Notes and Results, Results of Quantitative Research and Analysis, Results of Qualitative Research and Analysis, Reference Maps, Plan Consistency and Plan References.



County Planner Mark Murawski speaks to PAT stakeholders regarding the flooding issue

The Current Priority Issues

Issue		Comprehensive Plan Topical Areas								
		Agriculture	Community Development	Community Facilities & Infrastructure	Economic Development	Heritage, Culture & the Arts	Land Use	Natural Resources	Public Safety	Transportation & Mobility
										
1	Flooding Impacts	X	X	X	X	X	X	X	X	X
2	Trans System Deficiencies	X	X	X	X	X	X	X	X	X
3	Water, Sewer, Stormwater Infrastructure			X	X		X		X	
4	Heroin & Opioid Epidemic		X		X				X	
5	Changing Economy vs Local Work Force	X	X	X	X	X	X	X		X
6	Declining Volunteerism & Civic Engagement		X	X		X			X	
7	Outdoor Recreation Resources		X	X	X	X	X	X		X
8	Natural Gas Infrastructure	X		X	X		X	X	X	
9	Local Government Fragmentation		X	X	X				X	
10	Current Land Use Regs	X	X	X	X		X	X	X	X

Chapter 2: Implementation Strategy

Priority Issue #1



Flooding is a threat to life, properties and the communities throughout the Planning Area.

Back Story Addressing impacts from flooding was a significant issue identified in the 2006 I-99/US 220 Multimunicipal Comprehensive Plan. Future flooding impacts continue to be a priority issue in this planning area as much of the usable land in this planning area is located in the floodplain of the West Branch Susquehanna River and its tributaries, including Lawshee Run.



PAT members vote on projects to improve transportation systems at the Jersey Shore Borough Offices during winter 2016

More specifically, the Borough of Jersey Shore, which is the urban focal point in the planning area and the center of business activity and residential development, is especially vulnerable to flooding impacts considering that over 48% of structures are located in the Special Flood Hazard Area, (SFHA). With a significant percentage of structures located in the SFHA it is important to ensure that infrastructure systems are designed to function properly during future flood events in order to protect life and property in this planning area. It should be noted that Jersey Shore is a Community Rating System, (CRS) community. Through participation in the CRS Program, Jersey Shore households are eligible, under the National Flood Insurance Program (NFIP), to receive discounts

on their NFIP insurance policies. Since 1978, there have been 213 flood insurance claims paid in Jersey Shore amounting to \$ 1, 733,936.71.

Priority Issue Overview The 2015 Lycoming County Flood Hazard Mitigation Plan Update identifies the Lawshee Run Culvert in Jersey Shore Borough as a “High Priority Mitigation Action” due to its undersized and deteriorated condition. The project is also identified as a priority in the Williamsport Area Transportation Study, (WATS) Long Range Transportation Plan adopted in December 2013 and is included on the PennDOT 12 Year Program.

Key Implications Left unresolved, the Lawshee Run Culvert issue may lead to a failure of major public infrastructure and localized flooding in the downtown business district. In addition, this issue can also increase the flood risk for the primary transportation route through the Borough, namely Allegheny Street.

Top Viable Project of Regional Significance for this Issue**LAWSHEE RUN CULVERT REPLACEMENT PROJECT**

The primary purpose of this project is to design and construct a new culvert within the existing footprint of the current structure to convey Lawshee Run under a portion of Jersey Shore Borough streets and sidewalks, including Allegheny Street, the main east west route through the downtown business district.



Lawshee Run

HOW PROJECT ADDRESSES THE ISSUE

The existing culvert is approximately 1,200 feet long and is a mixture of deteriorated shapes and sizes, including a concrete box culvert and corrugated metal pipes which are undersized to adequately handle stormwater/ floodwater thereby increasing flood risk for this primary transportation route and adjacent properties. In recent years certain portions of this structure have failed necessitating closure of sections of the sidewalk system to pedestrians. Further structural failure could result in negative economic impacts to businesses including the Tiadaghton Mall as well as the public safety concerns attendant to such a structural failure. The culvert is hydraulically undersized to handle the current storm events. A larger culvert is needed to improve hydraulic capacity and reduce flooding.

Based on the overall condition of the culvert and its high estimated cost, the project is recommended to be undertaken in two phases:

- Phase 1 consists of replacing an 800 foot long portion of culvert paralleling Allegheny Street with a new precast box culvert with an estimated cross-sectional size of 96" x 48".
- Phase 2 consists of replacing the remaining 400 foot long portion of culvert north of Allegheny Street with a new precast box culvert at the same cross-sectional size as Phase 1.

Numerous benefits will be achieved upon completion of this project including:

- Elimination of a structurally deficient culvert that currently poses a substantial risk to public safety and damage to public and private property

- Significant reduction in the potential loss of business activity in the case of catastrophic structural failure
- An improved hydraulic opening to reduce floodwaters during larger storm events
- Reduced ongoing maintenance and repairs for the culvert system.

PROJECT LEADERSHIP

Lead Agency – Borough of Jersey Shore

Other Partners – Federal Highway Administration, PennDOT, FEMA, PEMA, County of Lycoming, WATS

STEPS FOR SUCCESS

Once a project delivery team is established, the following steps should be undertaken:

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
Phase 1-Secure Program Funds	Add to Williamsport Area Transportation Study, (WATS) Transportation Improvement Program, (TIP)	July 2018	WATS Metropolitan Planning Organization, (MPO)
Commence Design	Hire Engineer	2019	Jersey Shore Borough
Commence Construction	Advertise Bids	2021	Jersey Shore Borough
Complete Phase 1	Final Inspection	2022	Jersey Shore Borough
Phase 2	Secure Funds -- Add to WATS TIP	July 2020	WATS MPO

FUNDING/FINANCING STRATEGY

Funding is not currently committed for project development activities, however an engineering feasibility study funded by Jersey Shore Borough is being conducted to refine the scope of work, phasing and cost estimates— activities that were requested by PennDOT. The project is eligible for federal and state funding through the WATS Transportation Improvement Program, (TIP) process and / or the FEMA Hazard Mitigation Program. Jersey Shore Borough and its project delivery team should work with Lycoming County PCD to explore WATS TIP or FEMA funding commitments.

Phase 1 Estimated Cost = \$ 3,470,000

Phase 2 Estimated Cost = \$ 1,160,000

Total Project Cost = \$ 4,630,000

Additional Projects, Programs and Initiatives for this Issue

1. MAIN STREET REMOVABLE FLOODWALL INSTALLATION

This project would entail planning, design and installation of a removable floodwall including flood gates along Main Street and other suitable areas in Jersey Shore Borough. This structure is intended to help protect significant portions of the downtown area from major repetitive river flooding events with the most significant recent event being flooding from Tropical Storm Ivan in September, 2004. As a starting point, a project sponsor, scope of work, cost/benefit analysis, budget and schedule would need to be developed for funding purposes. The project should also evaluate a need for a pump station to protect the CBD from potential flooding.

2. ELEVATED TRAIL SYSTEM BETWEEN JERSEY SHORE AND WILLIAMSPORT

The proposed Genesee-Susquehanna Greenway, (GSG) 400 mile long regional trail system involves a critical linkage between the terminus of the Pine Creek Rail Trail in Jersey Shore and the Susquehanna Riverwalk in Williamsport. This trail system involves construction of a multi-use trail throughout most portions of the US 220/I-99 planning area municipalities including, Jersey Shore Borough, Porter, Piatt and Woodward Townships. As project segments are designed and constructed, many portions of this trail link are situated in the floodplain area near the river. When the trail routing must traverse floodprone areas, consideration should be given to evaluating methods to elevate the trail in a cost effective manner in order to minimize physical damages to the trail and promote public safety for trail users. A project sponsor, scope of work, cost/benefit analysis, budget and schedule would need to be developed for funding purposes.

3. PERFORM HAZARD MITIGATION RELATED PROJECTS

Proposed hazard mitigation projects for the US 220/I-99 Planning Area municipalities are referenced in the Lycoming County Hazard Mitigation Plan, included by reference in the appendix section of this multi-municipal comprehensive plan.

4. SUPPORT REFORM OF THE FLOOD INSURANCE RATE PROGRAM

The Congressional passage of the Biggert – Watters Flood Insurance Reform Act of 2012 has led to unaffordable flood insurance rates for our communities and economic instability. The PAT municipalities should support legislative reforms consistent with Lycoming County PCD recommendations that will lead to more affordable flood insurance rates and support community preservation and revitalization.

5. JERSEY SHORE HOSPITAL HELIPAD INSTALLATION PROJECT

This proposed project involves the study, design and construction of a helipad at the Jersey Shore Hospital complex in the Borough of Jersey Shore. Currently, there are no other helipad facilities in western Lycoming County to serve the emergency service response needs of western Lycoming County, especially for transport of critical care patients to Geisinger Medical Center in Danville, PA nearly sixty miles away. This is especially important during community emergencies such as major flooding. Jersey Shore Hospital would serve as project sponsor. A needs assessment, scope of work, and cost estimate would need to be developed for funding purposes.

Priority Issue #2



Our multi-modal transportation system has deficiencies in safety, physical condition and availability of facilities in some areas of the county.

Back Story The I-99/US 220 Planning Area is blessed with an interconnected multi-modal transportation system that provides safe and efficient access to major regional markets as well as access to the local community. The major highway route in the Planning Area is US 220 which is a four lane highway on the National Highway System and part of the future Interstate 99 corridor between the PA Turnpike and I-86 in New York State. The Pennsylvania Department of Transportation, (PennDOT) is in the process of designing major access management improvements along US 220 to enhance public safety and provide more efficient ingress and egress to developing areas along the corridor with construction anticipated to commence in 2019. The I-99/US 220 PAT region is also served by an excellent public transit system consisting of River Valley Transit (the fixed route provider) and STEP (the shared ride provider).

The Lycoming Valley Railroad and Norfolk Southern provides shortline and Class 1 rail service to area industries, such as Jersey Shore Steel and long haul freight operations, especially coal transport along the Harrisburg-Buffalo Mainline.



This planning area is also served by the Williamsport Regional Airport which is located in Montoursville. The airport provides local residents and businesses access to commercial air service to Philadelphia with connections to numerous other global market destinations.



This area also includes trails which provide alternative transportation and recreation opportunities. Of particular importance is the trailhead located in Jersey Shore Borough which is the gateway to the world famous 62-mile-long Pine Creek Rail Trail.

Priority Issue Overview Despite the strong multi-modal transportation network described above, some transportation assets in the planning area suffer from deficiencies which impair mobility and present potential safety risks. Of particular concern are a number of bridges in the US 220/I-99 Planning Area which are structurally deficient or functionally obsolete requiring repair or replacement. There are over 80 structurally deficient bridges located throughout Lycoming County with four of these bridges being situated in this planning area. This issue was identified in the 2006 I-99/US 220 Multi-Municipal Comprehensive Plan and these bridges are included in the WATS Long Range Transportation Plan, adopted in December 2013.

The following structurally deficient bridges need urgent attention.

BRIDGE LOCATION

Wilson Street over Pfouts Run

Hazel Alley over Pfouts Run

LVRR Bridge over US 220

SR 44 over Lawshee Run

BRIDGE OWNER

Borough of Jersey Shore

Borough of Jersey Shore

SEDA-COG Joint Rail Authority, (JRA)

PennDOT

Key Implications

It should be noted that:

- None of the bridges are in imminent danger of failure
- All of them receive regular inspections to ensure they are safe for the public to use
- A lack of sufficient funding has prevented bridge owners from making the necessary improvements
- Continued delay in address structurally deficient bridges may result in bridge closures or weight limits that negatively impact emergency response, access to residents and businesses often times requiring lengthy detours.

Top Viable Project of Regional Significance for this Issue

STRUCTURALLY DEFICIENT BRIDGE IMPROVEMENT INITIATIVE

HOW PROJECT ADDRESSES THE ISSUE

Federal law requires all publicly owned bridges with span lengths greater than 20 feet to receive at least a biannual inspection.

- PennDOT inspects all state-owned bridges
- County of Lycoming retains engineering firms to inspect the municipality owned bridges
- SEDA-COG Joint Rail Authority inspects all railroad bridges they own along the Lycoming Valley Railroad

The results of these bridge inspections are documented in bridge inspection reports which identify structural deficiencies and recommendations for bridge repair or replacement measures and estimated costs. Bridge inspection reports have been prepared for all five structurally deficient bridges identified in the I-99/US 220 Planning Area and it is the responsibility of each bridge owner to implement the bridge inspection report recommendations. In short, this project includes a sequence of actions—some of these actions have already been completed:

- Identify the location and owner of each bridge
- Inspect and evaluate the condition of each bridge
- Recommend an action plan for each bridge
- Estimate the work scope & cost to fix documented problem(s)
- Develop a funding plan/mechanism
- Design the fix
- Construct the recommended design

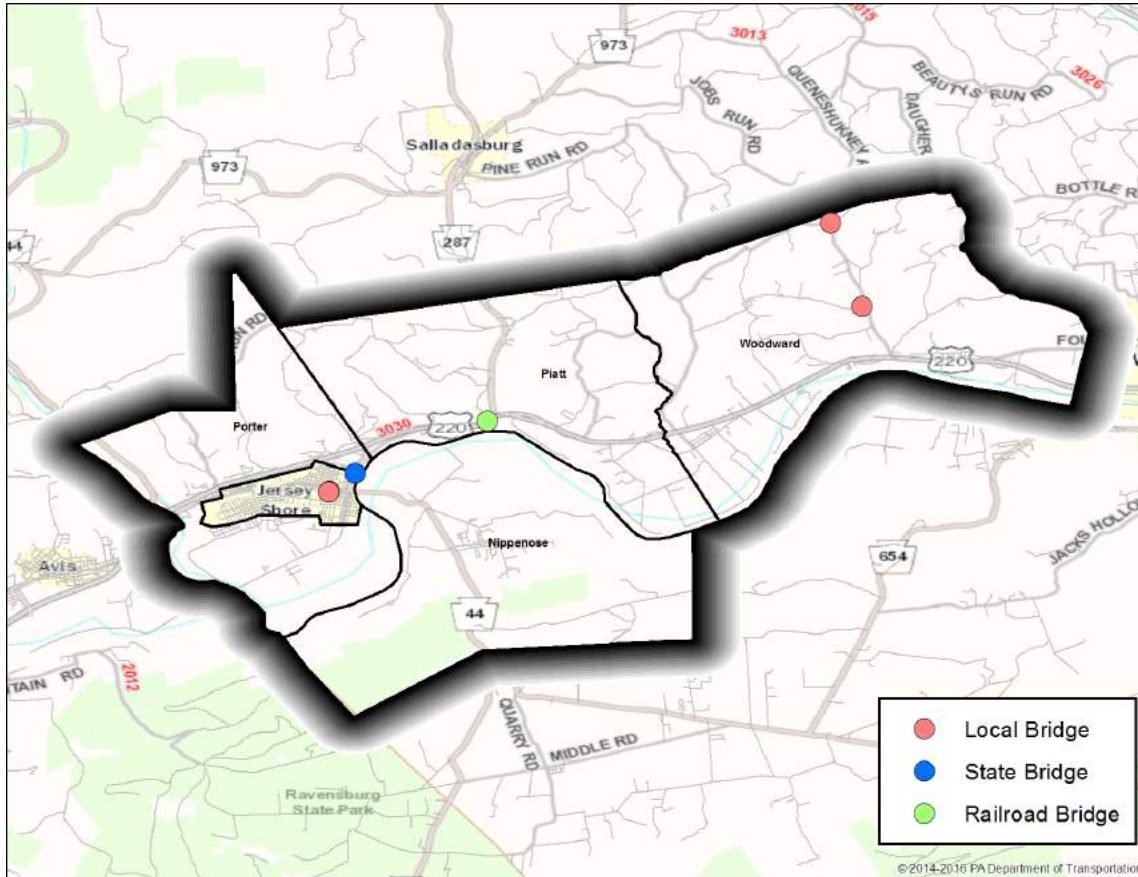
The County of Lycoming is evaluating the development of a local bridge bundling program to address the two locally owned bridges in Jersey Shore Borough, along with other locally owned structurally deficient bridges



I-99 / US 220 PAT Structurally Deficient Bridges

identified throughout the County. Undertaking this initiative will help reduce the backlog of structurally deficient bridges in a more cost effective manner by grouping projects concurrently in terms of design, permitting, bidding and construction rather than undertaking each one separately. Bridge improvements greatly improve public access and safety both on a regional and local scale. In fact, the US 220 LVRR railroad bridge over US 220 in Piatt Township has been struck two times recently by trucks traversing US 220. That bridge has a low

under clearance and a project involving the raising of this bridge to provide a larger opening will improve the safety of regional heavy hauling truck activity. Similarly, efforts to improve the hydraulic waterway opening on certain other bridges could help reduce bridge infrastructure damages and community flooding impacts; these issues will be assessed during project design.



PROJECT LEADERSHIP

Lead Agency – Bridge Owners (PennDOT, SEDA-COG JRA, Jersey Shore Borough)

Other Partners – WATS, County of Lycoming, Federal Railroad Administration, Federal Highway Administration, Environmental Permitting Agencies (PA DEP & US Army Corps)

STEPS FOR SUCCESS

The approach used to develop these projects will be different depending on which bridges are selected. For example, the PA 44 state-owned bridge will need to be programmed on the WATS Transportation Improvement Program for funding and will be administered through the normal PennDOT project development process. It may

be included in a subsequent round of the PA Rapid Bridge Replacement Program as a state bridge bundling initiative or as a stand-alone project. The Lycoming Valley Railroad Bridge improvement project would be administered by the SEDA-COG Joint Rail Authority in close coordination with PennDOT, however a different source of funds outside the WATS TIP process would need to be identified. The two locally owned bridges could either be funded separately on the WATS TIP or be included in a Lycoming County local bridge bundling program which is currently being evaluated by the County. The decision whether to group the projects together or undertake each project separately will largely be determined by funding availability and timing.

Under a local bridge bundling initiative, the municipality would remain the owner of the new bridge. The following table is a general outline of steps involved for the bridge bundling approach or TIP.

Once a project delivery team is established, the following steps should be undertaken:

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
Establish County Bridge Bundling Program	Identify program funding sources and determine which bridges will be bundled	2017	County of Lycoming
Commence Bridge Designs	Hire Engineer	2018	County of Lycoming
Commence Bridge Construction	Advertise Bids	2020	County of Lycoming
Complete Construction	Final Inspection	2021	County of Lycoming

FUNDING/FINANCING STRATEGY

Currently, there is not committed funding for any of these five bridge projects. The estimated costs for each bridge are shown below.

BRIDGE	IMPROVEMENT TYPE	ESTIMATED COST
Pa 44 Bridge over Lawshee Run	Bridge Rehabilitation	\$ 300,000
LVRR Bridge over US 220	Raise Bridge Underclearance	\$ 500,000
Wilson Street over Pfouts Run	Bridge Rehabilitation	\$ 48,000
Hazel Alley over Pfouts Run	Bridge Rehabilitation	<u>\$ 28,000</u>
Total Estimated Costs		\$ 876,000

Potential funding sources for these projects depending on eligibility and includes the WATS TIP, Federal Railroad Administration and a Lycoming County Local Bridge Bundling Program that may include multiple funding sources

(such as Act 89 vehicle registration fees, Act 13 bridge restricted funds, county and municipal liquid fuels funds, PA Infrastructure Bank loans, etc.). Therefore, all project schedules are dependent upon funding availability.

Additional Projects, Programs and Initiatives for this Issue

1. SUPPORT US 220 CORRIDOR ACCESS IMPROVEMENTS

PennDOT is in the preliminary design phase of a project to install access management improvements along the six mile portion of the US 220 corridor between Jersey Shore and Williamsport. These improvements entail elimination of left turn and cross movement traffic patterns onto US 220 from secondary roads such as Quenshunkeny Road, Northway Road and Pine Run Road. Medians, turn lanes, acceleration and deceleration lanes along with jug handles will be constructed at strategic locations to facilitate safer traffic flow patterns. The number of access points to serve adjacent private development will be consolidated to minimize conflict points. This \$20 million project is funded on the WATS Transportation Improvement Program with construction work anticipated for 2019-2020. Woodward Township is in the process of re-evaluating local zoning along this corridor. The Township is considering changes to support mixed use land development that are not high traffic generators. To compliment this access management project, the Township desires to avoid the type of land uses that generate heavy traffic that would cause additional safety and congestion conflicts. The I-99 PAT supports the timely completion of this project.

2. EXPAND JERSEY SHORE STREETScape AND TRAFFIC CALMING PLAN

The Borough of Jersey Shore has recently completed limited streetscape improvements along Allegheny Street in the commercial business district. A main focus was the Allegheny/Wylie Street intersection which included crosswalk treatments to facilitate safe pedestrian and bicycle ingress and egress between the residential and commercial areas of the Borough and the Thompson Street Recreation Park Complex, pool area and public school facilities. This project would continue streetscape improvements along additional portions of Allegheny and Main Streets and include traffic calming measures to reduce vehicle speeds along these primary streets in the Borough. These improvements would also improve the linkage between the business district, Pine Creek Rail Trail Extension and the recently completed boat launch project along the West Branch Susquehanna River. Jersey Shore Borough would serve as project sponsor. A needs assessment, scope of work, cost estimate and schedule would need to be developed for funding purposes.

3. SUPPORT EVENTUAL COMPLETION OF INTERSTATE 99

The National Highway System Act of 1995 authorizes the development of a new interstate in Pennsylvania referred to as I-99. The I-99 corridor was established by Congress to follow the US 220 and US 15 corridors between Bedford, PA at the PA Turnpike and I-86 at Corning New York. I-99 is largely completed between Bedford north to I-80 near Bellefonte and along US 15 between Williamsport and Corning. I-99 signage is installed in NY State and along the sections between Bedford and I-80. The major missing link needed to complete I-99 is along the US 220 corridor between I-80 in Clinton County and Williamsport. PennDOT initiated preliminary design studies to upgrade the section from Jersey Shore to Williamsport to four lane

limited access highway, however these studies were suspended by PennDOT in 2004 due to lack of funding to complete design and construction estimated at approximately \$400 million. The project remains an illustrative project in the WATS Long Range Transportation Plan. The I-99 PAT supports a resumption in preliminary design studies by PennDOT with programming of design and construction funding to complete I-99 for safety and regional economic development reasons at the direction of the Williamsport Metropolitan Planning Organization, (MPO).

4. SUPPORT REGIONAL PASSENGER RAIL SERVICE RE-ASSESSMENT

There is no regional passenger rail service available in Northcentral PA. Rail service is currently limited to transport of rail freight by Norfolk Southern and the SEDA-COG Joint Rail Authority/Lycoming Valley Railroad. In past years, PennDOT conducted studies to assess the need and feasibility for expanding passenger rail service to other areas of the Commonwealth, including the Northcentral PA region primarily via Harrisburg-Williamsport-State College corridors, however the population densities did not support expanding rail passenger services to these cities. With the current and future growth potential associated with these communities, the US 220/I-99 PAT supports a PennDOT Re-Assessment of Passenger Rail Service for the Northcentral PA region, including a station at Williamsport and possibly Jersey Shore, Lock Haven communities for regional economic development purposes.



Woodward Township T369 Bridge Replacement

Priority Issue #3



Water, sanitary sewer and stormwater infrastructure systems are not sufficient across this Planning Area to meet all needs.

Back Story Access to clean drinking water is essential for a community to survive and prosper. Not only is water necessary to support public health, but reliable water service is also needed to foster development and economic growth. Proper water management planning must also account for the safe and effective conveyance of stormwater to protect life, property and the environment and provision of adequate sanitary sewage facilities. The US 220/1-99 Planning Area is currently experiencing a number of challenges related to:

- Accessing adequate quantities of clean drinking water
- Ensuring proper stormwater conveyance and treatment
- Managing sanitary sewage facilities

The Pennsylvania Sewage Facilities Act of 1966, (ACT 537) as amended requires municipalities to adopt an Act 537 Sewage Facilities Plan. These plans are used to address deficiencies in current septic, sanitary sewer and treatment facilities and to prevent future sewage disposal issues which may cause risks to health, safety and water quality. These plans have been adopted by all municipalities in the I-99/US 220 Multi-Municipal Comprehensive Planning Area.

The entirety of Jersey Shore Borough has public water and sanitary sewer service. The urban portions of Porter Township located directly adjacent to the Borough receive both public water and sanitary sewer service, however Township residents outside the public service area utilize residential on-lot sewage disposal systems and on-lot water supply wells. Public water is provided by the Jersey



TVMA Wastewater Treatment Site

Shore

Area Joint Water Authority (JSAJWA). The Tiadaghton Valley Municipal Authority (TVMA) provides public sanitary sewer service to the previously mentioned urban areas. TVMA has recently completed construction of a sanitary sewage collection system that now serves the Village of Antes Fort in Nippenose Township. Nippenose Township is the host municipality for the TVMA’s wastewater treatment plant—a state-of-the-art facility that serves the Borough and urban sections of Porter and Nippenose Township. There have been no

major problems identified with the operation of public sewer and water service in any of these three municipalities.

There is a small area of Piatt Township adjacent to Porter Township and north along PA 287 which receives public water service from JSAJWA with the remaining areas of Piatt Township relying on private wells as a potable water source. There are no public sewer systems serving Piatt Township so households utilize residential on-lot sewage disposal systems.

Since the 2006 US 220/I-99 Plan was adopted, a major project was completed in Woodward Township that involved the construction of a sewer line with a series of pump stations to convey wastewater to the WSA's West Wastewater Treatment Plant. This public sanitary sewer facility primarily serves the more densely populated areas of Woodward Township, such as the Village of Linden, mobile home parks and homes and businesses along the US 220 corridor.

Except for certain areas of development along the US 220 corridor much of Woodward Township relies on on-lot individual water supply wells for a potable water source.

To regulate proper stormwater management, Pennsylvania Act 167 requires counties to prepare stormwater management plans that provide standards for controlling runoff from new development on a watershed basis. Once the plans have been approved by the Pennsylvania Department of Environmental Protection, (PA DEP) they may then be implemented through mandatory municipal adoption of ordinance provisions consistent with the plan. It should be recognized that some municipalities do not desire to regulate stormwater and due to the lack of state enforcement, municipal compliance is lacking in certain areas.

Priority Issue Overview The 2006 Plan states that the natural groundwater in several sectors of this Planning Area is not of the highest quality. Although well water is potable, often it is not palatable without treatment. In addition to quality concerns, the quantity of water available from private wells has been problematic in several locations in this Planning Area. Moreover, there are identified locations where there is no source of well water available. Unfortunately, there have been instances where homes have been constructed without sufficient public or private water sources. There have also been instances where new well construction has been drilled/constructed improperly due to a lack of permitting processes, resulting in public safety issues and conflicts with neighbors. These issues occur because Pennsylvania has no regulations governing well development.

In terms of on-lot systems, there are documented cases of failed septic systems as evidenced in existing Act 537 Plans. These failed on-lot systems result in groundwater and surface water contamination. In addition, nearly all the soils in this Planning Area are classified or characterized as having very low absorption rates. According to the 2006 US 220/I-99 Plan, these conditions drive an increase in the cost of installing adequate on-lot sewage disposal systems. Updates to these Act 537 Plans can provide recommendations to address failed septic systems.

Woodward and Piatt Townships contain a portion of the primary growth area for the US 220/I-99 PAT. Woodward Township officials would like to re-zone sectors of the Township for mixed use development along

the US 220 corridor. In light of the potential for development, an evaluation should be conducted to determine the need and feasibility of an extending public water and sanitary sewer service to meet the needs of these new developments. Following the procedures outlined in the Act 537 process, this study should focus on actions to address or correct:

- Locations of failed on-lot septic systems
- Areas of limited well water availability and water quality

Jersey Shore Borough, Porter Township, and Nippenose Townships have adopted Act 167 Ordinances. According to the 2006 US 220/1-99 Plan, this planning area has a significant amount of steep slope gradients (equal to or greater than 25 %) where stormwater runoff from new development has been an ongoing concern. Also, many single lot developments have no stormwater drainage systems. Therefore, runoff is diverted from driveways, roofs, and other improved surfaces to roadways and other properties causing safety hazards and property damages.

Key Implications

Updates to municipal Act 537 Plans should be considered to address the sanitary sewer issues outlined above. Proposed extensions of the public sanitary sewer system may be warranted as well as the need to extend public water to certain sectors in this Planning Area. Woodward Township and Piatt Township should consider taking immediate steps to adopt the state-required Act 167 ordinance in order to have the tools to review, regulate and enforce proper stormwater management techniques for land development. In addition, those municipalities that are not in the County Zoning Partnership should consider implementing a prohibition of steep slope development (for slopes of 15% or greater) as part of their municipal zoning ordinance to help address steep slope stormwater runoff problems from new development. Finally, the municipal members in this PAT should consider supporting state legislation that institutes private water well regulations to address the health and safety issues described above.

Top Viable Project of Regional Significance for this Issue**US 220 CORRIDOR WATER AND SANITARY SEWER EXTENSION NEEDS & FEASIBILITY STUDY (ACT 537 PLAN UPDATE)**

In order to properly document the need for sewer and water extensions to serve the US 220 growth corridor, a comprehensive needs assessment and engineering feasibility study should be conducted to justify the project and determine the overall technical scope and cost of the project. The study should result in an official amendment to the currently adopted Piatt and Woodward Township Act 537 Plans to ensure funding and permitting approvals can be secured for the project from regulatory agencies. Once the project needs are documented and the engineering feasibility and overall budget is established, funding for design and construction can be pursued to maximize grant opportunities and provide affordable costs assigned to rate-paying customers. Ongoing operation and maintenance needs should also be determined in the study process to ensure adequate system preservation and performance.

HOW PROJECT ADDRESSES THE ISSUE

- Historically the US 220 corridor municipalities have struggled to secure new development due to a lack of public infrastructure; however, it is anticipated that additional mixed use development will be encouraged through proper water and sewer infrastructure improvements thereby stimulating economic development through private investment and expansion of the county and municipal tax base.
- Extension of public water service can improve water quality and availability to area residents and businesses which have been problematic in some locations.
- Extension of public sanitary sewer service with adequate capacity can reduce the overall number of failed on-lot septic systems occurring in this Planning Area due to poor soils and improper construction techniques; this, in turn, protects groundwater sources and improves public safety.
- An Updated Act 537 Plan will document the overall need for the project, evaluate service extension alternatives, establish the preferred alternative and define a project budget with implementation strategy so that federal and state funding sources can be leveraged and optimized and local resources can be minimized to keep costs affordable to sewer and water ratepayers.

PROJECT LEADERSHIP

Lead Agency – Woodward and Piatt Townships

Other Partners – WMWA, WSA, JSAJWA, TVMA, PA Department of Environmental Protection, County of Lycoming, Williamsport-Lycoming Chamber of Commerce

STEPS FOR SUCCESS

Once a project delivery team is established, the following steps should be undertaken:

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
Form Project Delivery Team	Identify members	2017	*Woodward Township
Establish Act 537 Plan Budget	Develop study cost estimate	2017	*Woodward Township
Secure Act 537 Plan Funding	Apply for grants and loans	2018	*Woodward Township
Retain Qualified Consultant	Complete selection process	2018	* Woodward Township
Develop Plan	Evaluate Needs/Feasibility	2018-19	* Woodward Township
Amend Act 537 Plan	Municipal Adoption	2020	* Woodward Township
Initiate Design Phase	Secure funding/hire consultant	2021	* Woodward Township
Begin Construction Phase	Bid and award project	2023	* Woodward Township
Complete Construction	System Inspection/Activation	2025	* Woodward Township

**IF SERVICE AREA INCLUDES PIATT, THEN JOINTLY UNDERTAKE ABOVE STEPS WITH WOODWARD AND PIATT TOWNSHIPS.*

FUNDING/FINANCING STRATEGY

Below is a list of potential funding sources for the project study, design and construction:

ORGANIZATION	PROGRAM
PENNVEST	Drinking Water State Revolving Fund
PENNVEST	Clean Water State Revolving Fund
USDA Rural Development	Water and Waste Disposal Guaranteed Loan Program
USDA Rural Development	Water and Waste Disposal Planning Grants
Economic Development Administration	Public Works and Development Facilities Grant Program
National Rural Water Association	Revolving Loan Fund
Rural Community Assistance Partnership	Communities Unlimited Water/Wastewater Loans
CoBank	Rural Water and Wastewater Lending Program

PA Industrial Development Authority	Low Interest Loans and Lines of Credit Programs
Commonwealth Financing Authority	Various Programs
Appalachian Regional Commission	Area Development Fund
PA Public Utility Commission	Act 13 Impact Fee
PA DCED	Business in Our Sites Program (BIOS)
Governor’s Office of the Budget	Redevelopment Assistance Capital Program (RACP)

Additional Projects, Programs and Initiatives for this Issue

1. STORMWATER DISCHARGE MANAGEMENT PLAN

Both the 2006 US 220/I-99 Comprehensive Plan and the 2016 Plan update recognize the need to control stormwater runoff, especially from new development. Lycoming County PCD has no record of either Piatt or Woodward Townships adopting an Act 167 compliant Stormwater Management Plan. This effort would involve working with these two municipalities to develop such a plan. This effort would also include a review of the effectiveness of the existing stormwater management plans in Jersey Shore Borough, Porter and Nippenose Townships and make amendments or updates where deemed necessary. A plan scope of work, cost estimate and schedule would be developed for funding purposes. Woodward and Piatt Townships would serve as plan sponsor and retain qualified consultants, as needed, to assist in the development of the stormwater management plans. County PCD can provide technical assistance and advice upon request of the municipalities.

2. DEVELOP WELLHEAD / SOURCE WATER PROTECTION PROGRAM

This initiative would involve municipalities working closely with PA Department of Environmental Protection, (PA DEP) to undertake a comprehensive assessment of the susceptibility of this Planning Area’s public water system sources to potential sources of contamination. These assessments should be conducted in accordance with the PA Source Water Assessment Program and the



Jersey Shore Area Joint Water Authority Building

Safe Drinking Water Act. Development of a well head protection program is essential for assessing groundwater sources serving public water systems. Such assessments can educate the public and promote development of local voluntary source water protection strategies. The Planning Area municipalities interested in pursuing such as program should start by contacting PA DEP and County PCD to help develop a scope, cost and schedule for the assessments and determine lead sponsors and next steps.

Priority Issue #4**Drugs, particularly heroin and opioids, are creating significant social, economic, public health, and safety problems across the County**

Back Story Nationally, drug abuse and drug overdose are becoming a major health problem. According to the Johns Hopkins Bloomberg School Of Public Health report titled The Prescription Opioid Epidemic: An Evidence-Based Approach: “Drug overdose death rates in the U.S. have increased five-fold between 1980 and 2008, making drug overdose the leading cause of injury death.” In 2013, opioid analgesics were involved in 16,235 deaths — far exceeding deaths from any other drug or drug class, licit or illicit. According to the National Survey on Drug Use and Health (NSDUH), in 2012 an estimated 2.1 million Americans were addicted to opioid pain relievers and 467,000 were addicted to heroin. These estimates do not include an additional 2.5 million or more pain patients who may be suffering from an opioid use disorder because the NSDUH excludes individuals receiving legitimate opioid prescriptions.

Other important national statistics from the September 2014 Report for the Center for Rural PA:

- 4.2 million Americans age 12 and older have used heroin at least once.
- 80% of heroin addicts reported abusing prescription opioids before starting heroin.
- Health care providers wrote 259 million prescriptions for pain killers in 2012.
- Heroin abuse affects one out of every four families.

There are significant numbers of people in the country that need treatment and are not receiving it. According to the September 2014 Report for the Center for Rural Pennsylvania the Federal Government reports that only 1 in 10 individuals in the nation that need treatment are able to access it due to a lack funding for addiction services.

Across Pennsylvania, heroin and opioid abuse is becoming a serious epidemic. According the Center for Rural Pennsylvania December 2015 Report - Heroin: Combating this Epidemic in Pennsylvania:

- From 2007-2012 over 3,000 Pennsylvanians died from overdoses.
- Overdose deaths increased by an astounding 470 percent over the last two decades.
- More people are dying from overdoses than from car accidents ages 20-44 in Pennsylvania.
- 52,150 Pennsylvanians are receiving addiction treatment services.
- Approximately 760,703 Pennsylvanians remain untreated.
- 70-80% of criminal offenders in Pennsylvania have serious drug abuse problems.
- Access to treatment is also a concern within the State. According to the Center for Rural Pennsylvania’s December 2015 report approximately 1 in 8 Pennsylvanians are not able to access addiction treatment due to a lack of funding.

Priority Issue Overview Heroin is rapidly becoming an epidemic throughout Lycoming County; moreover, heroin and opioid abuse crosses all socioeconomic groups all ages and all races.

Lycoming County is experiencing the same epidemic as all of rural Pennsylvania, Pennsylvania as a whole, and even the United States. According to Lycoming County District Attorney Eric R. Linhardt, in 2012 the heroin epidemic that was devastating Pennsylvania began to impact Lycoming County. There are typically 50-60 heroin overdoses in Lycoming County every month, most of these victims survive. However, the death toll in the County has risen from 8 in 2013 to 28 in 2016. This represents a 250% increase over a three year period.

A public survey, conducted in 2016 as part of the comprehensive planning process, established the level of angst and concern by the public regarding the drug problem and the crime that accompanies that issue. Presented an online format as well as in-person interviews at public events, the survey captured the responses of more than 1,000 local citizens. The respondents were asked to choose up to five areas where they would most like to invest public resources. Crime was the second most frequently selected response, garnering more than 70% of all respondents from of a list of twelve potential investment areas.

Even more telling was the response to the question about what residents would like to see changed in Lycoming County. In that survey, crime was by far the most frequently received comment.

To address this staggering issue, US 220/I-99 PAT members may consider a number of potential approaches:

- REHABILITATE--Support the provision of treatment, rehabilitation, education and counseling to prevent addition and assist recovery.
- EDUCATE--Reach students at a young age to impress upon them the dangers before possible drug use begins.
- PROTECT--Continue to evaluate the need for a paid police department.
- ENGAGE--Promote volunteerism among all populations and young people in particular through the use of social media and applications, such as the currently popular Pokemon Go app

Key Implications According to District Attorney Linhardt, from 2012-2016 the crime numbers in Lycoming County rose by 20%, nearly erasing all of the progress that had been made since 2008 in reducing crime in the County. The increase was directly attributable to heroin cases. The heroin crisis has not only resulted in an increase of drug possession cases but also resulted in an increase in shoplifting, DUI while impaired by drugs, credit card fraud, prostitution, burglary and robbery as addicts commit more crimes to support their habit.

This has a ripple affect all through the criminal justice system from high probation and parole caseloads to overcrowding in the County prison and clogged court schedules. Every facet of the criminal justice is being overwhelmed as a result of the heroin epidemic, resulting in the County budget being overwhelmed due to all of the increased costs associated with the increases in the criminal justice system.

The heroin epidemic is impacting these various county departments resulting in increased expenses and therefore increased budgets. As this occurs, it has negatively impacted other Departments by requiring them to reduce their budgets and therefore not provide them with the opportunity to implement new priority projects and, in some instances, hampered them from providing their current level of service. This has caused the

County Commissioners and staff to face the vexing challenge of providing balanced resources for all departments and not just those departments directly impacted by the heroin epidemic.

Top Viable Project of Regional Significance for this Issue**SUPPORT FOUR MAJOR INITIATIVES****Support Project Bald Eagle**

- Local governments and schools can assist by hosting public educational meetings in their municipal buildings to help the community better understand the nature and extent of the epidemic.
- Municipalities and local Police Departments may consider partnering with the County DA to have Drug Take-Back Programs in addition to program administered by District Attorney's office. A drop box, for example, could be set up for unwanted prescription or over the counter drugs. They would then be safely disposed of.
- Municipalities may consider using their websites, newsletters, and other means of communication to provide information and education about the issue. For example, Doylestown, PA has a Drug Awareness, Prevention and Education information page on their website to keep the community informed.

Support County Re-entry Programing

- Financial assistance from Lycoming County to continue extensive programming, particularly related to drug recidivism

Support Law Enforcement and Public Education Programs

- Continue to provide financial and staff support for other educational awareness programs, in the community and in the schools

Support Drug & Alcohol Treatment Programs**FUNDING/FINANCING STRATEGY**

- Lycoming County Government – staff and financial resources TBD
- Federal and State Grants

Endnotes:

3. Warner M, Chen L, Makuc D, Anderson R, Miniño A. Drug Poisoning Deaths in the United States, 1980–2008. NCHS Data Brief, no 81. Hyattsville, MD: National Center for Health Statistics; 2011.

4. Centers for Disease Control and Prevention. CDC Multiple Cause of Death Mortality file. 2013. Available at: <http://wonder.cdc.gov/mcd.html>. (Accessed September 14, 2015).

5. Substance Abuse and Mental Health Services Administration. Results from the 2012 National Survey on Drug Use and Health: Summary of National Findings. 2013, NSDUH Ser. H-46, DHHS Publ. No. SMA 13-4795. Rockville, MD: SAMHSA.

6. Kolodny A, Courtwright DT, Hwang CS, Kreiner P, Eadie JL, Clark TW, Alexander GC. The Prescription Opioid and Heroin Crisis: A Public Health Approach to an Epidemic of Addiction. *Annu Rev Public Health*. 2015; 36:559-574.

Priority Issue #5



The economy is changing, and our communities and workforce are not optimally positioned to realize our untapped economic potential and become resilient to economic trends.

Back Story A comprehensive strategy to support a thriving economy in Lycoming County must consider many factors including the availability of a quality workforce, family sustaining jobs, suitable locations for employment centers supported by infrastructure and economic diversification among job sectors. According to the US Census for Workforce Information and Analysis, there are 55,800 persons employed in Lycoming County with an unemployment rate of 6.3 % as of November, 2016. The County unemployment rate is higher than the current Pennsylvania average of 5.7 %. In terms of income, Lycoming County has a lower income level than the Pennsylvania average when measured by per capita personal income, median household income and median family income indicators as noted below:

Income	Lycoming County	Pennsylvania
Per Capita Personal Income	\$41,171	\$49,745
Median Household Income	\$47,313	\$53, 599
Median Family Income	\$60,191	\$68,158

Priority Issue Overview The 2006 US 220/1-99 comp plan promoted investing in a better-educated workforce where public school districts, institutions of higher learning, and workforce training centers would provide the necessary tools to produce skilled workers prepared to perform better paying jobs. The 2006 plan recognized that existing local public school districts and colleges, such as Penn College of Technology, Lycoming College and Lock Haven University provide quality curriculum and workforce training programs which can be leveraged as part of a comprehensive workforce development strategy.

A diverse economy where job opportunities are provided over many different sectors should be maintained and promoted as opposed to relying on a single employment sector where cyclical downturns can induce a major loss of jobs and local economic stagnation. The recent Marcellus Shale gas exploration activity underscores the importance of maintaining a diversified job base. Gas development activity soared then declined while many other sectors of the local economy did not experience the sudden drop-offs that occurred with the gas drilling industry. Future forecasts for the resurgence of gas drilling in the county look promising.

In terms of land availability for future growth, Lycoming County has limited options. Thus, each option must be strategically developed to ensure maximum return on investment and positive overall economic results. Most industrial activity is largely concentrated in the Williamsport Urbanized Area, especially within the Reach Road Industrial Park and in the outlying suburban / rural areas such as the Muncy Industrial Park, Marcellus Shale

Energy Park and the industrial area in Porter Township. The County is planning a new industrial area along the US 15 south corridor referred to as the Timber Run Industrial Park adjacent to Great Stream Commons in Union County. Within the US 220/ I-99 Planning Area suitable land availability devoid of steep slopes and flood hazard areas for future industrial development and mixed use development is quite limited.

Key Implications

Land limitations pose challenges to creating jobs with family sustaining wages. The end result is the exodus of youth, as well as the unemployment and low income issues previously described. Lack of employment opportunities and lower paying jobs directly contributes to the younger generation leaving local communities other areas that have better employment opportunities and higher wages. Employment opportunities is generally the key factor that dictates where younger adults will make their home. The combination of fewer younger workers, higher unemployment, and lower median income results in a lower tax base to support community services and unintended negative impacts upon all citizens, especially among the elderly population who rely on these services.



Top Viable Project of Regional Significance for this Issue**LEVEL CORNERS INFRASTRUCTURE SUPPORT INITIATIVE**

2006 US 220/I-99 Plan recommended the County and municipalities collaborate with the Williamsport/Lycoming Chamber of Commerce and Industrial Properties Corporation to promote rail services as a potential asset for new business development given the quality rail service currently available. That 2006 Plan also requested municipalities support the County's efforts to identify viable land and develop rail served industrial sites and promote rail freight to new and existing businesses.



Level Corners Area

For this planning area, the most optimal location for major new industrial development is situated in the Level Corners Area along the municipal boundary between Woodward and Piatt Townships just south of the US 220 Corridor and immediately north of the Lycoming Valley Railroad tracks. The benefits of this location that make it particularly attractive include:

- Can be easily served by rail
- Not located in the floodplain
- Does not have other topographical challenges such as steep grades that may affect the viability and cost effectiveness of providing rail service to the site

To properly develop this area for new industry, the underlying land use needs to be reviewed and adjusted as needed through the zoning map amendment process. In addition, a comprehensive assessment of infrastructure support needs to be performed. This assessment should examine:

- The feasibility and cost of providing public sanitary sewer and water service
- Safe and efficient local highway ingress and egress to the US 220 Corridor
- Internal site access roads and public transit service
- Provisions for electric, natural gas, and telecommunications utilities
- Locations for potential rail sidings

This study would also consider any other special factors to ensure marketability of the site such as, community compatibility, low environmental impact, strengthening of the county and local tax base, economic diversification and operational sustainability. The total site area parameters need to be established along with property acquisition requirements and land use, permitting and other applicable regulatory approvals. Phasing the overall site development needs assessed based on funding availability and market conditions.

HOW PROJECT ADDRESSES THE ISSUE

The Level Corners area could be a focus of future Marcellus gas exploration staging activity served by rail given the very limited remaining capacity of the Newberry Rail Yard and other areas for future industrial expansion. By capitalizing on these assets, this project would support new development and associated employment opportunities to promote retention of our younger population, reduce unemployment and paying higher family sustaining wages for residents.

PROJECT LEADERSHIP

Lead Agency – Woodward and Piatt Township Supervisors

Other Partners – County of Lycoming, Williamsport/Lycoming Chamber of Commerce, SEDA-COG Joint Rail Authority, PennDOT, River Valley Transit, UGI, PPL, Area Water and Sanitary Sewer Authorities

STEPS FOR SUCCESS

Once a project delivery team is established, the following steps should be undertaken:

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
Form Project Delivery Team	Identify members	2017	Woodward / Piatt Twp.
Define Study	Develop scope and cost	2018	Woodward / Piatt Twp.
Secure Study Funding	Apply for grants and loans	2018	Woodward/Piatt Twp.
Retain qualified consultant	Complete selection process	2018	Woodward/Piatt Twp.
Develop Plan	Evaluate Need/Feasibility/Cost	2019-2020	Woodward/Piatt Twp.
Adopt Plan	Municipal Adoption	2020	Woodward/ Piatt
Initiate Design Phase*	Secure funding/hire consultant	2021	Woodward/ Piatt
Begin Construction Phase*	Bid and award project	2023	Woodward/ Piatt Twp.
Complete Construction*	Tenant Occupancy	2025	Woodward Twp.

** Overall schedule depends on funding availability, market conditions and any phasing of site development to meet tenant needs.*

FUNDING/FINANCING STRATEGY

Below is a list of potential funding sources for the project study, design and construction:

ORGANIZATION

PROGRAM

PENNVEST

Drinking Water State Revolving Fund

PENNVEST

Clean Water State Revolving Fund

USDA Rural Development	Water and Waste Disposal Guaranteed Loan Program
USDA Rural Development	Water and Waste Disposal Planning Grants
Economic Development Administration	Public Works and Development Facilities Grant Program
National Rural Water Association	Revolving Loan Fund
Rural Community Assistance Partnership	Communities Unlimited Water/Wastewater Loans
CoBank	Rural Water and Wastewater Lending Program
PA Industrial Development Authority	Low Interest Loans and Lines of Credit Programs
Commonwealth Financing Authority	Various Programs
Appalachian Regional Commission	Area Development Fund
PA Public Utility Commission	Act 13 Impact Fee
PA DCED	PA First Program
PA DCED	Alternative Clean Energy Program
PA DCED	Business in our Sites Program
PennDOT Bureau of Rail Freight	PA Rail Freight Program, (RFAP)
PennDOT Bureau of Rail Freight	PA Rail Transportation Assistance Program, (RTAP)
Governor’s Office of the Budget	Redevelopment Assistance Capital Program (RACP)

Additional Projects, Programs and Initiatives for this Issue

1. COMMUNITY REVITALIZATION PROGRAM

This program would focus efforts to rehabilitate and adaptively re-use older structures throughout this Planning Area with emphasis placed in the Borough of Jersey Shore to encourage preservation of community character, promote tourism through historic preservation, and introduce new or better uses of property that can promote business and area-wide economic development. The adequacy of existing land use regulations and incentives will be reviewed and assessed to:

- ensure consistency between land use ordinances and the goals of community revitalization and preservation
- encourage private sector investment
- Strategically target public investments as a partnership approach that help successfully implement the program.

The County’s Brownfields Program is an excellent ongoing mechanism for the US 220/I-99 Planning Area municipalities to identify candidate sites for re-use and redevelopment. That program should continue to be fully utilized, especially regarding those sites that have potential environmental issues or concerns that may preclude or delay new investment.

2. WORKFORCE EDUCATION AND TRAINING PROGRAM

This initiative would involve active community outreach, collaboration and engagement with the public schools and institutions of higher learning such as Penn College of Technology, Lycoming College, and Lock Haven University. These institutions need to continue to evaluate and expand courses and vo-tech training programs that are designed to provide



essential knowledge and skills for students that would enable them to obtain area jobs with family sustaining wages. This strategy can lead to economic stabilization within our communities and reverse the “brain drain” pattern whereby young adults depart local areas for destinations that offer better paying jobs

3. PORTER TOWNSHIP INDUSTRIAL PARK INFRASTRUCTURE NEEDS

This project would assess the existing adequacy of infrastructure serving the Porter Township Industrial Park as well as the potential for future expansion of the industrial park to serve current and future employment and manufacturing/general business needs. The assessment would evaluate:

- current sewer and water service
- increased capacity/treatment needs
- safe and efficient local road access through residential areas to US 220
- public transit service
- electric and gas utilities
- telecommunications technology advancements, including broadband
- other infrastructure support that may be identified.

A strategic action plan will be developed to catalogue information necessary to successfully pursue grants and low interest loan funding programs to implement documented infrastructure improvement needs in a timely manner.

4. SPLIT-RATE REAL ESTATE TAX EVALUATION

This initiative examines the advantages and disadvantages of the US 220/I-99 Planning Area communities, primarily Jersey Shore Borough, instituting a split rate real estate tax. Under this taxation concept the value of the land would be taxed at a higher rate than the value of buildings and other improvements. The main purposes of this type of local taxation structure are:

- to encourage infill development patterns within communities

- to incentivize more density
- to help stimulate new economic investment
- to reverse the trend of property owners/developers sitting on vacant land parcels that produce little activity
- to promote downtown revitalization and reduce (or eliminate) blight

This two tier taxing approach has been used for many years in about two dozen local jurisdictions around Pennsylvania, including Pittsburgh, Scranton and Harrisburg.

Priority Issue #6**Volunteerism and civic engagement, particularly among young people, are insufficient to sustain community institutions and services.**

Back Story In Pennsylvania, smaller municipalities rely heavily on volunteers to provide services to their citizens and to serve on appointed boards. Volunteers are relied on for a variety of essential community functions including local fire and Emergency Medical Services (EMS) and assisting municipalities by serving on boards such as municipal planning commissions, zoning hearing boards, and municipal authorities. However, volunteerism and civic engagement, particularly among young people, has been an issue since at least the 1980s. As stated in Issue #1, since 1985 the number of fire and EMS volunteers statewide has declined from 152,000 to 70,000. It has been recognized by municipal officials at the local level that this is consistent with what they've seen in their municipalities, in fact one municipality even reported that they couldn't man an EMS unit at all times.

Priority Issue Overview Local appointed boards are filled mostly with older citizens (many of which are in their late 50s and older according to municipal secretaries within the PATs). While this may not have been a major problem in the past, the issue is becoming more apparent as technology is dividing the population. The issue involves attracting, communicating with, engaging and retaining young men and women to serve as volunteers on boards experiencing aging memberships.

In April 2016 the County Planning Department held a Youth Focus Group meeting which included about 25 students from 7 school districts within Lycoming and Sullivan Counties. Students at the focus group offered five insightful observations:

- They did not fully comprehend the roles and responsibilities of local government (before the focus group meeting)
- They believe the single greatest way to make a difference in their community was through active participation in local government
- They wanted the older generations to know that they are ready to step up into leadership positions in government and in the community
- They are confident in their ability and interest in doing so
- They feel that the older generations does not realizes how they feel.

Trends According to a report published by the Pew Research Center in 2016, newspaper circulation has declined 10 out of the last 12 years. ([reference](#)) Meanwhile, the Pew Research Center reported in 2015 that 61% of millennials (those born between 1981 and 1996) reported getting political news primarily on Facebook in a given week. In comparison, 60% of internet using Baby Boomers (those born between 1946 and 1964) reported getting political news primarily through local TV. ([reference](#)) So while municipalities generally

communicate through the newspaper, the public is not buying as many newspapers resulting in a growing communication gap between government and the public.

This issue was identified to a limited extent in the 2006 US 220/1-99 Plan. It was stated that a common objective was to increase participation by the younger generation in the decision-making process. More specifically, educational institutions should provide opportunities for students to become more involved with local government decision-making processes. The 2006 Plan also noted a concern over the declining number of volunteers to adequately staff the local fire companies including the Citizens Hose Company and Independent Hose Company of Jersey Shore Borough along with the Woodward Township Volunteer Fire Company. Issues that were cited that contribute to the declining volunteerism trends include:

- Volunteer time constraints due to work and family commitments
- Larger, time consuming efforts needed for fire company fund raising activities
- Competition from other service organizations seeking the same volunteer pool
- Extensive fire fighter training requirements
- Lower paying jobs in the local economy that require the volunteer to work second jobs

Key Implications To attract and engage youth requires an adjustment in how these local boards communicate with the communities they serve. The internet is pulling younger people away from traditional local news outlets, thus local governments are losing one of their most effective methods for communicating with their citizens. Municipalities within this PAT communicate mostly through the newspaper (which in most cases is required by law).

As the means of communication changes, citizens' not inclined to using traditional means may become less informed on important local decisions and may miss the opportunity to voice their concerns and participate in government decision making until after a program or project is implemented. Yet, there is evidence that youth want to be actively engaged. As stated at the Youth Focus Group, youth desire to be informed, present, and involved in the decision making process with local government and educational institutions.

While the structure of local government in Pennsylvania presents some challenges for providing services, it also provides the key benefit of allowing citizens to directly participate in local government decision making by serving on boards and voicing their concerns directly to government representatives. However, if local governments are not effectively communicating with their citizens and civic engagement continues to decline then these benefits will rapidly diminish. Local government officials need to find solutions to solve this problem so that local government remains relevant in the 21st Century.

Top Viable Project of Regional Significance for this Issue

CREATE A PUBLIC AND YOUTH ENGAGEMENT COMMITTEE

Municipal officials will work together to create a PAT level committee tasked with engaging the public and youth in local government. The main objectives of this committee will be to develop/create a:

- Youth Ambassador Program to introduce youth to local government
- Public Engagement Guidelines including Social Media Outreach Guidelines

The committee should also research other tools for civic engagement.

HOW PROJECT ADDRESSES THE ISSUE

While the Public and Youth Engagement Committee should examine multiple ideas for engaging the public and youth in local government, there are two particular strategies which the committee could start examining.

The Youth Ambassador Program This program recruits local teens to participate in local government decision making and planning. According to a report published in November 2011 by the Center for the Study of Social Policy titled “Promoting Youth Civic Engagement,” youth civic engagement leads to reduced risky behavior, increased success in school, and greater civic participation later in life. Also stated in the report was that “children and teens who have opportunities for involvement in extracurricular activities and community institutions are more likely to vote and participate in other forms of civic engagement as young adults.” (Promoting Youth Civic Engagement, Page 3)

Additionally, a report published by the National League of Cities in 2010 titled “Authentic Youth Civic Engagement” noted that “youth input can redirect city investments away from programs and facilities that would be underutilized into areas that reflect the needs of youth and their families.” (Authentic Youth Civic Engagement, Page 3) In addition to these benefits, the report also indicates that youth that participate in youth civic engagement programs are more likely to graduate, adopt productive attitudes about their role in the community, and avoid risky behavior and that communities which engage youth in government are frequently rated among the top places for young people to live and more attractive to businesses.

Below is a list of boards within this Planning Area which could incorporate youth members as either a full member or an advisor to the board.

JERSEY SHORE BOROUGH	WOODWARD TWP.	PIATT TOWNSHIP	PORTER TWP	NIPPENOSE TWP.
BOROUGH COUNCIL	BOARD OF SUPERVISORS	BOARD OF SUPERVISORS	BOARD OF SUPERVISORS	BOARD OF SUPERVISORS
PLANNING COMMISSION	PLANNING COMMISSION	PLANNING COMMISSION	PLANNING COMMISSION	PLANNING COMMISSION
ZONING HEARING BOARD	ZONING HEARING BOARD		ZONING HEARING BOARD	ZONING HEARING BOARD

JERSEY SHORE HISTORICAL SOCIETY				FORT ANTES MUSEUM
RECREATION COMMITTEE				RECREATION COMMITTEE
JS AREA CHAMBER				HISTORICAL DAYS COMMITTEE

Lacey, Washington high school students who wish to serve as full-voting member of their Board of Park Commissioners, the Lacey Historical Commission, and the Lacey Library Board¹ must meet the following criteria: 16 years of age by September 1st of the respective term year, a resident of the City of Lacey or the Lacey Urban Growth Area, attend a school (public, private or homeschool) within the North Thurston School District, and be able to attend monthly board meetings, occasional joint planning sessions, and appropriate preparation time. Upon election, the Youth Commissioner is given equal powers to standard Commissioners, except for counting towards a quorum. Students may serve two consecutive 1-year terms on a given board or run for a separate commission position in the second year. This program has been seen as a success in Lacey. The Board of Park Commissioners has seen a Youth Commissioner serve as the Vice-Chair of the Board since 2015. Exit statements by three of the most recent “retired” Youth Commissioners have indicated the program has helped prepare them for college. These same types of opportunities can be created throughout Lycoming County as well as each of the Multi-municipal Comp Plan areas.



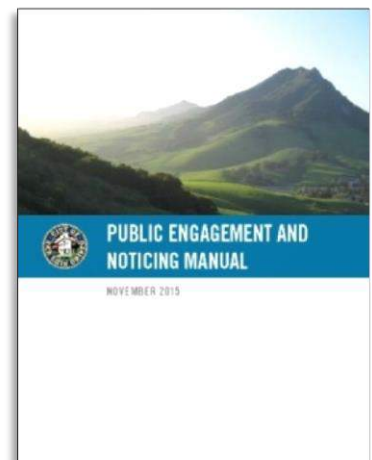
Lycoming County Comp Plan Youth Day Participants

The Public Engagement Guidelines

These guidelines would outline best management practices for engaging and communicating with the general public. Different communication strategies should be identified depending on what needs to be accomplished. Sometimes the municipality may wish to:

- *Inform* the citizens about new services and programs, upcoming events in the community, or temporary service disruptions.
- *Consult* with the public to gather information or opinions from citizens.
- *Collaborate* with the public to identify alternatives and creative ideas to address community-wide concerns.

Specific protocols should be developed so that municipalities will know how best to communicate with the public to achieve maximum results. One



¹ <http://www.ci.lacey.wa.us/city-government/city-council/city-council-2/boards-commissions/board-of-park-commissioners/apply-as-youth-representative-parks-board>

specific area which the committee should focus on would be the expanded use of social media to engage the public.

Social media platforms such as Facebook and Twitter utilize algorithms to determine what users see. Learning how to use these digital tools to reach a wider audience should be an important aspect of these guidelines.

In November 2015, the City of San Luis Obispo in California adopted a Public Engagement and Noticing Manual to provide guidance to various departments within the city on how to best engage the public.² The manual identifies best practices depending on whether the communication objective is to Inform, Consult, or Collaborate. The Montoursville – Muncy Public & Youth Engagement committee could use this manual as a template for their own guidance documentation.

PROJECT LEADERSHIP

Lead Agency – Jersey Shore Borough Officials, Woodward Township Officials, Piatt Township Officials, Porter Township Officials, Nippenose Township Officials

Other Partners – Jersey Shore Area School District, Williamsport Area School District, Lycoming County Department of Planning and Community Development (PCD) Penn College of Technology, Lycoming College, Lock Haven University, Jersey Shore Area Chamber of Commerce, Leadership Lycoming, Woodward Volunteer Fire Company, Citizens Hose Company of Jersey Shore, Independent Hose Company of Jersey Shore

STEPS FOR SUCCESS

Once a project delivery team is established, the following steps should be undertaken:

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	FORM PUBLIC AND YOUTH ENGAGEMENT COMMITTEE TO IDENTIFY METHODS FOR ENGAGING PUBLIC IN LOCAL GOVERNMENT	SEPTEMBER 2017	PCD STAFF – LEAD MUNICIPAL OFFICIALS
2	IDENTIFY AND PURSUE POTENTIAL FUNDING STREAMS	NOVEMBER 2017 – JANUARY 2018	PCD STAFF
3	DEVELOP YOUTH AMBASSADOR’S PROGRAM -- START WITH PCD SCHOOL OUTREACH	SEPTEMBER 2017 – JANUARY 2018	PUBLIC AND YOUTH ENGAGEMENT COMMITTEE
4	DEVELOP PUBLIC ENGAGEMENT & SOCIAL MEDIA OUTREACH GUIDELINES	JANUARY 2018 – MARCH 2018	PUBLIC AND YOUTH ENGAGEMENT COMMITTEE

² <http://slocity.org/Home/Components/News/News/471>

5	RESEARCH AND DEVELOP ADDITIONAL CIVIC ENGAGEMENT TOOLS	ON-GOING	PUBLIC AND YOUTH ENGAGEMENT COMMITTEE
6	BEGIN IMPLEMENTATION OF AGREED UPON SOLUTIONS	ON-GOING	PUBLIC AND YOUTH ENGAGEMENT COMMITTEE

FUNDING/FINANCING STRATEGY

To be pursued in November 2017 - January timeframe.

Priority Issue #7



Outdoor recreation resources are not fully developed, protected and promoted.

Back Story The 2006 Comprehensive Plan placed a strong emphasis on developing and promoting additional outdoor recreation facilities throughout the US 220/I-99 Planning Area. Since that time, significant progress has been made by local officials to expand recreational facilities and opportunities. One major example of this progress is the Pine Creek Rail Trail Extension from the existing southern trail head along Railroad Street to its terminus at



Rail Trail Public Facilities

the Seminary Street/PA 44 intersection. This 1.5 mile trail extension completed in 2012 provides safe and efficient access to the Pine Creek Trail to both the downtown and uptown residential sections of Jersey Shore Borough and the downtown business district.



USA Today named the 65-mile long trail one of "10 great places to take a bike tour" in the

This connection to the world famous 62-mile -long Pine Creek Rail Trail puts Jersey Shore on the PA map as a widely recognized trail gateway community of regional significance. This trail extension is also an integral part of a proposed 400 mile long, three state regional trail network referred to as the Genesee-Susquehanna Greenway. When completed this 400 mile trail would span from Rochester NY to the Chesapeake Bay in Maryland. In addition, the Susquehanna Greenway Partnership officially designated Jersey Shore as a "Susquehanna River Town" that is being heavily promoted from both a tourist and environmental stewardship perspective. The 2015 completion of the new Jersey Shore Boat Launch provides a much needed direct access between the community and the

West Branch Susquehanna River for a wide range of recreational purposes.

Priority Issue Overview Building upon their recent major accomplishments, this Planning Area still has a tremendous potential for expanded recreational facilities to improve access to resources such as forests, game lands, and waterways. Currently, most of the existing recreation opportunities along the river are privately owned which restricts public access for recreation activities such as fishing and kayaking. In addition, there is also a limited number of public recreational parks and support facilities such as community playgrounds within the developed areas of Jersey Shore and the surrounding municipalities in this Planning Area. Moreover, a large

number of acres of state forest and game lands, especially within the Pine Creek Valley exist where hunting, fishing and camping activities can be expanded.

Key Implications These outdoor recreational assets offer numerous benefits to the community:

- improved quality of life,
- increased exercise
- additional transportation options (e.g., trails)
- educational opportunities
- economic growth

However, while planning for and implementing additional access to these areas, careful attention should be exercised not to over-promote such resources. It is critical to maintain the balance among three factors: the fragile environmental conditions, general lack of public facilities, and services to support significant usage.



Pine-Creek Railtrail looking toward Jersey Shore entrance

Top Viable Project of Regional Significance for this Issue

WESTERN LYCOMING COUNTY MARKETING INITIATIVE

This initiative involves developing a strategic marketing plan and implementation program to promote greater public awareness of the significant recreational assets and amenities found in the US 220/I-99 Planning Area. The initiative will enhance regional and local tourism and operate in conjunction with the existing 12-county PA Wilds marketing efforts. This approach should employ a wide variety of public outreach techniques such as shared website links, social media, community events, improved signage, smart phone apps, improved mapping, TV/radio ads, magazine articles and other methods to gain maximum exposure.



Outdoor enthusiasts prepare for the 100-mile Pine Creek Challenge Footrace

HOW PROJECT ADDRESSES THE ISSUE

The 2006 Comprehensive Plan identified a strategic action to “market recreation facilities and their services in ways that attract new users.” The plan notes that many recreational facilities throughout Lycoming County, including this Planning Area, are under-utilized. It is significant to note, that this Planning Area is widely recognized as the eastern gateway to the 12 County PA Wilds and Lumber Heritage Region which generate approximately \$ 1.7 billion in annual tourism visitor revenue.



Kayakers walking to new boat launch

The communities in this Planning Area are, therefore, well positioned to capture a significant share of this tourism business by developing and implementing an effective and sustainable marketing strategy. This strategy will be designed to increase public awareness of current recreational assets and outdoor opportunities, drive additional tourism and related economic growth, and encourage the creation of expanded recreation opportunities.

PROJECT LEADERSHIP

Lead Agency – County of Lycoming

Other Partners – PA Wilds, Lycoming County Tourist Promotion Agency, Jersey Shore Chamber of Commerce, Susquehanna Greenway Partnership, Jersey Shore Borough, Piatt Township, Porter Township, Woodward Township, Nippenose Township, PA DCNR, PA DCED, Pine Creek Council of Governments, Northcentral PA Conservancy, PA



Fish and Boat Commission, and PA Game Commission.

STEPS FOR SUCCESS

Once a project delivery team is established, the following steps should be undertaken:

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
Form Project Delivery Team	Identify members	2017	Lycoming County
Define Market Plan/Approach	Develop Scope and Budget	2018	Lycoming County
Explore Funding Assistance	Apply for eligible grants	2018	Lycoming County
Develop Marketing Plan	Identify outreach strategies	2019-2020	Lycoming County
Implement Marketing Plan	Establish partnerships	2021-Ongoing	To Be determined

FUNDING/FINANCING STRATEGY

Below is a list of potential funding sources for the marketing program

ORGANIZATION	PROGRAM
PA DCED	Greenways, Trails and Recreation Program Funds
PA DCNR	Growing Greener Program
PA PUC	Act 13 Legacy Program
Lycoming County TPA	Hotel Tax
PA Wilds	Center for Entrepreneurship

Additional Projects, Programs and Initiatives for this Issue

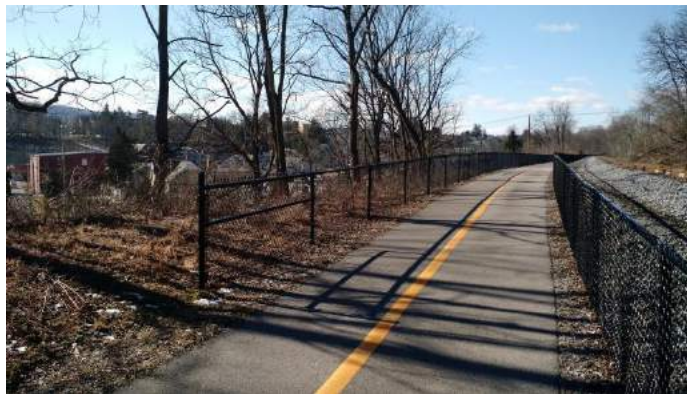
1. BALD EAGLE RIDGE TRAIL

In December, 2014 Lycoming and Clinton Counties jointly prepared a Ridge Trail Master Plan (with assistance from consultant Brian Auman) which evaluated the development of a 42-mile-long multi-use trail system along Bald Eagle Mountain to connect the Borough of Muncy and the City of Lock Haven and other community points. Much of this trail corridor is already unofficially being publicly used along state forestry roads, Williamsport Municipal Water Authority Properties and other areas. Currently land use issues are being addressed along the Clinton County portion of the Ridge Trail and grant funding has not yet been requested by either county, although coordination has been initiated with the major landholders. The role

of PAT member municipalities would be to support the project and identify additional trail connections, especially with the Jersey Shore area so that PAT communities have convenient access to a major trail system and can enjoy tourism and other economic development and health wellness benefits.

2. PINE CREEK RAIL/TRAIL GATEWAY ENHANCEMENTS

In 2006, the PA Department of Conservation and Natural Resources, (PA DCNR) completed construction of the southern trailhead for the Pine Creek Trail that included an extensive public parking lot and easy access from Railroad Street with connections via Thomas Street to US 220. As part of the overall project, the Lycoming County Visitors Bureau installed an old railroad caboose on site to serve as a place where trail users could easily access



Pine Creek Rail Trail Connector

tourist information regarding the trail and surrounding tourism related amenities found in the region, however this facility had to be shut down primarily due to repeated vandalism. On a positive note, the Jersey Shore Historical Society will reopen the caboose this spring which will provide tourist brochures and related information. This initiative would re-examine opportunities to better establish this location as a major trail gateway to the Jersey Shore area and would include improved wayfinding signage to the trail from major routes such as US 220 along with tourist promotion considerations and enhance the experience of Pine Creek Trail users and better integration with the local community.

3. GENESSEE-SUSQUEHANNA GREENWAY

The Susquehanna Greenway Partnership working in coordination with the Genessee River Wilds organization in NY State, along with Lycoming County and numerous other stakeholder organizations have developed a vision to complete a 400 mile long major regional trail system spanning three states (NY,PA,MD) from Rochester, NY to the Chesapeake Bay, MD referred to as the Genessee-Susquehanna



Greenway. A major portion of this new greenway includes the Pine Creek Rail Trail in Tioga-Lycoming Counties and the Susquehanna Riverwalk in Williamsport. The County has conducted a feasibility study of making a trail connection between the Riverwalk and the Pine Creek Trail which would traverse PAT municipalities consisting of Woodward, Piatt, Porter Townships and Jersey Shore Borough. The County has

secured DCNR funding to undertake design of the first phase of this trail between the Riverwalk and Susquehanna State Park, however funding for the remaining trail connections to Jersey Shore need secured. The role of PAT municipalities would be to support this project and consider performing certain project development roles to be determined.

4. SUSQUEHANNA RIVER PUBLIC ACCESS IMPROVEMENTS

In 2015, Jersey Shore Borough completed a major project to install a public boat launch along the Susquehanna River near the PA 44 Bridge providing much needed recreational access to the community. This initiative would explore other potential public access enhancements to reconnect the town with the river in conjunction with Jersey Shore’s participation as a “River Town” as designated by the Susquehanna Greenway Partnership. The potential for new parks and community playgrounds could also be explored along with recreation trail connections via the old canal located within the Borough. Included in evaluations of new recreational facilities should be restrooms and security cameras to address vandalism.



Jersey Shore Boat Launch

PRIORITY ISSUE #8



Natural gas infrastructure is not adequate in all areas of the County.

Back Story The recent discovery of significant deposits of natural gas in Lycoming County has presented numerous opportunities to the local community, including: new development, job creation, educational opportunities, and increased revenue for local businesses, among others. However, due to a lack of natural gas infrastructure and facilities, including access lines and fueling stations, residents and businesses have not been able to fully enjoy direct access to this inexpensive energy source.

At the time the 2006 Plan was developed, the presence of large deposits of natural gas in the County’s shale formations was largely unknown. The Marcellus Play is one of the largest natural gas discoveries in the world. It encompasses large geographic areas of Pennsylvania, New York, West Virginia, Ohio and Maryland, including major portions of Lycoming County, primarily north of the West Branch Susquehanna River. The United States Geological Survey estimates the formation’s total area to be approximately 95,000 square miles, ranging in depth from 4,000 to 8,000 feet



Ogontz East Compressor Station

below the earth’s surface. The Play is estimated to contain more than 410 trillion cubic feet of natural gas which can supply the nation’s energy needs for future generations.

In Lycoming County, gas exploration began in fall 2007 and steadily ramped up with well drilling activity peaking in 2012-2013. Drilling activity began to subside in 2014 due to a glut of natural gas in the market, reduced customer demand attributed to a general national economic slowdown and lower natural gas trading prices which made drilling less profitable. However, these factors are changing and the forecast for 2017 and beyond suggests a resurgence in gas drilling activity in the County, but perhaps not as robust as the 2012-2013 peak periods.

Marcellus Shale gas exploration activity has had a heavy impact on public infrastructure in Lycoming County, especially regarding roads and bridges. The large amount of truck traffic necessary to transport water and frac sand to assist in the drilling operations in rural areas has impacted state and local roadways including pavement

wear and tear and traffic congestion. To off-set these impacts, PennDOT and local municipalities have been successful in negotiating posting and bonding requirements with gas drilling companies. It is generally held that these companies have done a very good job making the necessary upgrades to ensure roads and bridges remain safe and in a good state of repair.

Water and sewer infrastructure have also been impacted from drilling operations through the fracking wastewater collection and treatment processes. Again, natural gas companies have worked well with area water providers and sanitary sewer authorities to successfully address these impacts. Together they have performed necessary upgrades to sewer and water infrastructure and reduced environmental impacts.

Marcellus Shale impacts on the Williamsport Regional Airport have been positive by significantly increasing enplanements. Likewise, the SEDA-COG Joint Rail Authority and Lycoming Valley Railroad, (LVRR) have also seen substantial increases in rail freight carloads and revenues, mainly during the peak periods of Marcellus drilling where 25-30% of all carloads on the LVRR were attributed to gas drilling.

Priority Issue Overview The ability to utilize the full potential of natural gas locally has been challenging. Many homes and businesses cannot access natural gas due to a lack of supply lines in many areas. This has been particularly problematic in certain suburban and rural locations due to the high user cost issues associated with physically extending gas lines to serve scattered development patterns.



Also, the vast majority of vehicles in the area rely on gasoline or diesel fuel and are not easily converted to use compressed natural gas, (CNG) without substantial cost. Natural gas fueling facilities in the Northcentral PA region are limited. However, a major success story in Lycoming County is the recent completion of the first Compressed Natural Gas Fueling Facility accomplished by River Valley Transit, (RVT) located in the west end of Williamsport.

This new CNG facility completed in 2014 is primarily used to fuel recently purchased CNG RVT public transit buses. In a few years, RVT will completely convert its diesel bus fleet to CNG in the hopes of significantly reducing transit operating costs. RVT has also approached the project as a partnership with other public and private organizations interested fueling their CNG vehicles at this facility. PennDOT is also in the process of developing 29 other CNG fueling facilities across the state as public/private partnerships, however these new CNG fueling facilities will all be situated at existing public transit facilities which are not very close to Lycoming County.



River Valley Transit new CNG bus facility

Top Viable Project of Regional Significance for this Issue**COMPRESSED NATURAL GAS FUELING FACILITY EXPANSION NEEDS / FEASIBILITY STUDY**

This initiative would involve a study that would assess the overall need, feasibility, cost and location of developing another CNG natural gas fueling facility in Lycoming County with primary consideration given to the western portion of Lycoming County.

This study should closely examine the overall future market potential for CNG vehicle demand throughout the region. It must first be determined if the present RVT facility is adequate to meet this overall demand or whether an additional CNG fueling facility is warranted. It should be emphasized that development of an additional CNG fueling facility must complement the existing RVT CNG fueling facility since a substantial public investment has already been made and the current facility is experiencing much success. An additional CNG fueling facility in the region should not be pursued unless it is determined that there will not be any negative impacts to RVT's facility that would affect its future operational viability. This study should also assess the cost benefit potential for area-wide organizations with large vehicle fleets to convert to CNG.

PROJECT LEADERSHIP

Lead Agency – County of Lycoming/Williamsport Area Transportation Study, (WATS)

Other Partners – River Valley Transit, Jersey Shore Borough, Woodward Township, Piatt Township, Porter Township, Nippenose Township, Clinton County, PA DEP, PennDOT, natural gas companies, Williamsport/Lycoming Chamber of Commerce, school districts, other local organizations/ businesses interested in converting vehicle fleets to CNG.

HOW PROJECT ADDRESSES THE ISSUE

An additional regional CNG fueling facility, if justified and deemed complimentary to RVT’s existing CNG fueling facility, can:

- provide more opportunities to utilize local natural gas resource to promote use of alternative fuel vehicles
- lower transportation operating costs for local organizations that have large vehicle fleets
- promote clean air by maintaining Lycoming County’s air quality attainment area status
- enhance economic attractiveness of Northcentral PA region
- expand the region’s very limited infrastructure supporting the fueling demands of CNG fueled vehicles.

STEPS FOR SUCCESS

Once a project delivery team is established, the following steps should be undertaken

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
Form Project Delivery Team	Identify members	2017	Lycoming County/WATS
Define Needs/ Feasibility Study	Develop scope and cost	2018	Lycoming County/WATS
Secure Study Funding	Apply for grants	2018	Lycoming County/WATS
Retain qualified consultant	Complete selection process	2018	Lycoming County/WATS
Develop Need/ Feasibility Study	Evaluate Need/Feasibility/Cost	2019-2020	Lycoming County/WATS
Secure Design Funds	Identify sources and secure	2020-2021	Lycoming County/WATS
Initiate Design Phase*	Identify sources and secure	2021	TBD
Secure Const Funds	Identify sources and secure		TBD

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
Begin Construction Phase*	Select contractor		TBD
Complete Construction*	Accept & Inspect		TBS

* If study recommends development of the facility

FUNDING/FINANCING STRATEGY

Below is a list of potential funding sources for the project study, design and construction:

ORGANIZATION	PROGRAM
US Department of Energy	Clean Cities Program
PA Public Utility Commission	PA 13 Impact Fees
PA Department of Environmental Protection	Alternative Fuels Incentive Grants, (AFIG)
PA Department of Environmental Protection	Alternative Fuels Technical Assistance Program
PennDOT/WATS	FHWA PL funds (planning study only)

Additional Projects, Programs and Initiatives for this Issue

1. NATURAL GAS COMMUNITY CONNECTIONS

The discovery of Marcellus Shale in the Northcentral PA region in 2007 greatly expanded the local abundance of natural gas as an energy source to supply to area homes, business and industry. Certain portions of the US 220/1-99 Planning Area have sufficient infrastructure in place and are enjoying affordable natural gas. However, the less densely populated sectors of this Planning Area do not have access to natural gas. The County is currently working with UGI and SEDA-COG to identify areas not currently served to determine if natural gas can be provided in an efficient and affordable way. It is difficult for some property owners to receive natural gas service due to the extremely expensive up- front costs for installing gas lines long distances with associated hook-on fees. The overall cost and savings must be carefully analyzed to determine where it makes sense to provide additional natural gas services. The US 220/1-99 municipalities support this initiative and will provide necessary information and technical assistance to advance the feasibility and cost analysis.

Priority Issue #9**Fragmentation of local government in Pennsylvania is a barrier to efficient delivery of some public services.**

Back Story There are 2,562 local governments in Pennsylvania--Lycoming County has 52 of them. These municipalities provide many services to their citizens, some of which are mandated to be provided by higher level governments. In most cases, these services are provided separately by each municipality. The replication of services from one municipality to the next places a manpower stressor on local communities. The majority of Pennsylvania counties are “fragmented” into a large number of small municipalities. This fragmentation can also result in a lost opportunity for improved cost efficiency and enhanced service delivery.

Government at the Township, Borough and City level is the most local form of government in Pennsylvania. As such, it allows citizens easy accessibility to government offering hyper-local citizen dialogue related to policy-making, service delivery, and taxation. In general, this form of government is viewed as being efficient and effective, however, while small governments provide accessibility and accountability, many examples exist throughout Pennsylvania that highlight the shortfalls of Pennsylvania’s fragmented structure of government.

For example, many municipalities find it difficult to recruit adequate numbers of citizens and trained professionals, to serve on their legislative bodies, boards and commissions. Additionally, all local governments are required to provide certain capital-intensive services, such as water, sewer, and fire protection, as well as managing administrative functions. This could be considered redundant overhead in areas with small populations and tax base. Over time, expectations of local governments have changed both from the State government and citizen perspectives. There are growing responsibilities assumed by local governments that are not always easily handled by the traditional structure(s) of local government. However, there have been many creative ways in which PA municipalities have structured solutions to meeting the needs presented to them.

Pennsylvania has built up an array of viable regional-scaled entities, such as: regional council of governments (COGs), metropolitan and rural planning organizations (MPOs and RPOs), and various other regional planning-type councils and organizations. In addition, there have been a growing number of multi-municipal cooperatives, joint efforts, and mergers related to the provision of police, fire, EMS, zoning, codes, sewer, water, stormwater and other infrastructure and public work programs.

A good local example of multiple municipalities joining efforts to work towards a common goal is the six multi-municipal comprehensive planning efforts in the county including the Montoursville-Muncy Planning Area. Another excellent example is the Lycoming County MS4 Coalition. MS4 (Municipal Separate Storm Sewer System) is an unfunded Federal mandate of the Environmental Protection Agency that requires designated municipalities to prepare Chesapeake Bay Pollution Reduction Plans (CBPRP’s) that show how they will reduce sediment and nutrient levels, including nitrogen and phosphorous. The MS4 program is permitted and enforced

at the state level through the PA Department of Environmental Protection. To lessen the municipal cost burden of the MS4 program, in 2011, nine municipalities and one college came together to form the Lycoming County MS4 Coalition. Together they fund a county staff position, the MS4 Planner that manages all of their permits and completes the required six minimum control measures. The Coalition allows them to share cost in permit fees, training, implementation of best management practices and consultant fees. The Coalition has operated successfully since its formation, keeping the participants in regulatory compliance, while maintaining effective economies of scale.

During the 2016 Comprehensive Plan update, the US 220/I-99 PAT members acknowledged that fragmented government services have impacts in their planning area. Of particular concern was the ability to provide adequate and essential emergency services for police, fire, and Emergency Medical Service (EMS) due to a decrease in volunteer capacity, intensive certification requirements and the lack of sustainable financial resources.

Capacity - Below is a list of municipal emergency service providers located the planning area:

Fire Protection

- Citizens Hose Company of Jersey Shore
- Independent Hose Company of Jersey Shore
- Woodward Township Volunteer Fire Company
- Antes Fort Volunteer Fire Department



Antes Fort Fire Dept.

Emergency Medical Services, (EMS)

- Susquehanna Regional EMS
- Jersey Shore Area EMS

Municipal Police

- Tiadaghton Valley Regional Police Department

While PAT members were concerned about all three areas of emergency service, EMS was the focus of more intense analysis and discussion. It should be noted that given certain response needs to particular events, other EMS providers may also serve as back-up to the planning area that do not have headquarters located in the planning area.

Priority Issue Overview – The EMS Agencies and the five municipal governments in this Planning Area are increasingly concerned with their ability to provide adequate levels of emergency services to the residents of these municipalities. Adequate levels are dictated by the 2009 Pennsylvania EMS System Act 37 (EMS Act) which establishes requirements for service coverage and certification standards. As in other small rural communities around the state, the local emergency service providers are also experiencing declining numbers of

volunteers. In short, EMS Agencies are experiencing growing challenges related to the provision of these essential and required services because of four interrelated factors:

- Increasing service requirements—greater time commitment for training
- Decreasing staff capacity—fewer volunteers
- Increasing cost to provide certification training and essential equipment
- Funding limitations to support the above

Increasing Certification Requirements and Decreasing Volunteer base –The provisions of the EMS Act, which took effect on April 10, 2014, state that all EMS Agencies, including those located in Lycoming County and the municipalities participating in this Planning Area, are required to provide 24 hours a day and seven days a week coverage in order to respond to a request for EMS assistance that is dispatched. The EMS Act does permit the EMS Agencies to provide less than 24 hours a day, seven days a week services, if they participate in a County-level EMS Response Plan approved by the Pennsylvania Department of Health.

The EMS Act created 14 Regional EMS Councils. The Lycoming County Board of Commissioners are the Pennsylvania Department of Health’s contract holders for the Regional EMS Council that serves the Counties of Lycoming, Tioga and Sullivan.

In addition to requirements of the EMS Act, local municipal codes also regulate the provision of emergency services. Woodward Township, Piatt Township, Porter Township and Nippenose Township are Townships of the Second Class. The Second Class Township Code requires a township to “...be responsible for ensuring that fire and emergency medical services are provided within the township by the means and to the extent determined by the township, including appropriate financial and administrative assistance for these services.” Jersey Shore Borough is a borough and its code states that the Borough will “...be responsible for ensuring



Locust Street House Fire

that fire and emergency medical services are provided within the borough by the means and to the extent determined by the borough, including appropriate financial and administrative assistance for these services.” In addition, these four Townships and one Borough are also required by their respective Codes to consult with these providers to discuss the emergency service needs within the municipality.

According to the EMS Act, all EMS certification examinations recognized by the Commonwealth are required to align with the National EMS Education Standards. To comply with these standards, Emergency Medical Technician (EMT) certification requires 150 hours of training plus prerequisites totaling an additional 30-40 hours. The Cost of training is over \$900. Currently, a Basic Life Support Ambulance must be staffed by one person trained to EMT or higher and one Emergency Medical Responder (EMR). The EMR may be the driver if they are credentialed as the driver as well. This requires an additional 16 hour driving course. The cost to equip a fire fighter is in excess of ten thousand dollars. These extensive training hours and costs required to be a

volunteer fireman or EMS personnel are making it very difficult for new recruits to become certified while meeting the demands of a career and family.

The cost and time required to secure increased training and needed equipment, is compounded by lower volunteer recruitment numbers resulting in decreased capacity to provide Code-required services. This is a statewide issue. Since 1985 the number of volunteers in Pennsylvania has declined from 152,000 to 70,000. There are 2,462 fire companies in PA and 90% of them are volunteer companies. Across the state, volunteer agencies are being challenged to maintain services while suffering from a declining pool of volunteers. The lack of volunteers has hit the volunteer fire departments and emergency service agencies especially hard. EMS is provided to over 1,200 plus square miles in Lycoming County through several service methods including: hospital based life support services, paid and volunteer fire department based units, paid duty crews, and all volunteer crews.

Trends - For the five year period between 2012 and 2016, the call volumes for the two counties served by the Lycoming/Sullivan 911 Center have remained **relatively constant** but there has been an increase in the number of Fire/EMS Incidents during this period. The types of 911 calls have also been changing. In recent years there has been a significant increases in personal care and assistance requests as opposed to traditional emergency situations. Within the US 220/I-99 Planning Area, the number of 911 calls that resulted in emergency service providers being dispatched to this area appears to have generally tracked the trend experienced by the County as a whole.

Lycoming/Sullivan County 911 Center Activity 2012 - 2016 YTD

	2012	2013	2014	2015	2016
Fire/EMS Incidents	17,378	16,915	17,314	18,856	18,601
Police Incidents	43,068	40,403	41,397	42,532	43,773
Total 911 Calls	61,598	59,836	60,628	58,223	56,295
Working Fires	126	97	125	113	137
2nd Alarm Fires	19	18	27	11	12
3rd Alarm Fires	1	2	3	2	2
MVA w/entrapment	74	46	80	75	64
Water Rescues	19	11	17	11	20

Key Implications If the five municipalities in the US 220/I-99 Planning Area and the EMS Agencies do not find ways to work together to provide 24/7 EMS services in their municipalities, the following five impacts are possible:

- Further increases to program administration costs for municipalities
- Residents of these municipalities will not be provided the required and adequate level of EMS service needed
- The municipalities will not be meeting the requirements of Pennsylvania EMS System Act 37 of 2009 and their respective Municipal Codes.

- The municipalities may be required to hire emergency service personnel which would create a substantial cost burden and other related fiscal challenges.
- Municipalities may be forced to cut other existing programs and services that local residents rely on.

The 2006 US 220/I-99 Comprehensive Plan (under strategy # 6) supported the need to maintain the viability of volunteer fire companies and other EMS providers serving their planning area. The PAT members identified some potential strategic actions for addressing this issue including:

- Identifying shared facility and service opportunities
- Promoting volunteerism
- Promoting financial support through donations
- Developing a comprehensive evaluation of essential emergency service needs

Since 2006, there has not been much significant progress in addressing these strategic actions and lack volunteerism has only grown worse, especially in the case of the Woodward Township Volunteer Fire Company.

Top Viable Project of Regional Significance for this Issue**PARTICIPATE IN THE EMS RESPONSE PLAN FOR LYCOMING COUNTY**

The five municipalities and their respective EMS agencies will support the Lycoming/Tioga/Sullivan (LTS) EMS Council's efforts to develop an EMS Response Plan covering Lycoming County (as Phase I) in order to provide the adequate level of EMS services to the residents of this Planning Area and meet the service requirements of the EMS Act. The EMS Agencies will participate in the development of the draft Plan and will work with the municipal governments of Jersey Shore Borough, Nippenose, Porter, Piatt, and Woodward Townships to support the development of the Plan and assist with its implementation.

This Plan will provide a framework for how EMS Agencies will collectively provide services in these five municipalities, and the other parts of Lycoming County, if or when they are unable to provide 24/7 staffing coverage. As part of the development of this Plan, an assessment should be conducted of the existing resources, services and staffing of the EMS Agencies countywide.

The County will work with the Pennsylvania Governor's Center for Local Government Services to conduct a third-party assessment to identify current deficiencies and gaps in EMS service delivery as well as opportunities for the EMS Agencies to work together. The Plan will include recommended formal agreements among the participating Agencies and municipalities and additional strategies for how they will provide adequate service coverage throughout this 5-municipality area and the Lycoming County.

The following is a sample of the types of data and information that the third-party consultant will need in order to adequately complete the assessment and make viable recommendations to the EMS Council:

Volunteer Fire Departments in and serving the PAT Municipalities

- # of paid staff and volunteers
- Annual budget (expense and revenue)
- Service area
- Service calls (increase or decrease or missed) – trend over last 5 yrs?
- Service time
- statutory requirements for training (provide statute/name and identify any changes that have occurred)
- Funding received from County and for what purpose
- Training requirements – any changes and what are they?
- Training consortium in county providing for fire departments? If yes, what is the amount of subsidy to whom and how much?
- Township and borough code requirements to provide services
- Level of financial commitment from local governments
- Costs for equipment
- Training requirements and costs (increased or decreased during past 10 years?)

- Average age of volunteer (Are the youth and/or younger residents volunteering?)
- Are there any specific examples of problems related to provision of services?

EMS in and serving the PAT Municipalities

- # of paid of staff and volunteers
- Identify the changes from volunteer to paid programs (what has been the change?)
- what are there gaps of providing 24/7 service? (provide cite from state statutes)
- Annual budget (expense and revenue)
- Statutory requirements for training (provide statute/name and identify any changes that have occurred) Service area
- Service calls (increased, decreased or missed) – trend over last 5 yrs?
- Level of financial commitment from local governments
- EMS Council
- Costs for equipment/technology
- Township and Borough code requirements to provide services
- Programs sponsored by hospitals
- Train requirements – any changes and what are they?
- Training costs
- Training consortium in county providing for fire departments? If yes, what is the amount of subsidy to whom and how much?
- Average age of employee/volunteer
- Average salary of employee (comparatively to Fire)
- Are there any specific examples of problems related to provision of services?
- What role does the County EMS Coordinator?

HOW PROJECT ADDRESSES THE ISSUE

Jersey Shore Borough, Woodward Township, Piatt Township, Porter Township and Nippenose Township are committed to protecting the health, safety and welfare of their residents as well as meeting the requirements of their respective municipal codes for providing EMS services and the requirements of Pennsylvania’s EMS Systems Act 37. However, the large expanse of rural territory combined with low density population along with changing demographics and family responsibilities makes it difficult for the traditional structure of EMS service delivery to be effective in the 21st century.

In an effort to address these concerns, the Lycoming County Department of Public Safety has begun working with the LTS EMS Council to address the requirements and challenges of providing sufficient service to these five municipalities and other municipalities in the County. The development of an ***EMS Response Plan*** in Lycoming County will meet the requirements of Act 37 as well as provide a blueprint for how each EMS Agencies will assist in the provision required and critically important EMS services.

PROJECT LEADERSHIP

Lead Agency –LTS EMS Council. This Council is a branch of the Lycoming County Department of Public Safety and serves the Counties of Lycoming, Tioga and Sullivan and their municipalities. The Council created the EMS Staffing and Resource Task Force to lead this project. In December 2016, the members of the Task Force agreed to begin the development of a countywide EMS Response Plan for the EMS agencies and the 52 municipalities in Lycoming County.

Lycoming County Commissioners, Department of Public Safety (DPS) and Department of Planning and Community Development (PCD) will participate and support this effort.

Other Partners – Municipal Officials, EMS Agencies, Fire Chief’s Board and Hospitals.

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	FORM PAT STEERING COMMITTEE	JUNE 2017	PCD & DPS DIRECTORS – LEAD MUNICIPAL OFFICIALS STATE OFFICIALS AUTHORITY REPS COGS COALITIONS EMS COUNCIL REP
2	CONVENE STEERING COMMITTEE TO DEFINE THE ISSUES AND IDENTIFY EXISTING MANPOWER RESOURCES TO MEET REQUIREMENTS	SEPTEMBER 2017 – JANUARY 2018	PCD & DPS DIRECTORS – LEAD STEERING COMMITTEE
3	IDENTIFY FUNDING NEEDS AND POTENTIAL FUNDING SOURCES	JANUARY 2018 – JUNE 2018	STEERING COMMITTEE PCD & DPS STAFFS CONSULTANTS
4	FORMULATE SOLUTIONS	JANUARY 2018 – JUNE 2018	STEERING COMMITTEE PCD & DPS STAFFS CONSULTANTS
5	BEGIN IMPLEMENTATION OF AGREED UPON SOLUTIONS	ON-GOING	LOCAL GOVERNMENTS STEERING COMMITTEE OTHERS – TBD

FUNDING/FINANCING STRATEGY

Applicable potential funding sources will be developed by the Steering Committee in the Jan-Jun 2018 timeframe

Priority Issue #10



Current land use regulations and enforcement do not consistently and adequately meet community visions and respond to changing conditions.

Back Story Land use is intertwined with everything we do in our lives from where we live to where we work and to where we play. These land uses are integral in maintaining our lifestyles, however, failure to plan for and mitigate potential negative impacts of incompatible land uses can substantially impact a neighborhood and even an entire municipality or region. Land use regulations are an important tool for a community to achieve and maintain its vision. In order to have effective land use regulations, local governments need to review their ordinances regularly and amend them as needed to ensure consistency with the comprehensive plan, to address new land use practices, and to make adjustments when issues are found with the ordinance. With the rising costs of development, it is becoming increasingly more important for local governments to examine their regulations and find ways of minimizing the cost of development and encouraging desirable development practices without sacrificing the community’s vision. Land use ordinances can also set the stage to capture economic and community development opportunities.

The Pennsylvania Municipalities Planning Code, (PA MPC) provides municipalities’ choice and power to enact ordinances that regulate land use and development along with defining specific procedures and timelines to be followed. Accordingly, municipalities have the power to create comprehensive plans, zoning ordinances and subdivision and land development ordinances which are basic tools to protect and promote public health, safety, community character, economic vitality and general welfare. The comprehensive plan establishes the overall community vision, goals and objectives, strategic actions and implementation steps to achieve strong, vibrant communities. The Zoning Ordinance outlines permitted land uses, density and intensity of use, dimensions in terms of setbacks and height of development, parking requirements and signage. The Subdivision and Land Development Ordinance, (SALDO) establishes lot size and layout requirements, building and facility layout, street, sidewalks and trails standards, water and sewer and stormwater management. Other considerations such as landscaping, open space and recreation needs, traffic circulation, lighting and steep slopes can be addressed in both ordinances.



Municipal officials at PEMPI training session

All geographic areas of Lycoming County are under either county or municipal land use controls. The County SALDO and Zoning Ordinance applies in those municipalities that have chosen not to adopt their own ordinances. In those cases, the municipality is still involved in the process through review and comment of development plans. Presently county-wide, 21 municipalities participate in the County Zoning Partnership and 25 municipalities come under the County SALDO. The County also provides advisory review letters for subdivision and land development plans to municipalities that have their own adopted SALDO.

Priority Issue Overview For the US 220/I-99 Planning Area, land use controls have long been established as noted below:

MUNICIPALITY	ZONING ORDINANCE	SALDO
Jersey Shore Borough	Borough Adopted	Borough Adopted
Woodward Township	Township Adopted	Township Adopted
Piatt Township	County Adopted	County Adopted
*Porter Township	Township Adopted	County Adopted
Nippenose Township	Township Adopted	Township Adopted

*It should be noted the county administers the Porter Township Zoning Ordinance at the request of the Township.

Key Implications Failure to implement and enforce land use regulations will result in uncoordinated development and land use conflicts. Land use conflicts could cause decreases in property values which hurts the economic prosperity of the municipality. Additionally, uncoordinated development could result in public safety hazards and increased infrastructure costs. Land use regulations also allow us to protect our local resources such as our community character and scenic views. In 2006, most municipalities did not have anything in their local zoning ordinances regarding Natural Gas development. If they had not responded as quickly as they did with this industry then many of the County’s most spectacular landscapes may have been scarred for a long time.

Top Viable Project of Regional Significance for this Issue**LAND USE TRAINING**

In order for municipalities to properly develop, review and enforce land use ordinances to ensure consistency with comprehensive plan goals and objectives and changing circumstances, the US 220/1-99 PAT felt it very important that municipal officials receive proper training. Fortunately, there are already well-established training programs that are in place for municipal officials to take advantage of and utilize in their official duties.

One of the most effective avenues for municipal officials to gain the training they need to be effective stewards of their elected and appointed positions could be to enroll in training courses offered by the Pennsylvania Municipal Planning Education Institute, (PMPEI). The PMPEI was established in 1992 for the purpose of providing courses in community planning and land use regulations for planning commissioners, zoning hearing board members, zoning administrators, elected officials, and others with an interest or involvement in planning. Since 1992, more than 7,000 people have attended PMPEI courses. PMPEI's curriculum is based upon the PA MPC and most up-to-date planning practices offering four courses in community planning, subdivision, land development, zoning and zoning administration. These courses are offered throughout Pennsylvania during the fall, winter and spring. Each course is ten hours comprised of three 3.5 hour sessions held on consecutive weeks. There are normally 15-20 courses offered statewide per year. The PMPEI website offers links and resources to help guide the municipal leader into the future. Click <http://extension.psu.edu/community/pmpei> for more information. County Planning Staff is very active in promoting PMPEI training opportunities.

Additional land use training opportunities are also provided through courses, webinars, literature and other means through the Pennsylvania State Association of Township Supervisors, Pennsylvania State Association of Boroughs, Pennsylvania Department of Community and Economic Development, American Planning Association and Pennsylvania Planning Association.

Additional Projects / Programs

Neighborhood Revitalization Program

This program would support and promote property maintenance and beautification to reduce the number of blighted properties in the planning area which was identified as a concern in the 2006 Plan. The plan also recognized that the revitalization of Jersey Shore Borough is hampered, in part, by the actions of absentee landlords. Many of their properties lack proper routine maintenance and landscaping and some are delinquent on their local property tax payments. In addition, unregulated junk/salvage yards and contractor storage yards in the planning area are posing a serious threat to the planning area’s scenic beauty and rural quality of life. Establishment of Neighborhood Revitalization Programs should include an evaluation of existing zoning, SALDO and building codes to ensure they are conducive to the promotion of vibrant communities. Excellent community collaboration techniques with clear incentives will be essential to ensure public acceptance and active participation in the program.

Green Infrastructure Initiative

Green infrastructure is a cost effective, resilient approach to managing wet weather impacts that can provide many community benefits. Green infrastructure uses vegetation, soils and other elements and practices to restore some of the natural processes required to manage water and create healthier urban environments. Conventional stormwater systems such as piped drainage and water treatment systems can carry trash, bacteria, heavy metals and other pollutants from the urban landscape often times leading to higher flows resulting from heavy rains that can cause erosion and flooding in



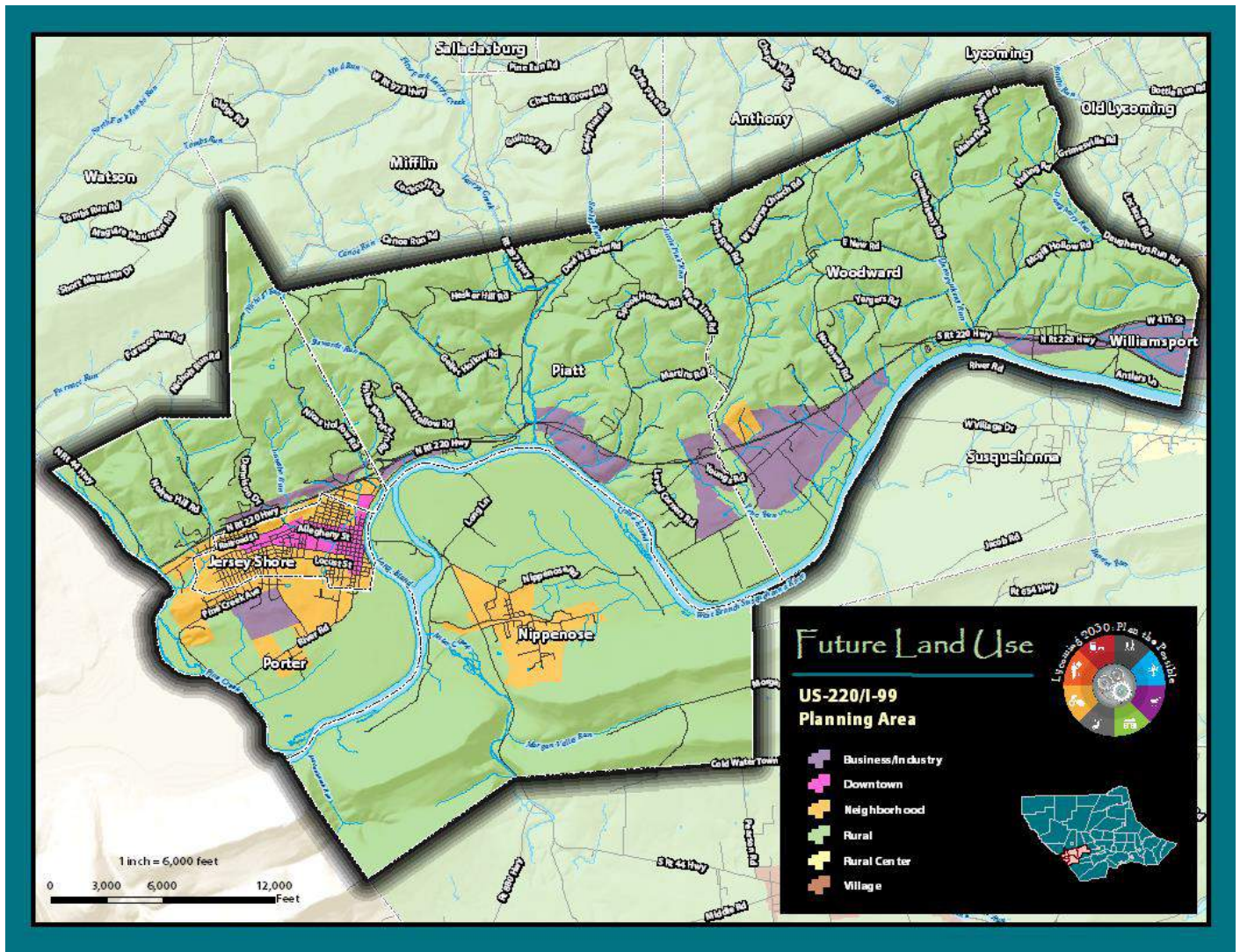
Green infrastructure techniques such as bioswales can protect local waterways from stormwater pollutants

urban streams thereby damaging habitat, property and infrastructure. Green infrastructure reduces and treats stormwater at its source while delivering environmental, social and economic benefits. This initiative will evaluate and incorporate appropriate green infrastructure practices with emphasis on transportation / streetscape improvements and private development. These practices may include but are not limited to downspout disconnections, rainwater harvesting, planter boxes, bioswales, permeable pavements, urban tree canopies, green parking, green roofs etc.

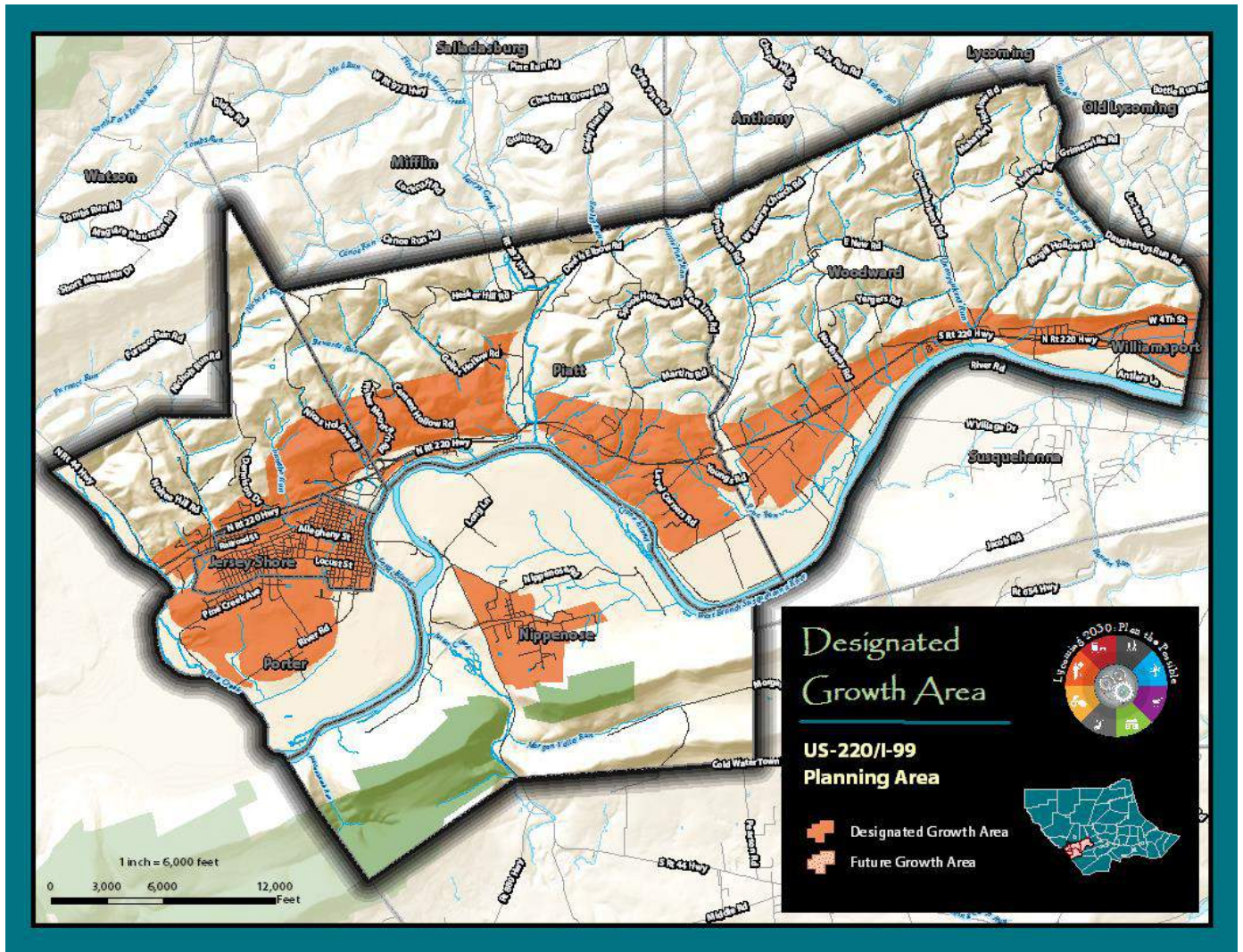
The new PennDOT Connects process will provide an excellent forum for evaluating green infrastructure as part of the scope of work on federal or state funded transportation improvements included on the WATS TIP.

Chapter 3: Growth Area and Future Land Use Maps

Future Land Use Map



Future Growth Area Map



Appendix A

Plan Process

Plan Process

Although Article III of the Municipalities Planning Code (MPC) establishes parameters and requirements for comprehensive planning in PA, the process itself is largely left in the hands of the municipalities preparing the plan. This plan is the 10-year update to the May 16, 2005 Multi-municipal Comprehensive Plan for the US 220/Future I-99 Planning Area.

As in the preparation of the 2005 Plan, a Planning Advisory Team (or PAT) was established to help guide the process and content related to this plan. The advisory team's purpose was to provide input, feedback, and pertinent information pertaining to the development of the Comprehensive Plan, as well as to present issues and concerns facing the future of Lycoming County. This PAT had broad representation from various sectors in the community, including: municipal government, municipal authorities and other entities, public safety agencies, education and health institutions, community organizations and other relevant institutions within this Planning Area. The full list of participants can be found in the front chapter of this document. The US 220/Future I-99 PAT met for five meetings between September 2015 and April 2017. Meeting summaries and outputs can be found in Appendix B.

Lycoming County Planning and Community Development (PCD) staff facilitated the process on behalf of the municipalities in this planning area. The beginning of the planning process was marked by four public outreach meetings around the county to inform the public about the process and also collect feedback on current issues. Meetings were held in Trout Run (Lewis Township), Jersey Shore Borough, Hughesville Borough and the City of Williamsport in September 2015.

As part of the 2016 Comprehensive Plan community outreach strategy, Lycoming County conducted a series of focus group meetings in spring of 2016 with key stakeholders representing a cross-section of the County. Each meeting concentrated on a specific subject area and included participants from organizations with relevant subject matter expertise including local governments, County government, emergency service providers, utility providers, public authorities, non-profits, for-profit businesses, community leaders and others. Focus Group sessions were conducted on the following topics, Economic Development; Community Facilities and Infrastructure; Public Safety; Heritage, Culture and the Arts; Natural Resources, Agriculture and Forestry; Transportation; and Community Development. The findings of these meetings were incorporated into the identification of thematic local and county-wide issues and the development of priority projects and initiatives included in the 2016 Comprehensive Plan and Multi-Municipal Plans.

Staff also facilitated an on-line and intercept survey to the public that took place late Summer/early Fall 2016. The results relevant to this Planning Area are conveyed in the Quantitative Research section of the Appendices.

While the collection and analysis of demographic, workforce, economic, and social data are important to identifying and validating existing, sustained, and emerging issues and trends in the planning area and its individual municipalities, this document is focused on actionable, implementable strategies to address those issues currently seen as the greatest priorities. **This is an implementation-focused plan.**

To that end, the approach and construct of this review and implementation strategy were developed with the following characteristics and principles:

- Identification and prioritization of issues
- Broad, representative stakeholder involvement and issue vetting
- Citizen participation and ready access to information
- Commitments to implementation with clear actions, timelines, identification of responsible parties and prospective partners, and the identification of prospective funding
- User-friendly for a wide range of users
- Planning consistency – Integration with and connectivity to other planning documents, such as the Lycoming County Comprehensive Plan, the Lycoming County Hazard Mitigation Plan or the County Recreation, Open Space, and Greenway Plan

A. PAT Meeting Notes and Results

Please include the following:

PAT Mtg #1

- Meeting Summary
- SWOT Analysis

PAT Mtg #2

- Meeting Summary

PAT Mtg #3

- Meeting Summary
- Summary of Priority Issues with Strategic Actions

PAT Mtg #4

- Meeting Summary
- Results of Top Project Selection

PAT Mtg #5

- Meeting Summary

****Include pictures taken at mtgs as desired***

Appendix B

Planning Advisory Team Meeting Summaries and Reports

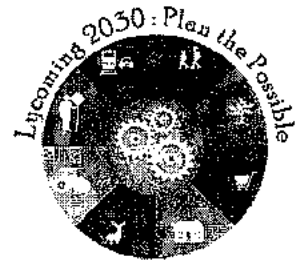
MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update

I-99/US 220 PAT

October 26, 2015—Meeting #1

6:30 PM-9:00 PM, Jersey Shore Borough Municipal Building



Attendees:

Mark Murawski, Lycoming County PCD
Kurt Schmitt, Lycoming County PCD
Chris Keiser, LCPC
Cilleon Folmar, Nippenose Township
Geraldine Snook, Nippenose Township
Wayne Wall, Nippenose Township
Earl Cummings, Nippenose Township
Alan Worth, Woodward Township
Barb Schmouder, Jersey Shore Borough
Sean Simcox, Jersey Shore Borough
Mayor Dennis Buttorff, Jersey Shore Borough
Cheryl Brungard, Tiadaghton V. Mun. Authority
Robert Cowfer, Independent Hose Fire Co.
Chuck Häuser, WMWA-WSA
Paul Hoffmaster, Pine Creek Preservation Assn.
Doug Keith, WMWA-WSA
John Knopp, Larrys Creek Watershed Assn.
Jim Seitzer, Pine Creek COG
David Shannon, Jersey Shore Hospital
Richard Whalen, Woodward Twp. Fire Co.
Mike Zellers, Jersey Shore Water Authority

Agenda Item #1 – Welcome and Introductions

Mark Murawski, PAT lead member facilitated the meeting and began the discussion. He thanked the members of the PAT for their interest and attendance, and asked that everyone sign-in. All members present introduced themselves, including their organization and role. Mark also introduced Mr. Kurt Schmitt, PCD which will serve as the PCD lead assistant for this PAT.

One binder was provided for each municipality with today's meeting materials. This binder should be retained as an archive of the PAT work and to house the municipality's final adopted copy of the completed plan. Other members were provided with meeting materials in a folder.

Agenda Item #2 – What is a Comprehensive Plan?

Mark Murawski reviewed the packet information regarding the intent and scope of a county comprehensive plan. Mark used the movie analogy "Back to the Future" to explain the importance of

comprehensive planning by noting that if our PAT had a time machine and we could travel to the plan horizon year of 2030 would we like what we see? If not, then now is the time to plan so that we may hopefully realize the future we would like to see for our communities in the year 2030. The plan is all about creating a future vision, setting priorities and following through on implementation steps and that process starts tonight!

Agenda Item #3 – Roles, Responsibilities, & Operating Procedures of the PAT

Mark Murawski reviewed the roles, responsibilities, and operating procedures of the PAT as provided in the packet. PAT members concurred that this is a good set of ground rules for moving forward in our work so that all members have a chance to be treated as equals and can contribute meaningfully toward plan development.

Agenda Item #4 – Draft Comprehensive Plan Timeline

Mark Murawski explained the expected timeline for the comprehensive plan update process as provided in the packet. The process is expected to conclude in Summer 2017. PAT members agreed that the plan schedule appears realistic and that active PAT participation at meetings and doing homework assignments between meetings is essential to plan success.

Agenda Item #5 – Overview of 2006 Plan

Mark Murawski provided a short summary of the major themes and conclusions from the 2006 Plan for this PAT. Mark emphasized the completion of the I-99 project between Jersey Shore and Williamsport was the most significant proposed project for this PAT in the 2006 plan and due to subsequent PennDOT funding constraints this project is not likely to be completed during the next 15 years so significant thought needs to be made about future land use and growth potential for this plan update. Also, the major impacts associated with Marcellus Shale and Biggert Waters was unknown in 2006.

Agenda Item #6 – Highlight of Accomplishments Since 2006

Mark Murawski provided a short list of accomplishments that have taken place in this PAT area since the 2006 Plan was adopted. Members were asked to suggest other noteworthy accomplishments to include for future documentation. PAT members concurred that the list was a good representation of achievements for this multi-municipal plan area, however three additional items were noted such as the Jersey Shore Hospital Expansion project, police regionalization and the Jersey Shore Boat Launch which will be dedicated in November.

Agenda Item #7 – SWOT Analysis and Prioritization

The PCD staff team conducted a SWOT analysis exercise in which members were asked to identify the PAT area's particular strengths, weaknesses, opportunities and threats. After all responses were documented (which were quite extensive), members were given the opportunity to prioritize the answers by using dot stickers (two per category). The results were later tabulated and documented by PCD staff in a separate document.

Agenda Item #8 – Homework Assignment and Next Meeting

PAT members were asked to add a standing agenda item for Comprehensive Plan Update to their municipality's or organization's monthly meeting agendas, and to provide updates when available and solicit feedback to bring back to the PAT.

Members were also asked to check back to the project website regularly for updated information and resources for future PAT meetings. All material will be housed at www.lyco.org/CompPlan, with sub-pages to be created for PAT meeting resources.

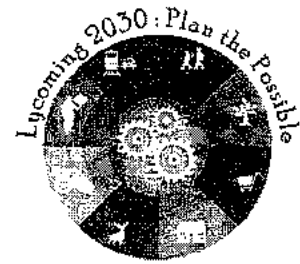
Mark Murawski explained specific homework assignments to be completed prior to the next meeting, which is planned for January 2016. Homework assignments will be focused around review of specific sections of the 2006 plan. Mark will follow up with reminders to all members.

Mark Murawski indicated that the next PAT meeting will likely be held in mid to late January 2016 and members will be so notified when the next meeting date has been established. PAT members concurred that future PAT meetings should be held at the Jersey Shore Borough Municipal Building using a roundtable seating arrangement.

Mark Murawski adjourned the meeting at 9:00 PM.

SWOT Analysis Notes

Lycoming County 2016 Comprehensive Plan Update
US-220/Future I-99 PAT, Staff Lead: Mark Murawski
Monday, October 26, 2015 6:30 – 9:00 PM
Jersey Shore Borough building, 232 Smith Street, Jersey Shore



Strengths: 34 votes total

- 6 – Institutions
Ex) Jersey Shore Area School District, Hospital, Library, EMS
- 6 – Moral character; Work ethic; Community pride; Safe and family-friendly; Sense of welcome; Volunteerism
- 6 – Nature
- 4 – River
- 2 – Agriculture industry
- 2 – Trails systems
- 2 – Access to outdoor recreation; Proximity to towns
- 2 – Access to higher education
- 1 – Highway infrastructure
- 1 – Transportation
Ex) Fire; Railroad; Airfield; Expandable supporting infrastructure; STEP
- 1 – History
- 1 – Land; potential for growth (220)
- 0 – Local government coordination and cooperation
- 0 – Support of local legislators
- 0 – Natural gas availability
- 0 – Immediate access to quality healthcare
- 0 – Ability to shift between industries; Flexibility
- 0 – Schools; Community involvement
- 0 – Investment in schools; Brick and mortar facilities; Innovative curriculum
- 0 – Athletic facilities and activities

Weaknesses: 34 votes total

- 11 – Floodplain properties/development
- 8 – Lack of industry
- 4 – Resistance to change
- 3 – Infrastructure; Funding; Cost

- 2 – Lack of follow-through on projects; Emergency; Funding
- 1 – Lack of good paying jobs
- 1 – Cost of housing; Gas landlords; Limited Housing; School taxes increasing
- 1 – Lack of MD's; West to East migration; Lack of GP's
- 1 – Tax base shrinking; Medicaid increasing
- 1 – Aging demographic/youth exodus
- 1 – 220 Corridor is dangerous; Bottleneck (no parallel route)
- 0 – Skunks/rodents habitat encroachment
- 0 – Well water quality
- 0 – Drugs; Heroin-related crime
- 0 – Jersey Shore access by boat; River access
- 0 – Lack of mental health care
- 0 – Transportation (medical)
- 0 – Perception as remote
- 0 – Agriculture business costs; Taxes; Mitigation

Opportunities: 34 votes total

- 11 – Recreation/tourism
- 11 – Residential access; Potential for natural gas; Opportunity to modernize our power grid
- 6 – Extend sewer to encourage development
- 4 – Partnership with Clinton County; Identify with Clinton County of Lycoming
Ex) Schools, recreation, rural character
- 1 – Attracting mining; Lumber agriculture to develop resources
- 1 – Boat launch project
- 0 – State forest management plan
- 0 – Proximity to metropolitan areas
- 0 – Valley attributes idyllic
- 0 – Availability to grant monies; Act 13; Reinvestment potential

Threats: 24 votes total

- 5- Water bodies
- 5- State and federal regulations; Open-land; Flood plain
- 3- Changing Demographic
- 3- Economy; Jobs
- 3- Decline of single-family homes (crime, social issues)
- 2- Lack of fiberoptics
- 1- Loss of agriculture
- 1- Drugs/crime increase
- 1- Senior housing
- 0- Gas industry cycle; Boom/Bust; Negative social issues
- 0- Obamacare (Affordable Care Act)
- 0- Failure to expand Medicaid
- 0- State forest management plan adverse effects; Mismanagement; Market forces

SWOT Analysis Notes

Lycoming County 2016 Comprehensive Plan Update
 US-220/Future I-99 PAT, Staff Lead: Mark Murawski
 Monday, October 26, 2015 6:30 – 9:00 PM
 Jersey Shore Borough building, 232 Smith Street, Jersey Shore



Strengths: 34 votes total

- 6 – Institutions
Ex) Jersey Shore Area School District, Hospital, Library, EMS
- 6 – Moral character; Work ethic; Community pride; Safe and family-friendly; Sense of welcome; Volunteerism
- 6 – Nature
- 4 – River
- 2 – Agriculture industry
- 2 – Trails systems
- 2 – Access to outdoor recreation; Proximity to towns
- 2 – Access to higher education
- 1 – Highway infrastructure
- 1 – Transportation
Ex) Fire; Railroad; Airfield; Expandable supporting infrastructure; STEP
- 1 – History
- 1 – Land; potential for growth (220)
- 0 – Local government coordination and cooperation
- 0 – Support of local legislators
- 0 – Natural gas availability
- 0 – Immediate access to quality healthcare
- 0 – Ability to shift between industries; Flexibility
- 0 – Schools; Community involvement
- 0 – Investment in schools; Brick and mortar facilities; Innovative curriculum
- 0 – Athletic facilities and activities

Weaknesses: 34 votes total

- 11 – Floodplain properties/development
- 8 – Lack of industry
- 4 – Resistance to change
- 3 – Infrastructure; Funding; Cost

- 2 – Lack of follow-through on projects; Emergency; Funding
- 1 – Lack of good paying jobs
- 1 – Cost of housing; Gas landlords; Limited Housing; School taxes increasing
- 1 – Lack of MD's; West to East migration; Lack of GP's
- 1 – Tax base shrinking; Medicaid increasing
- 1 – Aging demographic/youth exodus
- 1 – 220 Corridor is dangerous; Bottleneck (no parallel route)
- 0 – Skunks/rodents habitat encroachment
- 0 – Well water quality
- 0 – Drugs; Heroin-related crime
- 0 – Jersey Shore access by boat; River access
- 0 – Lack of mental health care
- 0 – Transportation (medical)
- 0 – Perception as remote
- 0 – Agriculture business costs; Taxes; Mitigation

Opportunities: 34 votes total

- 11 – Recreation/tourism
- 11 – Residential access; Potential for natural gas; Opportunity to modernize our power grid
- 6 – Extend sewer to encourage development
- 4 – Partnership with Clinton County; Identify with Clinton County of Lycoming
Ex) Schools, recreation, rural character
- 1 – Attracting mining; Lumber agriculture to develop resources
- 1 – Boat launch project
- 0 – State forest management plan
- 0 – Proximity to metropolitan areas
- 0 – Valley attributes idyllic
- 0 – Availability to grant monies; Act 13; Reinvestment potential

Threats: 24 votes total

- 5 – Water bodies
- 5 – State and federal regulations; Open-land; Flood plain
- 3 – Changing Demographic
- 3 – Economy; Jobs
- 3 – Decline of single-family homes (crime, social issues)
- 2 – Lack of fiberoptics
- 1 – Loss of agriculture
- 1 – Drugs/crime increase
- 1 – Senior housing
- 0 – Gas industry cycle; Boom/Bust; Negative social issues
- 0 – Obamacare (Affordable Care Act)
- 0 – Failure to expand Medicaid
- 0 – State forest management plan adverse effects; Mismanagement; Market forces

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US 220/I 99 PAT

January 25th — Meeting #2

6:30 – 8:30 pm, Jersey Shore Borough Building



Attendees:

Mark Murawski, PCD

Kurt Schmitt, PCD

Tony Musaire, Lycoming County Commissioner

Cheryl Brungard, Tiadaghton Valley Municipal Authority

Robert Cowfer, Independent Hose Fire Co.

Clellon Folmar, Jr., Nippenose Township

Chuck Hauser, WMWA-WSA

Paul Hoffmaster, Pine Creek Preservation Association & Pine Creek Watershed Council

Chris Keiser, LCPC

Doug Keith, WMWA-WSA

John Knopp, Larrys Creek Watershed Association

Barb Schmouder, Jersey Shore Borough

Jim Seltzer, Pine Creek COG

David Shannon, Jersey Shore Hospital

Sean Simcox, Jersey Shore Borough

Geraldine Snook, Nippenose Township

Justin Ulmer, Woodward Township

Wayne Wall, Nippenose Township

Earl Cummings, Nippenose Township

Richard Whalen, Woodward Township VFC

Alan Worth, Woodward Township

Dennis Buttorff, Jersey Shore Borough

Agenda Item #1 – Welcome and Introductions

Mark Murawski and Kurt Schmitt facilitated the meeting and began the discussion. They thanked the members of the PAT for their interest and attendance, and asked that everyone sign-in. All members present introduced themselves, including their organization and role.

Meeting materials were distributed for the night's discussion which is to be added to the folders given out at the first meeting. These folders are to serve as the PAT member's record of our progress and discussions.

Agenda Item #2 – Reviewing Data and Issues

Mark reviewed the PowerPoint slides reviewing the results of the SWOT analysis and received input regarding various notable outcomes of the SWOT summary.

Mark reviewed the demographic information that has been gathered thus far from census data. A summary document was distributed to the group that showed **projections** based upon population and demographic trends. A demographic **forecast** which combines observations & assumptions with the **projections** presented in this meeting will be arrived at as a result of this planning process.

Agenda Item #3 – Facilitated Discussion on 2006 Plan Review

Mark lead a discussion regarding the review of issues covered in the 2006 plan to see what is still relevant and what topics needed to be expanded.

Agenda Item #4 – Comprehensive Plan Update Process

Mark then summed up the remainder of the presentation by touching on our updated meeting schedule, the organization and contents of the updated planning document, prioritization of projects, PAT members role/responsibilities, data needs and focus group information. The group identified several important projects to the planning area. Mark asked the group to think about other projects or programs that could address the issues that have been identified for the next PAT meeting.

Meeting adjourned at 7:45 pm.

NOTES

Lycoming County Comprehensive Plan Update
I-99 / US 220 PAT Meeting # 3
May 23, 2016
6:30-8:30 PM



WELCOME AND INTRODUCTIONS

Mark Murawski, County Transportation Planner convened the meeting and introduced Joshua Schnitzlein, County Hazard Reduction Planner who will serve as back-up lead for our PAT until Kurt Schmitt returns from military duty.

HERITAGE PLAN UPDATE

Mr. Murawski briefly explained the purpose of the County Heritage Plan Update is to update the list of county historic resources, increase awareness of these resources and preserve the resources where significant and appropriate. A historic resource can be any building, site, structure, or district over 50 years old that is associated with a distinct architectural style, event, architect, and/or person or is an important local connection to the past. Mr. Murawski outlined several local tools to protect historic resources such as local zoning, historic districts with regulations and historic review boards and demolition ordinances. The County has developed a website for this plan at www.lyco.org/HeritagePlan. Anyone on the PAT that can assist in the identification of local historic sites for the inventory should contact Ms. Jenny Picciano of our office at (570) 320-2136. A survey was included in the PAT meeting packet to facilitate this task.

FOCUS GROUPS REVIEW

Mr. Murawski noted that there were focus groups formed for specialized topical areas to gather input on the comprehensive plan process. These eight topical areas consist of public safety, agriculture and natural resources, heritage, culture and the arts, economic development, community development, community facilities and infrastructure and transportation. The result of these focus groups yielded 22 thematic issues that may or may not have relevance to certain PAT areas. Mr. Murawski identified those he felt had relevance to our PAT for further discussion as part of the issue prioritization task.

DETERMINING AND PRIORITIZATION OF ISSUES

Mr. Murawski referred to the easel which listed potential priority issues for the I-99/US 220 PAT based upon discussions at our two prior PAT meetings, recommendations from the 2006 PAT Multi-Municipal Comprehensive Plan and Focus Group outcomes. A total of 13 potential issues were listed. After a brief overview of each issue, Mr. Murawski asked PAT members to vote on the issues they feel are of higher importance by placing a maximum of two dots next to each listed issue. The results of the voting were that 3 issues were eliminated from further detailed consideration in this plan and 10 priority issues were advanced.

PLANNING AND COMMUNITY DEVELOPMENT

Commissioners:
R. Jack McKernan, Chairman
Tony R. Mussare, Vice Chairman
Richard Mirabito, Secretary

Location:
Executive Plaza
330 Pine Street
Williamsport Pennsylvania 17701



"Building Partnerships"

Kurt Hausammann, Jr., AICP, Director

Voice: (570) 320-2130
Fax: (570) 320-2135
www.lyco.org

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

I-99 / US 220 Planning Area Team (PAT) Summary of Priority Issues with Strategic Actions (Listed in PAT Priority Order)

Priority Issue # 1: Floodplain Management / Biggert Watters Act Impacts

Strategic Actions

- Develop and adopt regulations for site improvements that are compatible with local character. (2006 Plan)
- Floodproofing/mitigation of existing structures located in flood hazard areas (New)
- Discourage new developments in flood hazard areas (New)
- Assess feasibility and cost of hazard mitigation options within Jersey Shore historic district which is entirely located in the flood zone. (New)

Priority Issue # 2: PennDOT US 220 Corridor Access Management Project Impacts on Future Growth Patterns

Strategic Actions

- Revise zoning to guide development to desired growth areas as may be comparable with a yet to be defined community vision for the future. (2006 Plan)
- Use a comprehensive approach to infrastructure improvements to serve expansions in growth areas. (2006 Plan)
- Reassess the need and cost/benefit for further water and sewer expansion within the US 220 corridor between Jersey Shore and Williamsport (New)

Priority Issue # 3: Preserve and Expand Public Infrastructure

Strategic Actions

- Establish a comprehensive approach to the provision of infrastructure to meet the needs of new and expanding industries (2006 Plan)
- New land development should include provisions for the extension of infrastructure including roads, water, sewer and trails. (2006 Plan)
- Develop and streetscape and traffic calming plan, i.e., school crossings (2006 Plan)
- Develop a wellhead protection program to protect the water supply. (2006 Plan)

Priority Issue # 4: Region-Wide Drug Problem Impacts

Strategic Actions

- Funding for municipal police force resources and response for drug enforcement efforts vs. other community policing needs. (New)
- More awareness, education and training of municipal officials and local police force regarding the drug problem. (New)
- Municipal cooperation with landlords where drug activity is suspected such as property codes inspections. (New)

Priority Issue # 5: Promote Economic Development

Strategic Actions

- Establish a comprehensive approach to the provision of infrastructure to meet the needs of new and expanding industries (2006 Plan)
- Implement a split rate real estate tax to promote infill development (2006 Plan)
- Make regulations conducive to reuse and rehabilitation of older structures. (2006 Plan)

Priority Issue # 6: Civic Engagement and Retention of Youth Population

Strategic Actions

- Offer good paying family sustaining jobs (New)
- Get more youth involved in community organizations, boards and committees, elected office, civic groups and volunteerism. (New)

Priority Issue # 7 Expand Recreational Opportunities

Strategic Actions

- Improve access to the Susquehanna River by maintaining visual corridors to the river and providing for walkways, fishing and boating access. (2006 Plan)
- Support the development of the Susquehanna Greenway. (2006 Plan)
- Encourage new developments to include pedestrian and bicycle facilities. (2006 Plan)

Priority Issue # 8: Support Expansion of Natural Gas Industry Infrastructure

Strategic Actions

- Review gas infrastructure plans especially for noise and lighting considerations at municipal and county levels. (New)
- Improve community access to natural gas resources in an affordable manner. (New)
- Explore provision of additional natural gas fueling facilities in region. (New)

Priority Issue# 9: Foster Interagency Cooperation and Build Municipal Partnerships

Strategic Actions

- Continue to work with municipal partners to identify opportunities to share facilities and services in a cost effective manner. (2006 Plan)

Priority Issue # 10: Promote Green Infrastructure

Strategic Actions

- Establish a neighborhood revitalization program to support property maintenance and beautification in target areas. (2006 Plan)
- Integrate green infrastructure practices with streetscape improvements (New)
- Review ordinances affecting the regulation of junkyards and abandoned cars to protect the visual quality and community character. (2006 Plan)

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
Montoursville/Muncy PAT
September 22 — Meeting #4
6 – 8:00 pm, Montoursville Borough Building



Attendees:

Mark Murawski, PCD
Joshua Schnitzlein, PCD
Olive Cooney, Jersey Shore Historical Society
Earl Cummings, Nippenose Township
Paul Hoffmaster, Pine Creek Preservation
Association & Pine Creek Watershed
Council
Doug Keith, WMWA-WSA

Dennis Rager, Piatt Township
David Shannon, Jersey Shore Hospital
Justin Ulmer, Woodward Township
Barb Schmouder, Jersey Shore Borough
Allan Worth, Woodward Township
Christina Cooney, Jersey Shore Historical
Society
Denny Buttorff, Jersey Shore Borough

Agenda Item #1 – Welcome and Introductions

Mark Murawski and Joshua Schnitzlein facilitated the meeting and began the discussion. They thanked the members of the PAT for their interest and attendance, and asked that everyone sign-in.

Meeting materials were distributed for the night’s discussion which is to be added to the folders given out at the first meeting. These folders are to serve as the PAT member’s record of our progress and discussions.

Agenda Item #2 – Review MMP Contents

Mark reviewed the MMP contents. A short discussion was held concerning the identified issues.

Agenda Item #3 – Review of Priority Issues Discussion and Draft Project List

Mark reviewed the draft project list. A very good discussion was held concerning the projects. Selection of the priority project for each issue was identified and voted on.

Agenda Item #4 – Top Viable Projects

Projects were identified (see meeting results)

Agenda Item #5 - Review Growth Map Boundaries

Mark reviewed the Growth Area Map with the group.

Agenda Item #6 – Review Future Land Use Map

Mark reviewed the Future Land Use Map.

PLANNING AND COMMUNITY DEVELOPMENT

Commissioners:

R. Jack McKernan, Chairman
Tony R. Mussare, Vice Chairman
Richard Mirabito, Secretary

Location:

Executive Plaza
330 Pine Street
Williamsport Pennsylvania 17701



“Building Partnerships”

Kurt Hausammann, Jr., AICP, Director

Voice: (570) 320-2130
Fax: (570) 320-2135
www.lyco.org

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

I-99/US 220 PAT ISSUES AND PROJECTS/PROGRAMS LIST (Issues Listed in PAT Priority Order)

Priority Issue # 1:

Flooding is a threat to life, properties and the communities throughout the county.

- **8 votes - Lawshee Run Culvert Repair / Replacement Project in Jersey Shore**
- 2 votes - Removable Floodwall * **Write in**
- Update local floodplain ordinances
- Adopt County Hazard Mitigation Plan
- Perform hazard mitigation related projects

Priority Issue # 2:

Our multi-modal transportation system has deficiencies in safety, physical condition and availability of facilities in some areas of the county.

- **6 votes - Repair or Replace Structurally Deficient Bridges**
- 3 votes - Implement US 220 Corridor Access Management Improvements (Jersey Shore – Williamsport) and re-examine future growth plans for this corridor
- 2 votes - Expand Jersey Shore streetscape & traffic calming plan, (school crossings)
- Support eventual completion of I-99

Priority Issue # 3:

Water, sewer and stormwater infrastructure systems are not sufficient across the county to meet all needs

- 9 votes - Reassess the need and cost/benefit for further water and sewer expansion within the US 220 corridor between Jersey Shore and Williamsport
- 2 votes - Develop Stormwater Discharge Management Plan * **Write In**
- ~~Develop a wellhead / source water protection program to protect the water supply.~~

Priority Issue # 4:

Drugs, particularly heroin, are creating significant social, economic, public health, and safety problems across the county.

- 4 votes - Strengthen property codes inspections with landlords where drug activity is suspected.
- 3 votes - Expand municipal police force resource capabilities and response for drug enforcement
- 3 votes – County partner with Bald Eagle Project * **Write In**
- ~~Educate and train municipal officials and local police force regarding the drug problem.~~

Priority Issue # 5:

The economy is changing, and our communities and workforce are not optimally positioned to realize our untapped economic potential and become resilient to economic trends.

- 8 votes – Evaluate and implement water and sewer infrastructure to support level corners development plan.
- 2 votes - Develop regulations conducive to reuse and rehabilitation of older structures
- ~~Increase public water and sewer capacity to adequately serve Porter Industrial Park~~
- ~~Implement a split rate real estate tax to promote infill development~~
- ~~Redevelop Brownfields Sites~~

Priority Issue # 6:

Volunteerism and civic engagement, particularly among young people, are insufficient to sustain community institutions and services.

- **11 votes – Partner with local colleges to expand into PAT area * Write In**
- ~~Develop Youth Ambassador’s Program~~
- ~~Develop Civic Engagement Training Program~~

Priority Issue # 7

Outdoor recreation resources are not fully developed, protected and promoted.

- **4 votes - Strengthen marketing in western end of County * Write In**
- 3 votes – Allow local municipalities to advertise events and programs directly on the County website. Create link pages to do this. *** Write In**
- 2 votes - Develop Ridge Trail Connections *** Write In**
- 2 votes - Improve gateway to Pine Creek Rail Trail (Rail car not being used/signage lacking)
- ~~Support the development of the Susquehanna Greenway, especially Jersey Shore to Williamsport Riverwalk Connection~~
- ~~Continue to improve public access to Susquehanna River~~

Priority Issue # 8:

Natural Gas infrastructure is not adequate in all areas of the County.

- **7 votes - Explore provision of additional natural gas fueling facilities in region.**
- 4 votes - Improve community access to natural gas resources in an affordable manner.

Priority Issue# 9:

Fragmentation of local government in PA is a barrier to efficient delivery of some public services

- 10 votes - Create a steering committee to identify opportunities to share public facilities and services in a cost effective manner.

Priority Issue # 10:

Current land use regulations and enforcement do not consistently and adequately meet community visions and respond to changing conditions

- 5 votes - Develop a Municipal Ordinance Review and Training Program to ensure local ordinances are consistent with the Comprehensive Plan
- 4 votes - Establish a neighborhood revitalization program to support property maintenance and beautification in target areas.
- 2 votes - Integrate green infrastructure practices with transportation / streetscape improvements and private development where appropriate.

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US 220/I 99 PAT
March 27th —Meeting #5
6:30 – 8:30 pm, Jersey Shore Borough Building



Attendees:

Mark Murawski, PCD

Joshua Schnitzlein, PCD

Barb Schmouder, Jersey Shore Borough

Tina Cooney, Jersey Shore Historical Society

Olive Cooney, Jersey Shore Historical Society

Cheryl Brungard, Jersey Shore Borough

Paul Hoffmaster, Pine Creek Preservation
Association & Pine Creek Watershed
Council

Justin Ulmer, Woodward Township

Alan Worth, Woodward Township

Bruce Boncal, Jersey Shore School District

Agenda Item #1 – Welcome

Mark Murawski & Joshua Schnitzlein facilitated the meeting and began the discussion. They thanked the members of the PAT for their continued interest and attendance, and asked that everyone sign-in.

After introductions, meeting materials were distributed for the night's discussion which is to be added to the folders given out at initial meeting.

Agenda Item #2 – Timeline

Mark discussed the following:

- **Plan Edits and Comments**
 - It was announced at our last meeting that PAT comments would be due to PCD by 4/14. **We're extending this comment period to May 28th to provide everyone additional time.**
- **Public Meeting** – April 20, 6pm at County Commissioners Public Conference Room
 - Public meeting for all PAT plans hosted by the LCPC
 - PAT members are encouraged, but not required to attend
 - PAT leads will brief LCPC board members on priority issues and projects selected by each PAT
 - This public meeting will fulfill Section 302 (a.1) of the MPC which requires at least 1 public meeting and a 45 day comment period (read below) before forwarding the draft Comp Plan to governing bodies to consider adoption.
- **45 Day Public Review Period**
 - Draft plans will be distributed to contiguous municipalities, school districts and the general public
 - Minor edits will be considered during the review period; any significant changes to document will require an additional public hearing
- **Joint Public Hearing** – May 23, 2017 (*tentative*)
 - PCD to cover advertising costs

- *Quorum of elected municipal officials MUST be present or separate municipal meeting will be needed*
- This public hearing will fulfill Section 302 (b) of the MPC which requires at least 1 public hearing prior to adoption. Minor revisions can be made if the PAT deems necessary without having to hold a 2nd hearing.
- **July/August Adoption**
 - For each US 220/I 99 planning area municipality at a regularly scheduled mtg.

Agenda Item #3 – Plan Review

Mark & Josh summarized each section of the draft plan including each top viable project with all PAT members. The group then discussed/amended text as deemed necessary. Any changes that were made to the plan are captured in red text in the attached document.

- Comments and suggestions have been addressed in attached plan

Agenda Item #4 – Next Steps

- As covered above in Item #2, the LCPC will be holding a public meeting on April 20th in the 1st floor Commissioners Boardroom located at 330 Pine Street, Williamsport. This meeting is optional for PAT members.
- After gathering dates of availability for each municipality we will hold a public hearing on or around May 23rd to kick off the 45 day review period as required by the MPC.

Meeting adjourned at 8:00 pm.

Appendix C

Results of Research and Analysis

1. Quantitative Analysis of the Lycoming County Comprehensive Plan Public Outreach Efforts
2. Background data profile with population projections

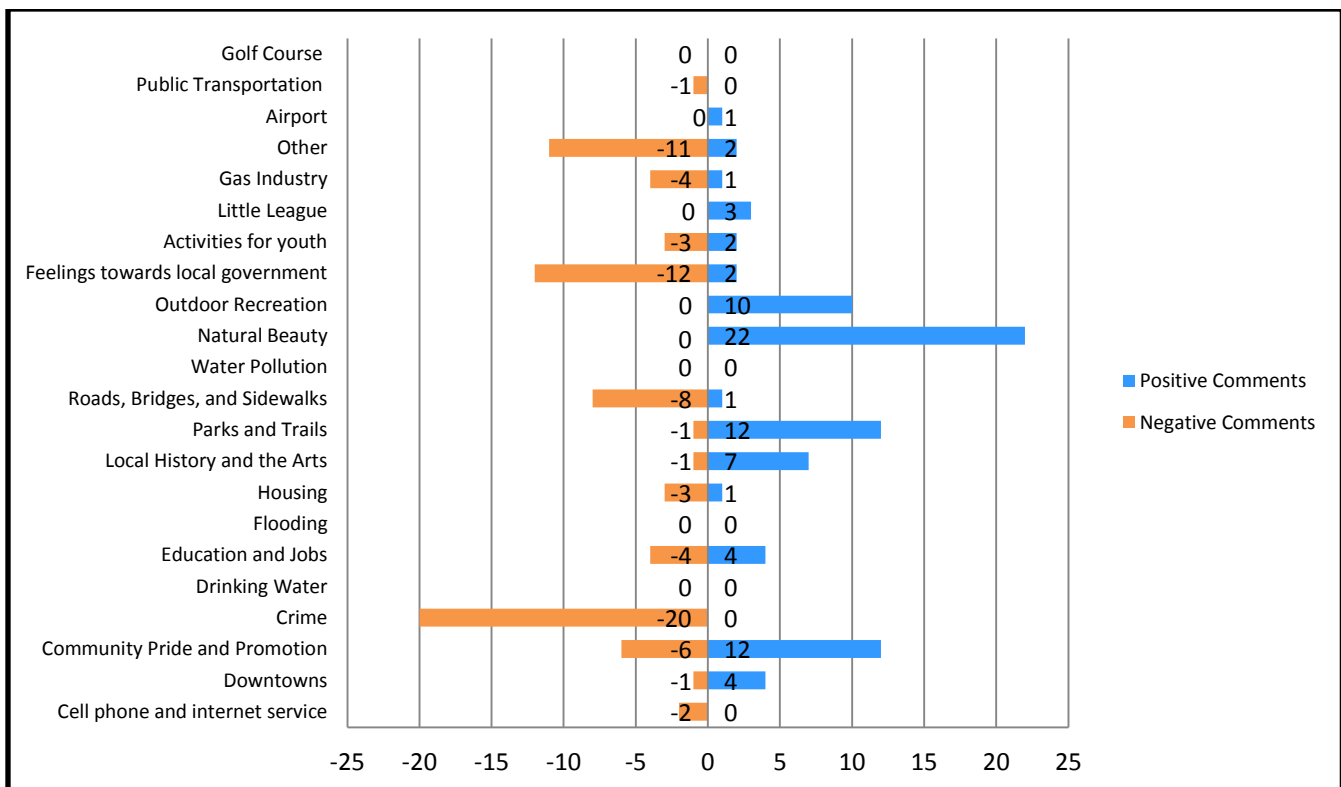
Quantitative Analysis of the Lycoming County Comprehensive Plan Public Outreach Efforts

Planning Area Specific Analysis for the US-220 & I-99 Planning Area

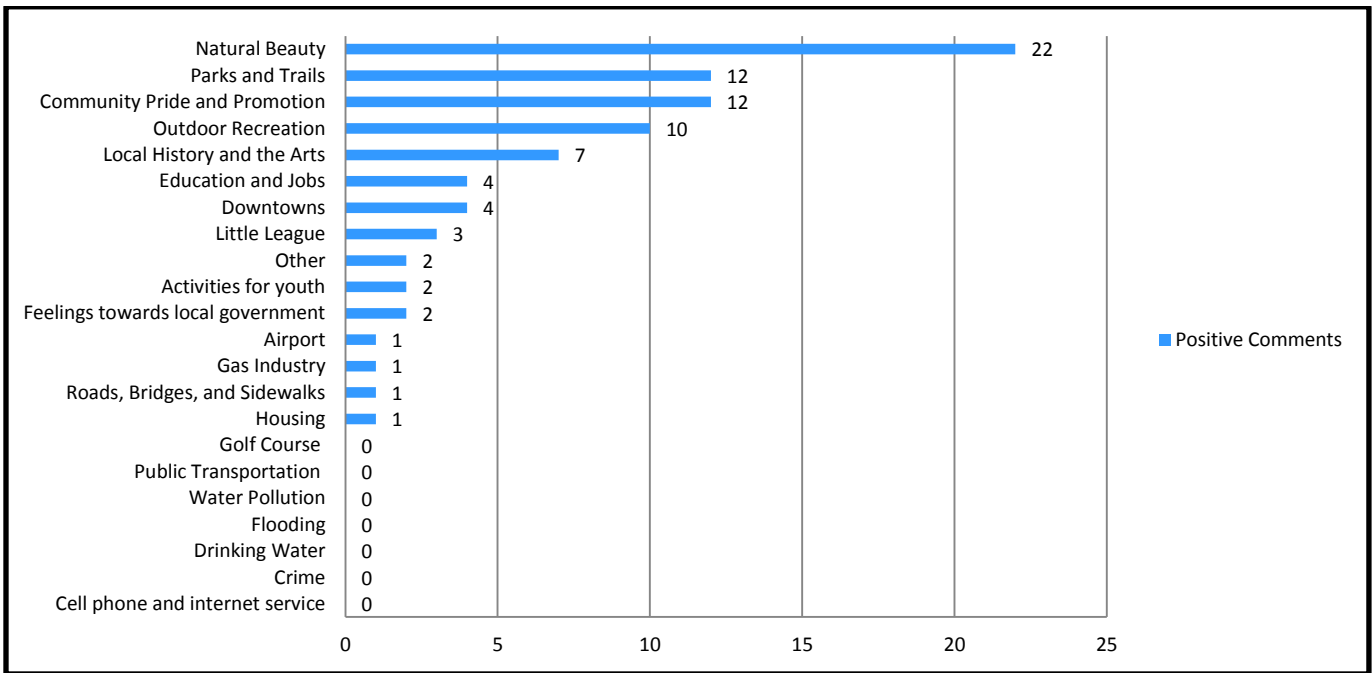
In the summer of 2016, the Lycoming County Department of Planning and Community Development (PCD) conducted several public outreach efforts where they collected data to determine which topics were most important to members of the public and what they liked and didn't like about Lycoming County. These outreach efforts were mainly centered around two specific methods. First, from May to August, PCD staff members conducted "Intercept Surveys" where they went to public events and conducted one-on-one survey sessions. Then from August 12th through September 18th the county hosted a survey online. All survey respondents were asked to provide home zip codes. The survey results were then separated by Planning Area based on which zip codes intersected with the Planning Area. Below is the combined analysis from the two surveys gathered from the 17740 and 17744 zip codes. The 17701 zip code crosses into the Planning Area but was excluded because much of the land area it covers is interchange or non-residential development. 44 people participated in the online survey and 15 participated in the intercept survey for a total of 59 survey respondents. Because of this small sample size, the results are not as definitive as other Planning Areas.

Qualitative Analysis for 17740 and 17744 Zip Codes

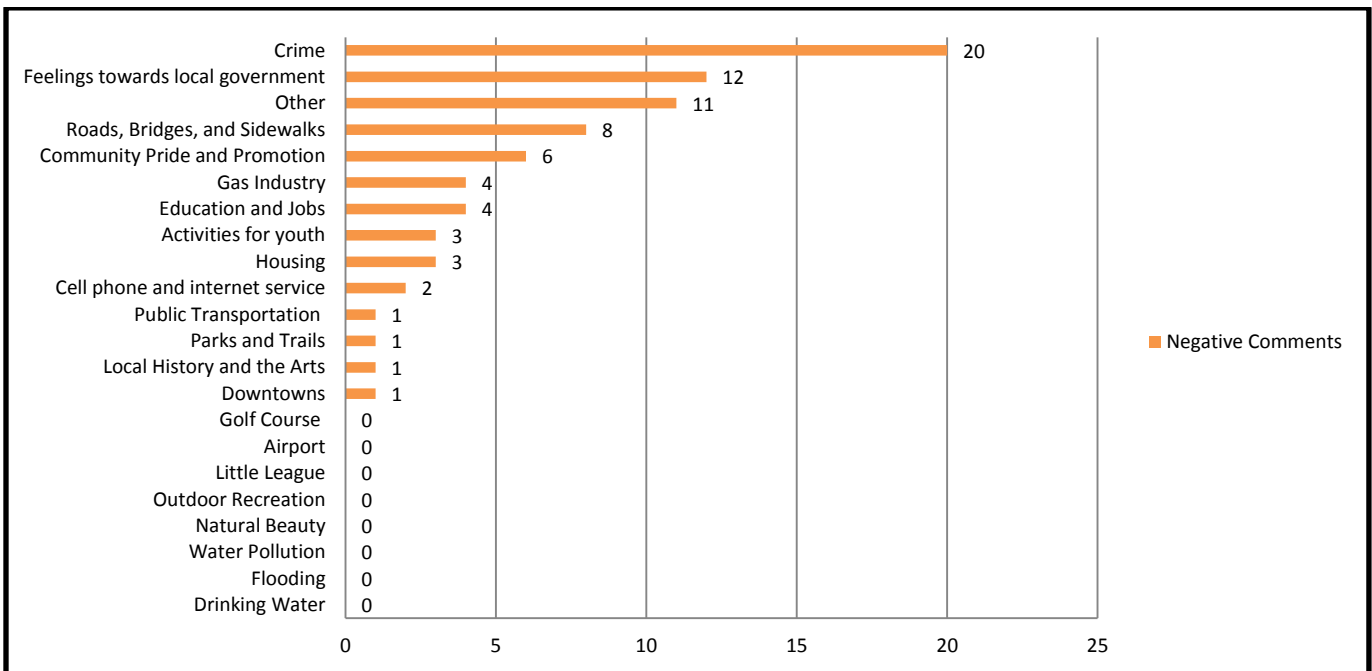
The online and intercept surveys both had open ended questions which allowed people to give their thoughts and opinions on the County. The first question asked "What do you like about Lycoming County and want to make sure lasts well into the future?" The second question was "What don't you like about Lycoming County and wish were different?" The responses from these two questions were analyzed by the department and comments were quantified into 22 separate categories (listed below). Comments which said something positive about the subject were separated from comments which said something negative about the subject. Positive numbers reflect positive comments and negative numbers reflect negative comments.



Qualitative Analysis for 17740 and 17744 Zip Codes continued



Culture, recreation, and scenic beauty were the themes of the top 6 most commented on categories by citizens of the US-220 & I-99 planning area. This is consistent with feedback received throughout the county. Specific examples of the parks and trails include the Riverwalk, the Rails to Trails, and the Frisbee golf course. Many citizens believe these topics are important to their quality of life and do not want to see them negatively changed.



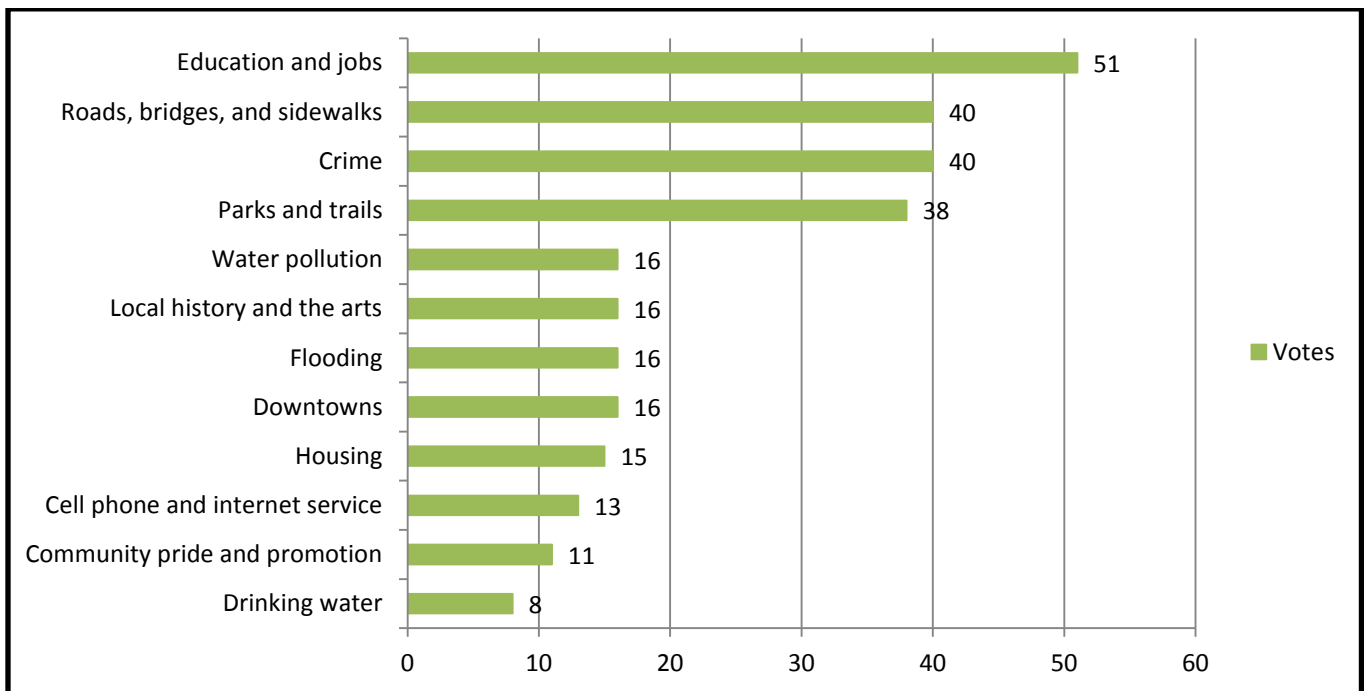
The most important topic which citizens of the US-220 & I-99 planning area identified as something they want to see changed was crime. Additionally, citizens are also unhappy with government, however, the reasons varied from people who believed government was doing too much, those who thought it wasn't doing enough and those who thought it was doing things in an inefficient manner. Citizens also identified roads, bridges, and sidewalks as well as

community pride/promotion as important topics. The other category was a variety of responses which covered topics including taxes, emergency service regionalization, and the lack of diversity throughout the county.

Lycob Bucks Exercise for 17740 and 17744 Zip Codes

This part of the survey allowed participants to take 5 theoretical dollars to allocate them towards their top priorities if they were in charge of making decisions. Participants could use all of the money towards one category or spread it out across up to five categories. Twelve separate categories were provided (listed in the graph below). Below is a graph showing how survey participants within the planning area responded to this portion of the exercise.

Survey participants identified education and jobs as the top priority. Crime and roads, bridges, and sidewalks were tied for the second most important priorities. Next came parks and trails followed by a steep drop off to water pollution. The priority of least concern was drinking water. Cell phone and internet service and community pride and promotion were viewed as less important priorities.

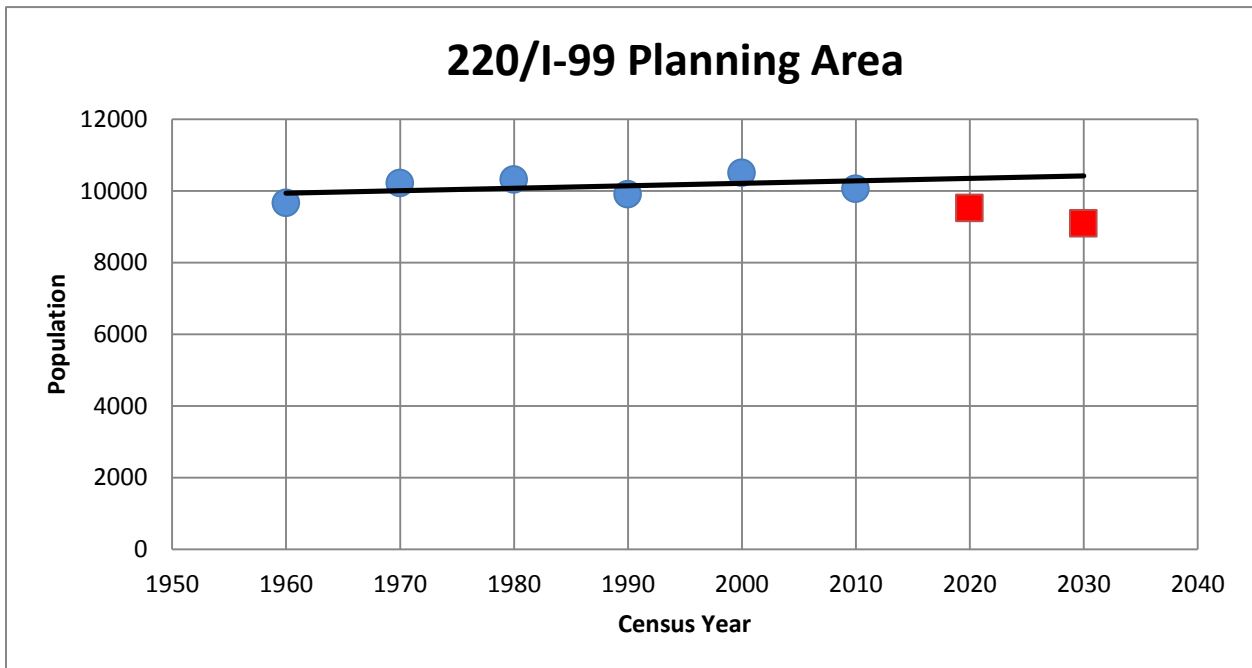




US 220/I-99 Planning Area Profile

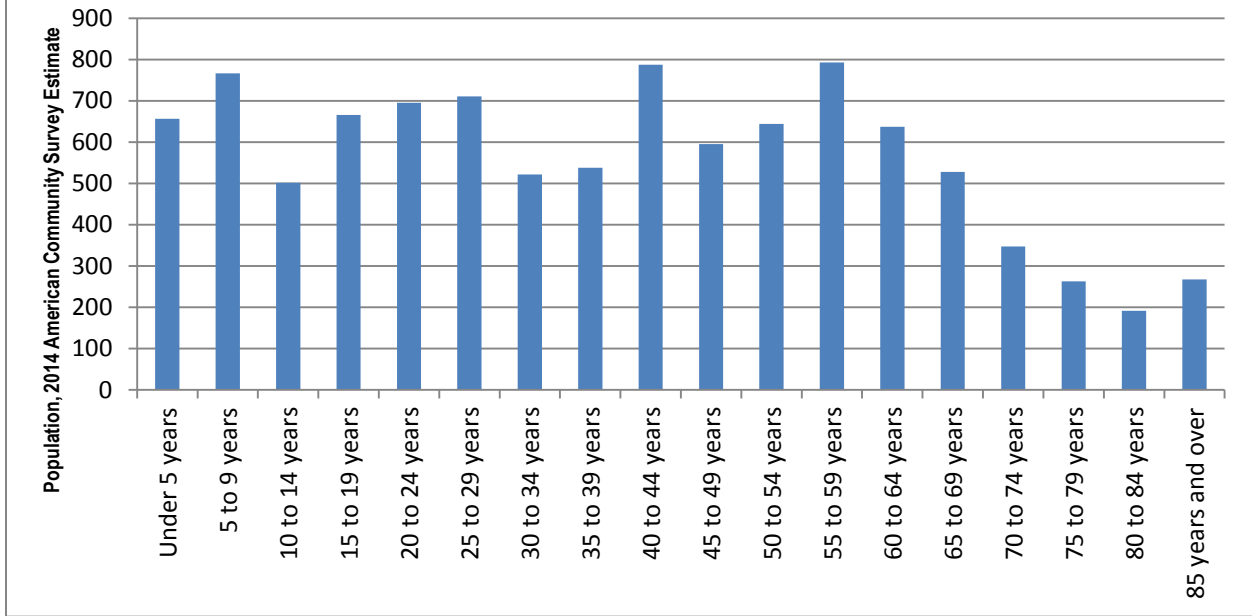
Population change and projections

- Census Count of Population Used to Calculate Population Change Projection
- ▲ Census Count of Population Excluded From Calculations
- Projected Future Population Count
- Best Fit Population Change Trend Based on 30-50 Years of Census Population Counts



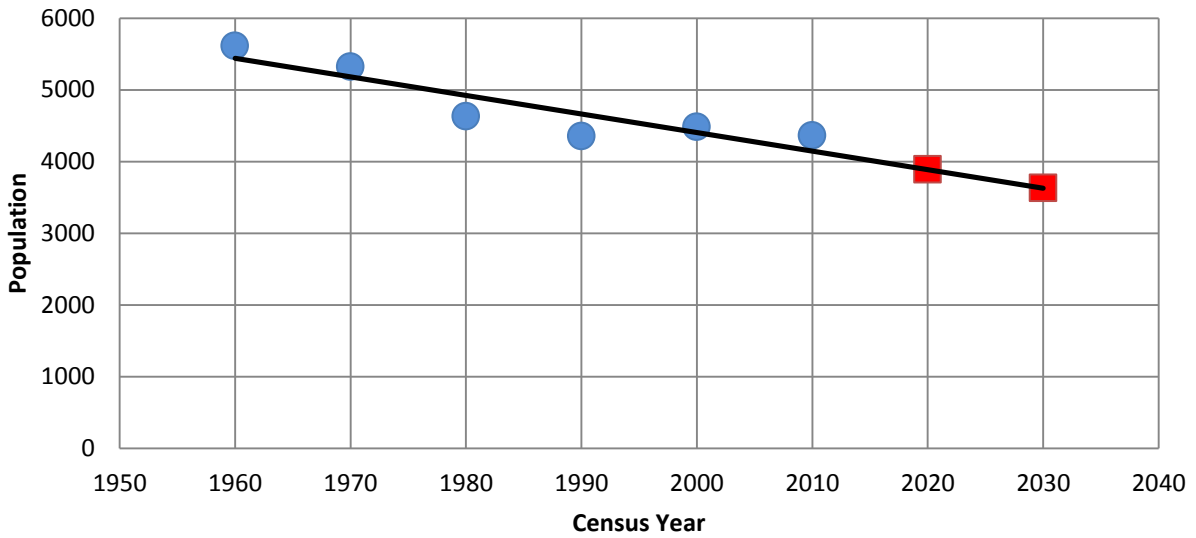
	1960	1970	1980	1990	2000	2010	2020	2030
Jersey Shore	5613	5322	4631	4353	4482	4361	3888	3629
Nippenose	540	583	714	742	729	709	657	582
Piatt	689	1013	1059	1097	1259	1180	1282	1335
Porter	1234	1283	1541	1441	1633	1601	1623	1607
Woodward	1583	2014	2370	2267	2397	2200	2068	1935
TOTAL	9119	9632	9601	9158	9771	9342	8860	8505

Population by Age Group, 2014

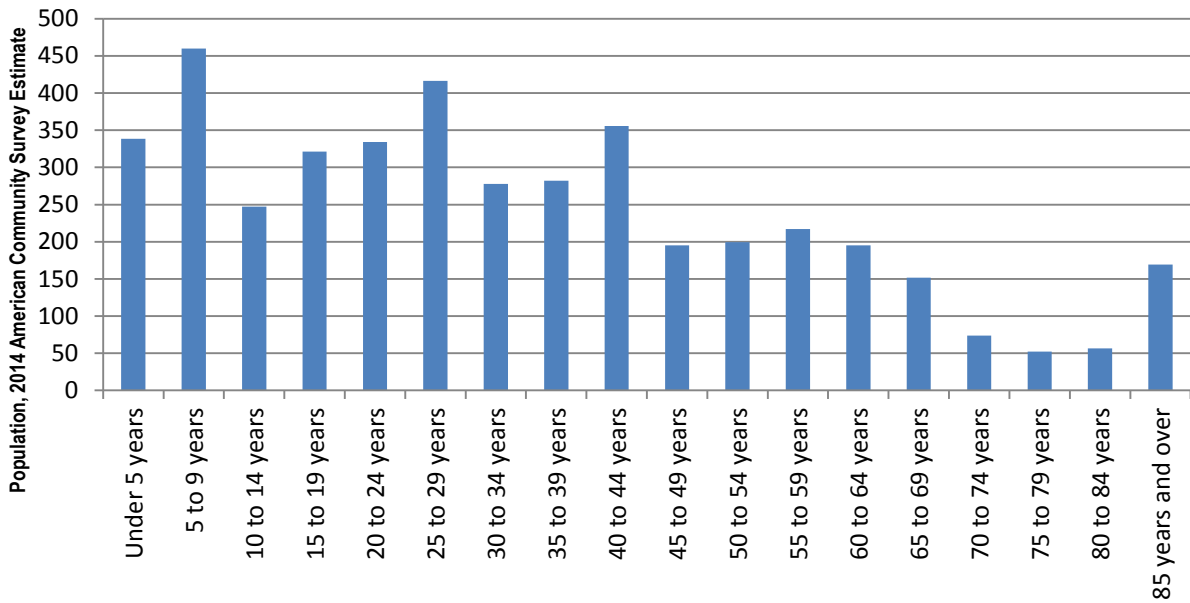


	Median age
BOROUGH OF JERSEY SHORE	30.7
TOWNSHIP OF NIPPENOSE	44.6
TOWNSHIP OF PIATT	39.6
TOWNSHIP OF PORTER	46.9
TOWNSHIP OF WOODWARD	47.6

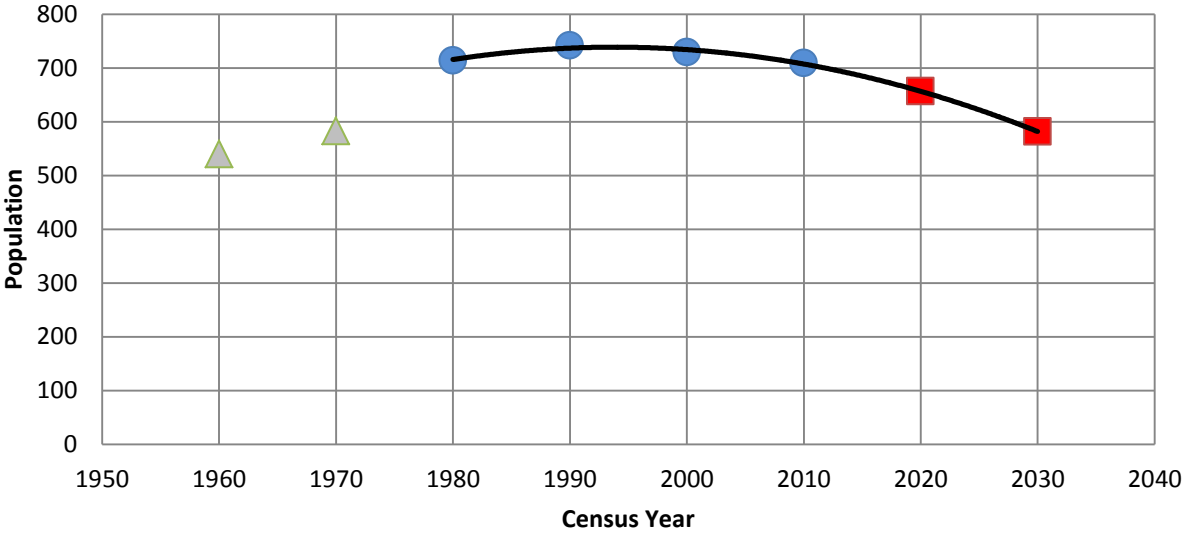
Jersey Shore Borough



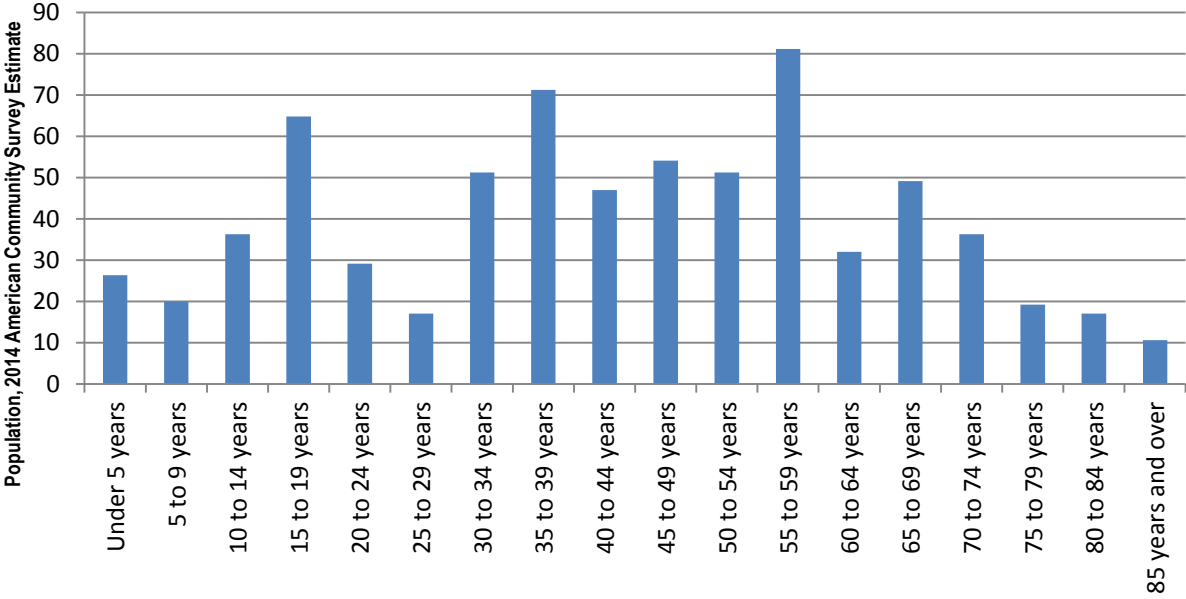
Population by Age Group, 2014



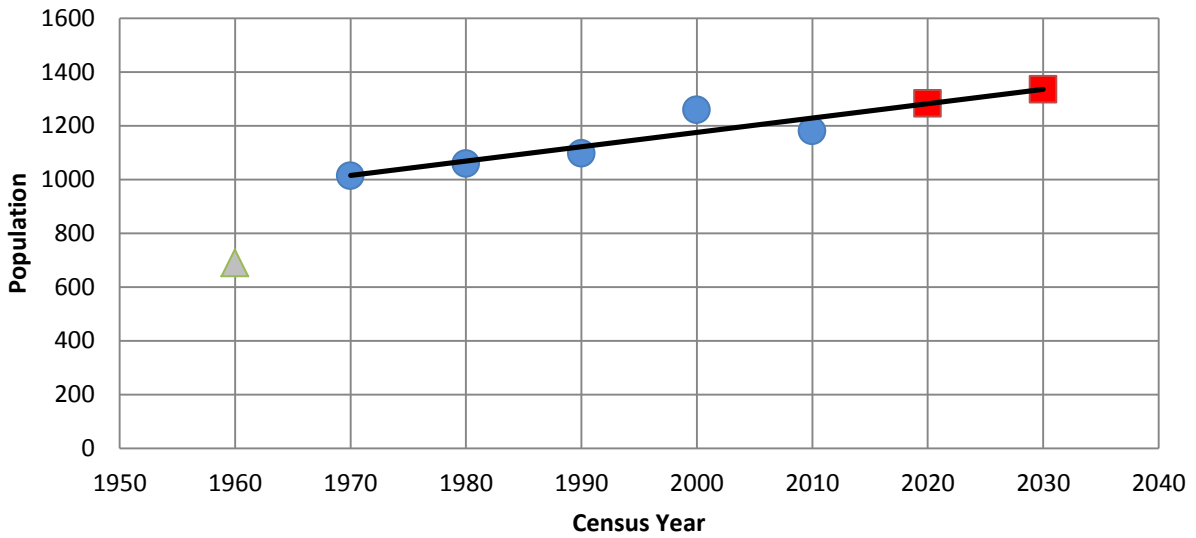
Nippenose Township



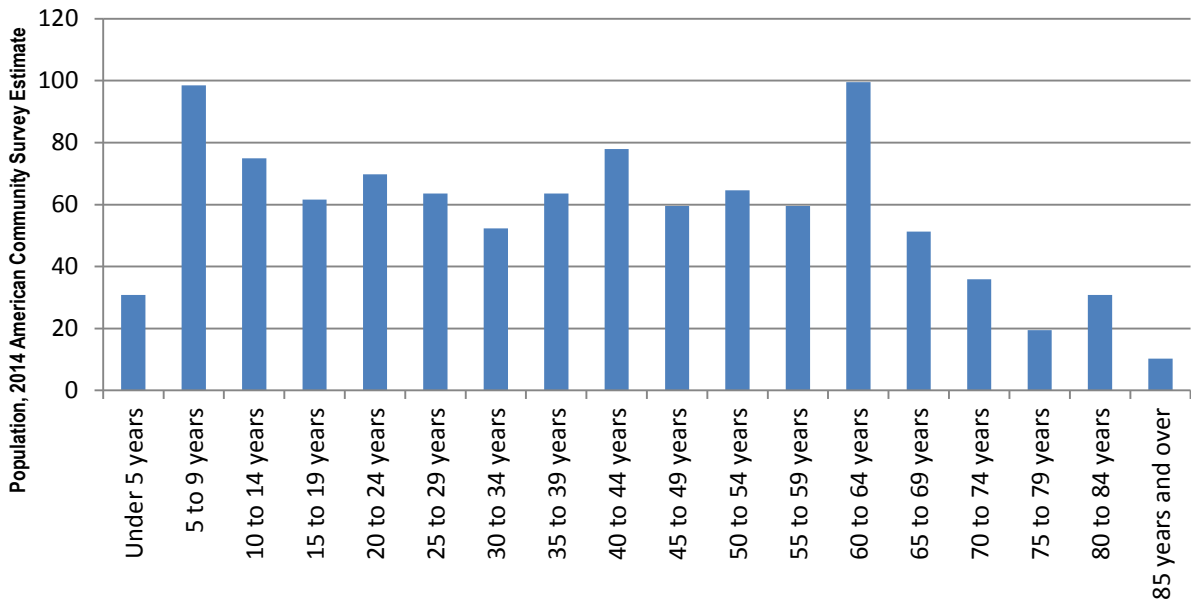
Population by Age Group, 2014

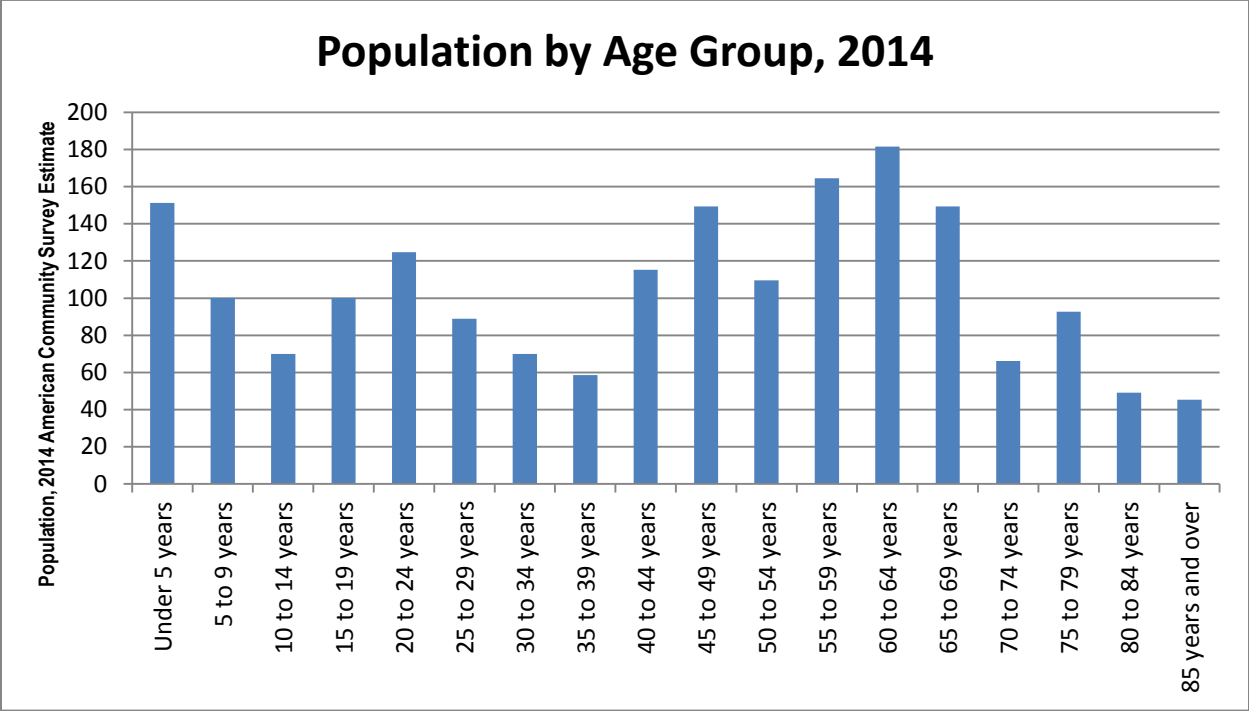
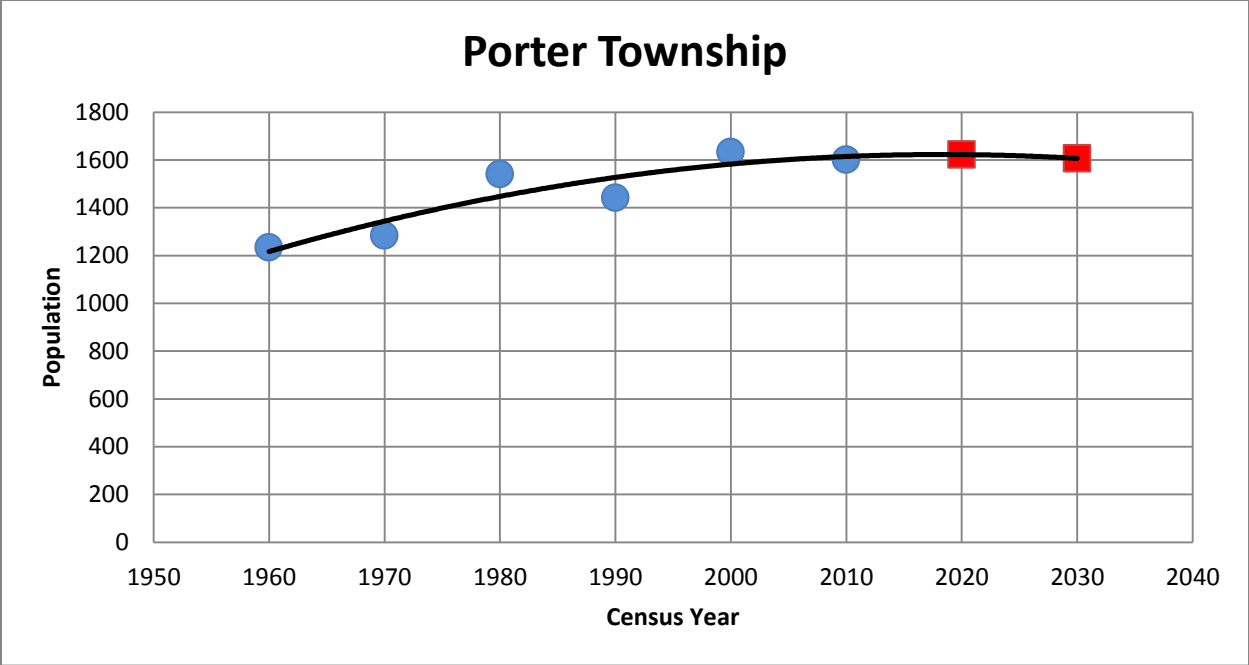


Piatt Township

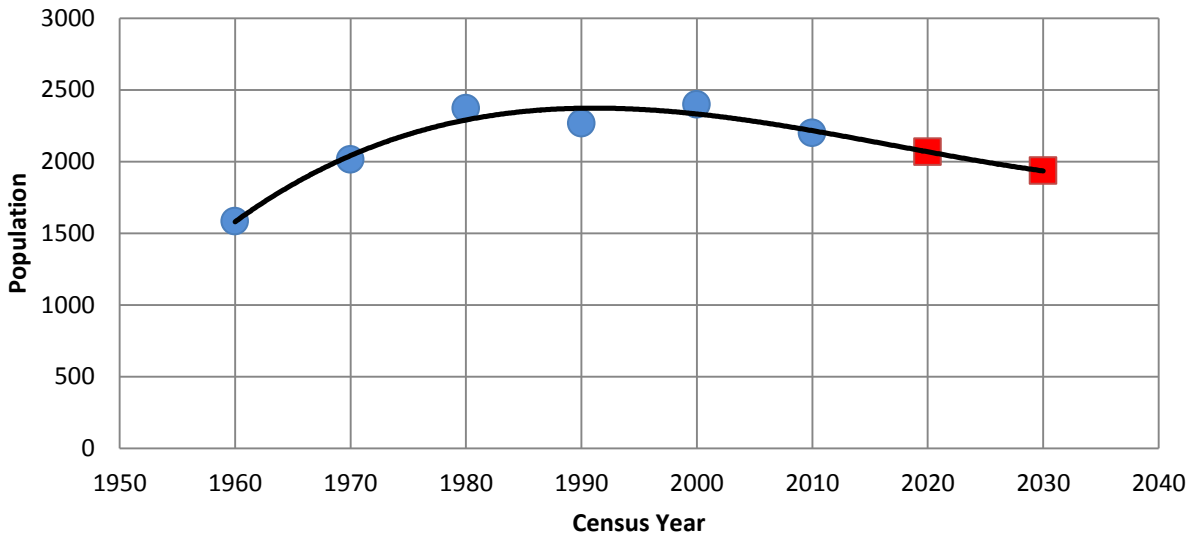


Population by Age Group, 2014

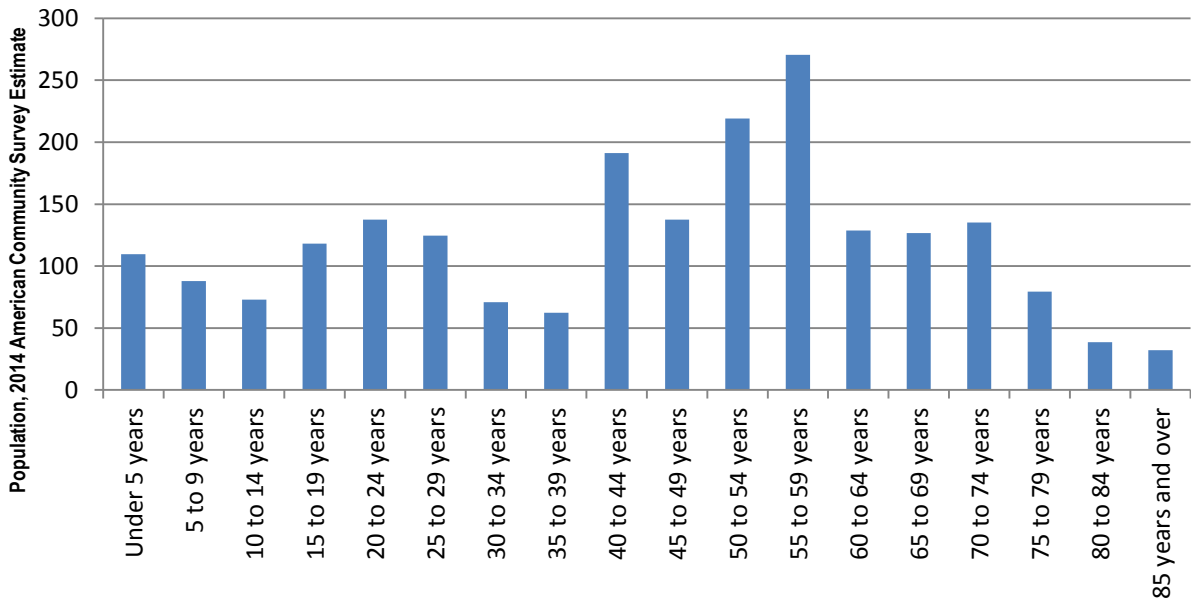




Woodward Township



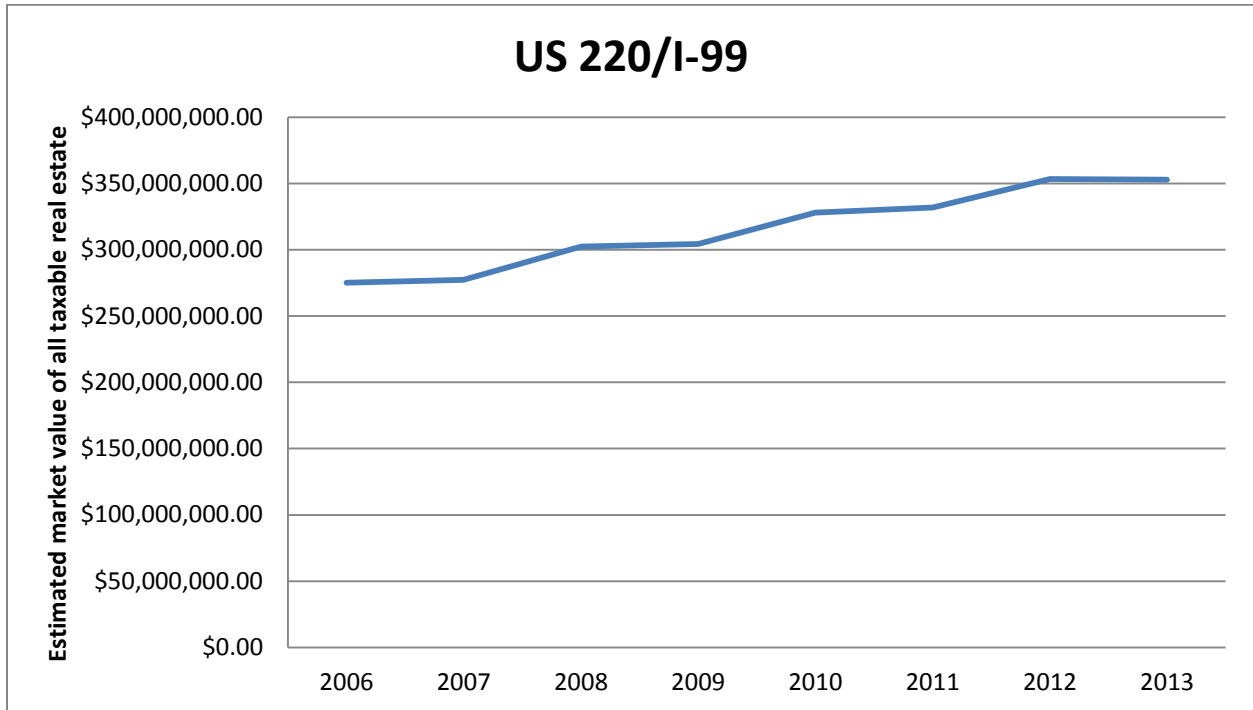
Population by Age Group, 2014



Housing

Taxable real estate market value

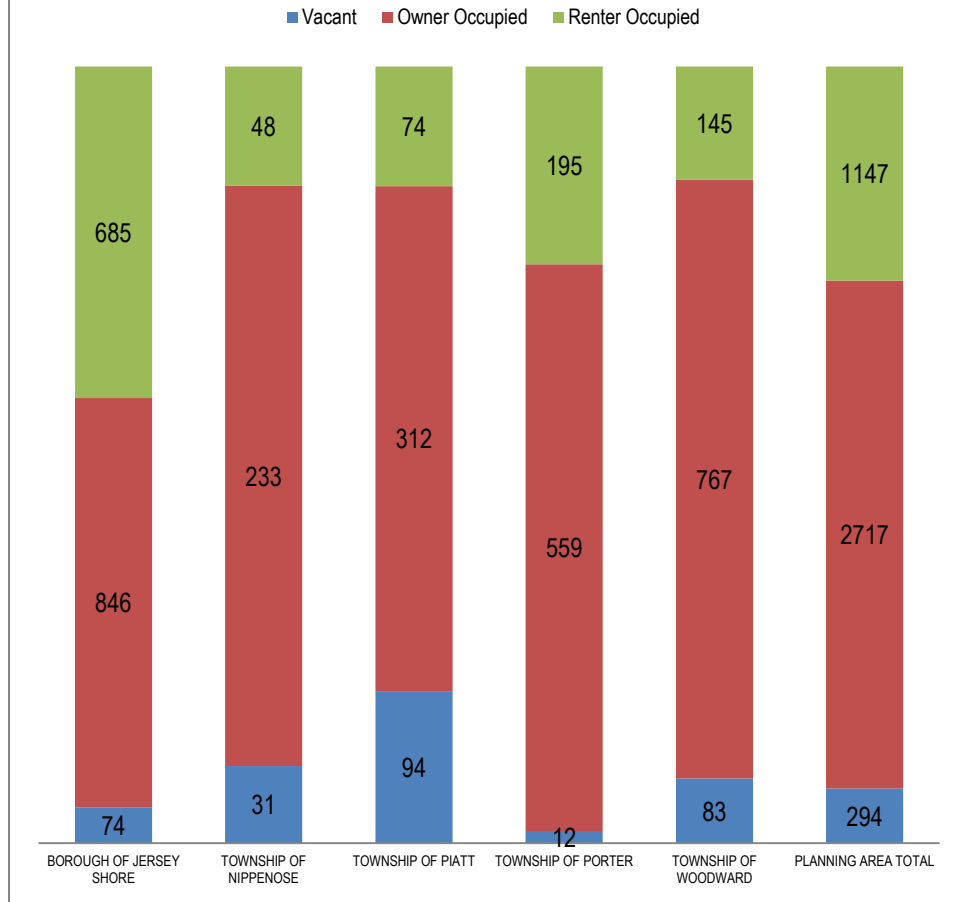
Data source: State Tax Equalization Board



	2006	2007	2008	2009	2010	2011	2012	2013
Jersey Shore Borough	\$102,953,700.00	\$103,142,388.51	\$110,978,666.75	\$111,827,984.76	\$116,205,589.99	\$116,036,768.90	\$119,012,591.08	\$118,916,430.88
Nippenose Township	\$22,097,900.00	\$22,470,896.27	\$27,756,512.27	\$28,331,498.41	\$31,485,173.01	\$32,005,601.19	\$32,804,362.13	\$32,998,345.98
Piatt Township	\$39,038,100.00	\$39,357,840.11	\$44,034,659.82	\$44,545,170.66	\$48,204,722.19	\$48,513,986.94	\$50,096,694.38	\$49,332,388.59
Porter Township	\$59,454,500.00	\$60,510,710.98	\$67,544,951.77	\$67,924,201.34	\$73,630,599.41	\$74,812,358.95	\$84,043,206.04	\$84,201,014.36
Woodward Township	\$73,788,400.00	\$74,223,148.03	\$79,840,970.73	\$80,154,025.81	\$89,895,487.54	\$92,520,729.93	\$100,063,132.32	\$100,309,292.70
PLANNING AREA TOTAL	\$275,234,700.00	\$277,234,087.63	\$302,399,249.07	\$304,451,382.57	\$327,936,399.13	\$331,883,844.72	\$353,215,623.82	\$352,759,126.53

	Percent change, 2006-2013	Dollar change, 2006-2013
Jersey Shore Borough	16%	\$15,962,730.88
Nippenose Township	49%	\$10,900,445.98
Piatt Township	26%	\$10,294,288.59
Porter Township	42%	\$24,746,514.36
Woodward Township	36%	\$26,520,892.70
PLANNING AREA TOTAL	28%	\$77,524,426.53

Housing Occupancy, 2014 American Community Survey Estimates



Note: "Vacant" housing units include the following

- For rent
- Rented but not yet occupied
- For sale
- Sold but not yet occupied
- Seasonal, recreational or occasional use

	Median Household Income	Median Annual Housing Costs for Homeowner with Mortgage, 2014	Annual Housing Costs for Homeowner with Mortgage as Percentage of Median Family Income	Median Annual Housing Rental Costs, 2014	Annual Housing Rental Costs as Percentage of Median Family Income
BOROUGH OF JERSEY SHORE	\$47,303.00	\$13,032.00	27.6%	\$7,920.00	16.7%
TOWNSHIP OF NIPPENOSE	\$48,661.00	\$13,908.00	28.6%	\$7,080.00	14.5%
TOWNSHIP OF PIATT	\$47,143.00	\$17,928.00	38.0%	\$9,480.00	20.1%
TOWNSHIP OF PORTER	\$48,867.00	\$14,820.00	30.3%	\$8,064.00	16.5%
TOWNSHIP OF WOODWARD	\$45,000.00	\$12,996.00	28.9%	\$6,576.00	14.6%

2014 American Community Survey Estimates

	2014 American Community Survey Estimate, Household Median Income
Lycoming County	\$45,877.00
Pennsylvania	\$53,115.00

2014 American Community Survey Estimates

	Median Year of Construction of Housing Units
BOROUGH OF JERSEY SHORE	1941
TOWNSHIP OF NIPPENOSE	1962
TOWNSHIP OF PIATT	1973
TOWNSHIP OF PORTER	1974
TOWNSHIP OF WOODWARD	1972

2014 American Community Survey Estimates

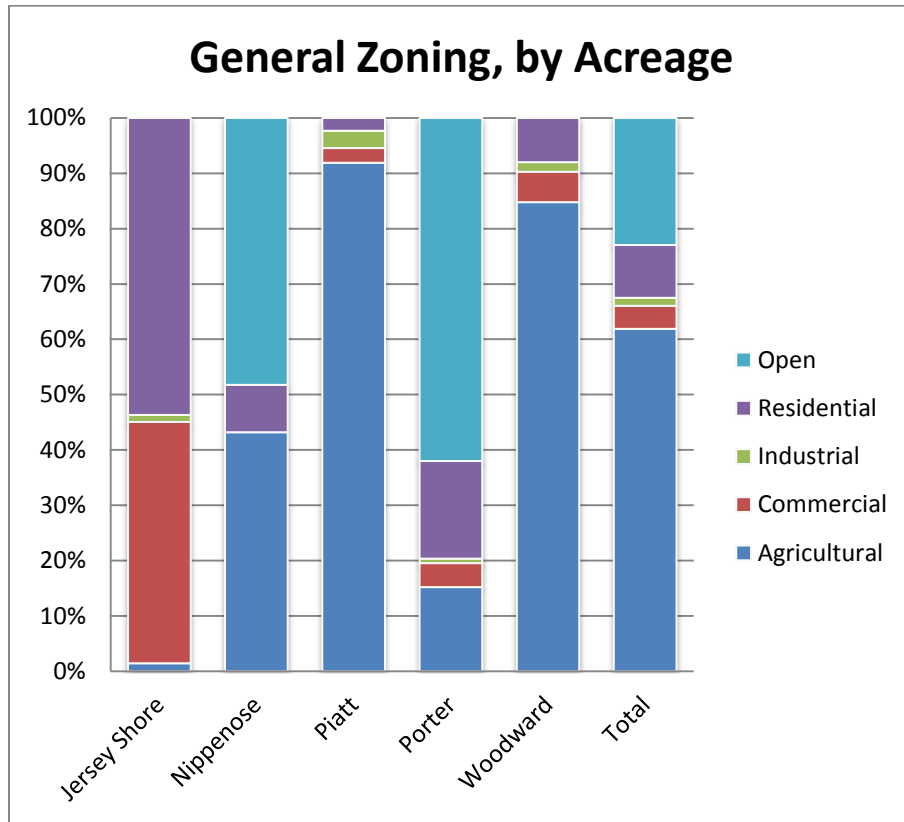
Floodplain and Flood Insurance

Data Sources: FEMA National Flood Insurance Program Policy and Claim Statistics and Lycoming County

	Policies	Insured Amount	Total Premiums	Total Claims	Total Payments	Total Number of Tax parcels	Parcels Containing Regulatory Floodplain	Percent Containing Floodplain
BOROUGH OF JERSEY SHORE	378	\$34,619,000.00	\$344,705.00	42	\$1,729,310.80	1581	755	47.8%
TOWNSHIP OF NIPPENOSE	13	\$1,765,300.00	\$15,079.00	6	\$157,149.23	346	85	24.6%
TOWNSHIP OF PIATT	44	\$4,759,000.00	\$43,282.00	73	\$580,091.00	534	214	40.1%
TOWNSHIP OF PORTER	36	\$4,366,500.00	\$35,871.00	18	\$92,865.07	759	201	26.5%
TOWNSHIP OF WOODWARD	26	\$6,237,300.00	\$78,591.00	51	\$531,282.11	914	192	21.0%
PLANNING AREA TOTAL	497	\$51,747,100.00	\$517,528.00	190	\$3,090,698.21	4134	1447	35.0%

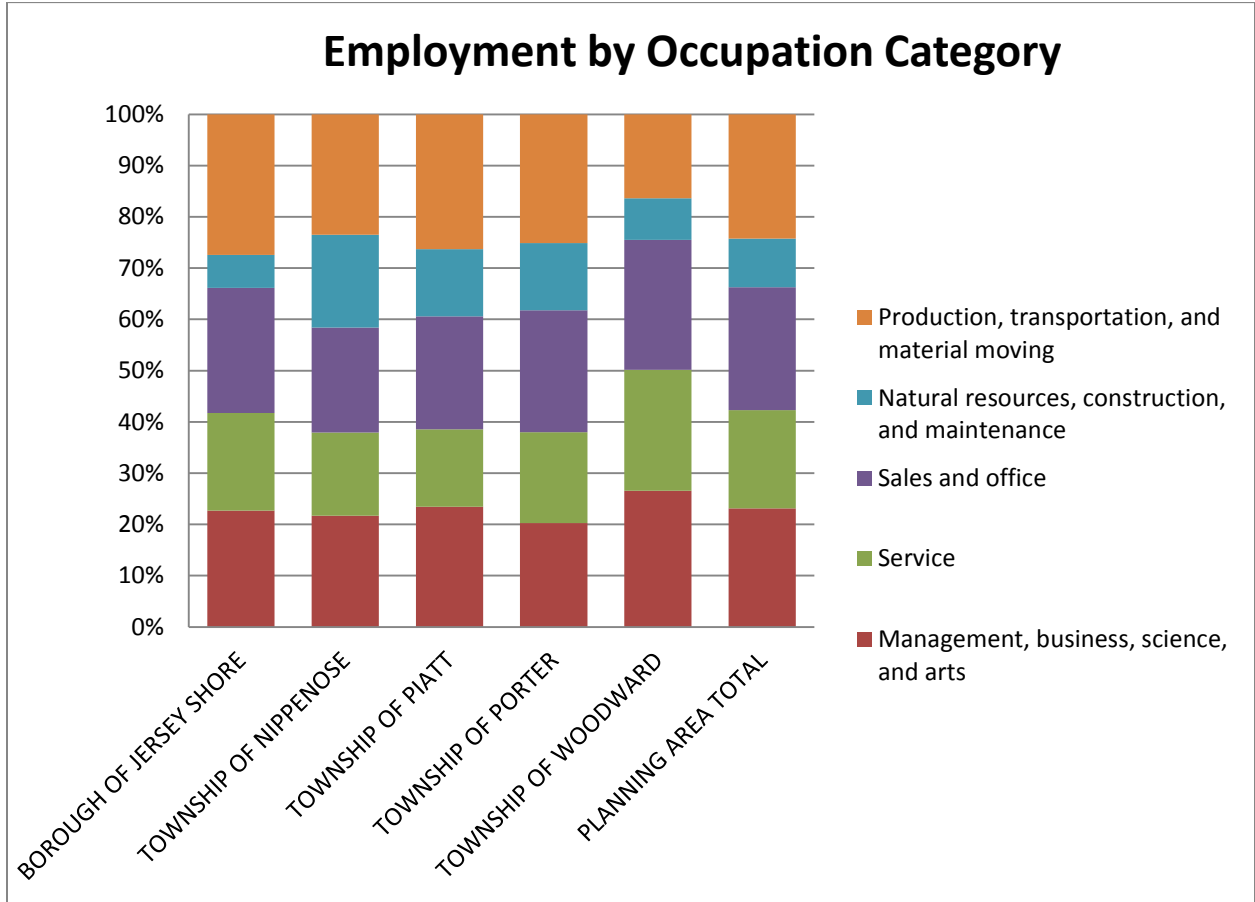
Current Zoning

Data Source: Lycoming County



	Vacant Land (Acres)	
	Zoned Commercial	Zoned Industrial
BOROUGH OF JERSEY SHORE	9.35	0.37
TOWNSHIP OF NIPPENOSE		
TOWNSHIP OF PIATT	14.45	78.69
TOWNSHIP OF PORTER	59.99	2.51
TOWNSHIP OF WOODWARD	44.59	68.52
TOTAL	128.38	150.09

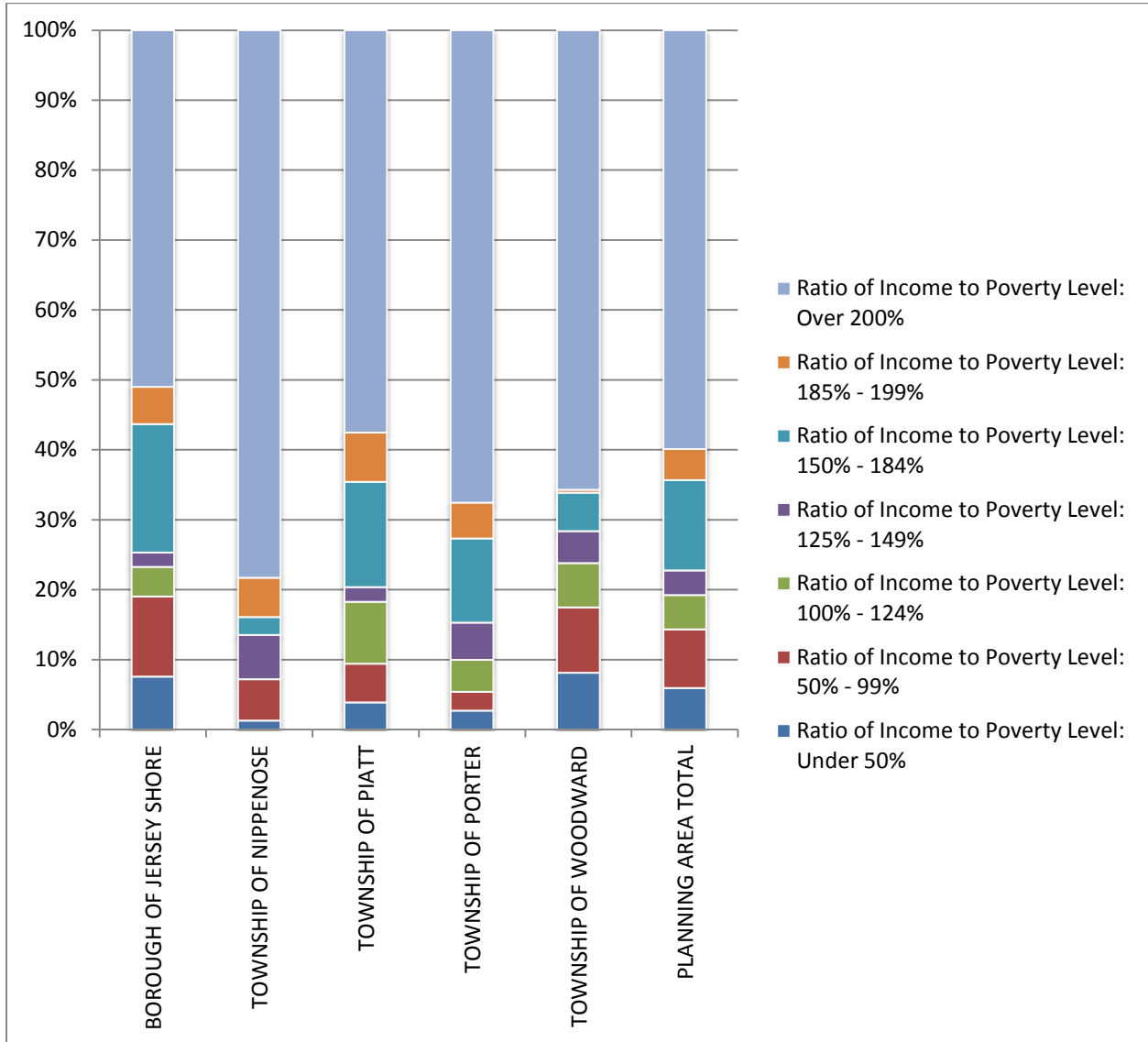
Employment



Poverty

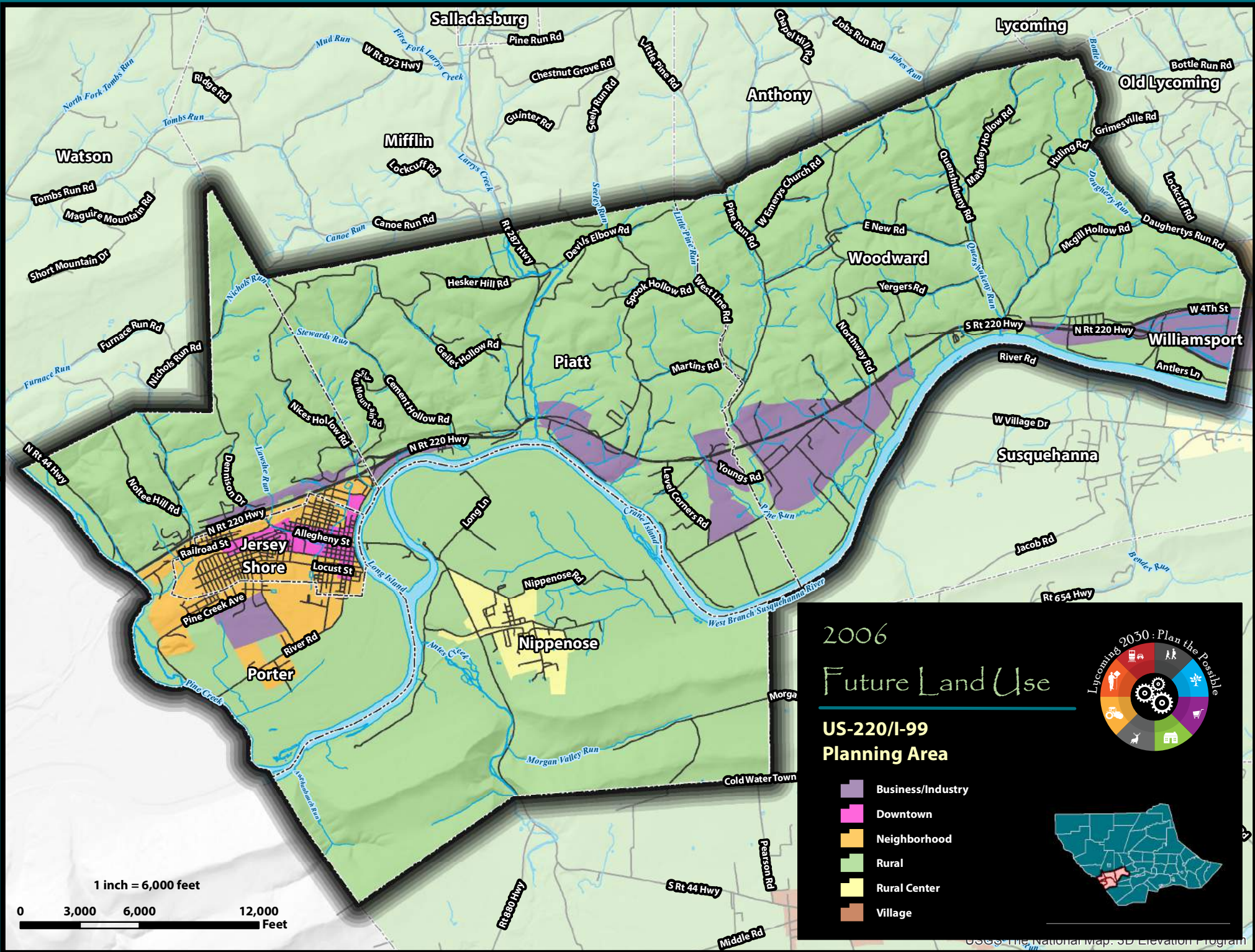
2014 American Community Survey Estimates

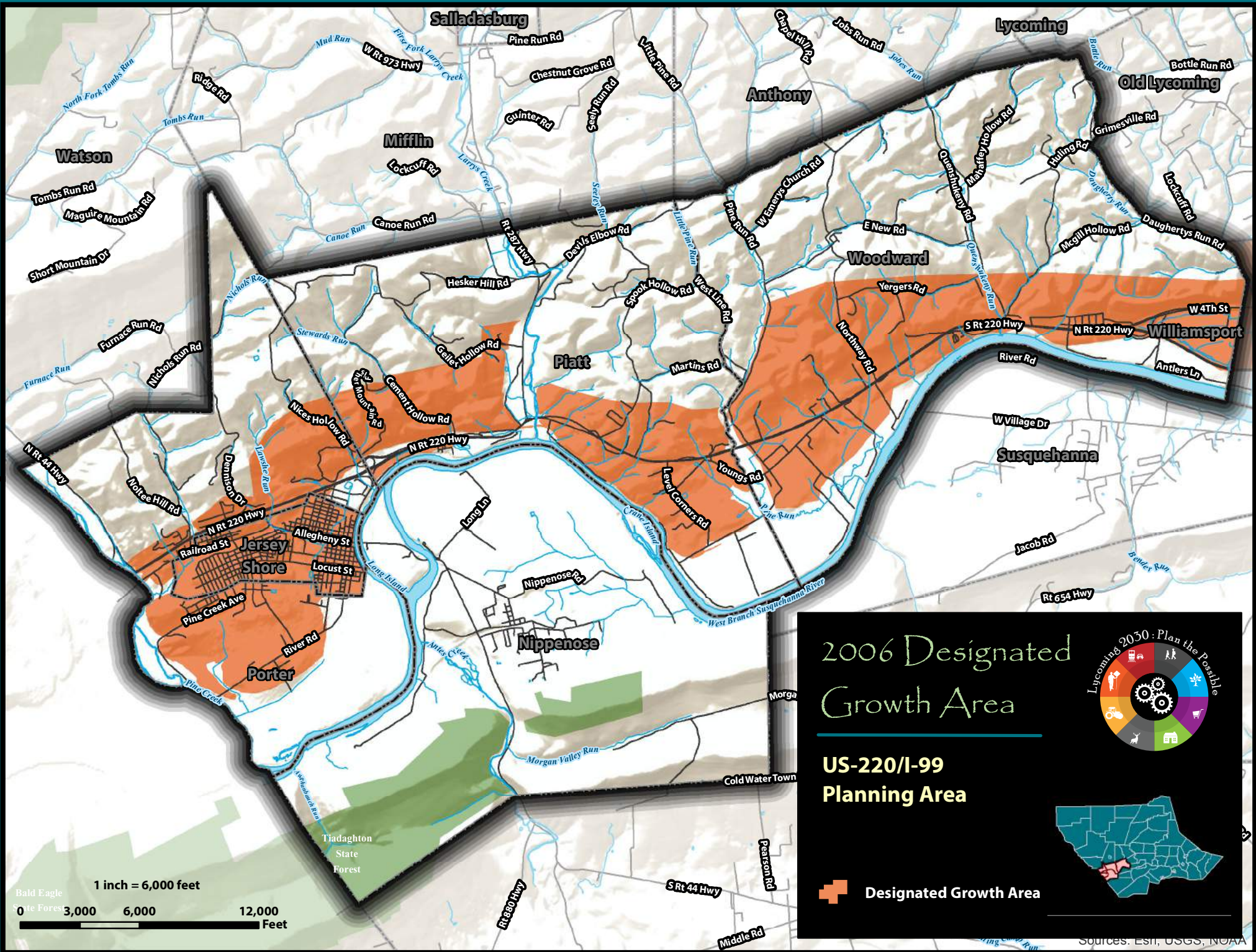
Federal Poverty Level for Individuals in 2014: \$11,670



Appendix D


Maps





2006 Designated Growth Area

US-220/I-99 Planning Area

 Designated Growth Area



Sources: ESRI, USGS, NOAA

Appendix E

Plan Consistency & Plan References

The 2005 US 220/I-99 Multi-municipal Comprehensive Plan describes the Relationship and Consistency with County Functional Plans and Consistency with Regional Planning in Chapters 7 and 8 respectively. These sections are still relevant today with the exception of the following updates:

Lycoming County 2013-2033 Long Range Transportation Plan (2013)

The Lycoming County 2013-2033 Long Range Transportation Plan was adopted in 2013 and prepared by the Lycoming County Department of Planning and Community Development. The Transportation Plan was created to comply with state policies and federal regulations which state that air quality attainment areas, such as Lycoming County, must update their plans every five years. The Plan identifies transportation issues and needs by evaluation of physical condition and operational assets of all modes of transportation in Lycoming County. The WATS committee conducted public meetings, trend analysis, and inventory review. Recommendations include many bridge replacements and rehabs and road improvements such as resurfacing, reconstruction, and intersection improvement.

Lycoming County Hazard Mitigation Plan (2010 & 2015)

The Lycoming County Hazard Mitigation Plan was adopted in 2010 and a new plan was adopted in 2015. Both plans were prepared by Michael Baker, Jr., Inc. of Philadelphia. Due to suffering floods, winter storms, tornadoes, Lycoming County recognized the need for a long-term plan addressing such hazards. Public participation included written surveys, public meetings, and the opportunity to review and comment on the existing Plan. Recommendations include improvement of public awareness/ education programs, natural resource protection, and structural projects such as relocation or elevation of possible at-risk structures.

County Recreation, Parks, & Open Space/Greenway Plan (2006)

Adopted in 2006 and prepared by the Lycoming County Planning Commission, the Lycoming County Recreation, Parks, & Open Space/Greenway Plan is a continuation of the original 1974 County Recreation Plan which aimed to incorporate recreational values into everyday life with the mission of improving the quality of life through health, individual happiness, creativity and community vigor. The Planning Commission utilized both a county wide survey as well as public meetings to help determine the primary visions and goals of the public, as well as implementation strategies for the Comprehensive Plan. Resulting from the Recreational Survey, most participants felt that the County government should be more involved with local Municipalities in developing recreational services, and were mostly interested in recreational trails, ice skating, environmental education that involves the preservation of nature, and youth-focused activities. The plan proposed the creation of the Lycoming County Recreation Council, the expansion of recreation programs throughout the municipalities, and selecting Greenway implementation projects like connecting the Susquehanna Trail and Greenway from Pine Creek to Union County and expanding the Lycoming Creek Bikeway past Trout Run.

5-County Solid Waste Plan (2013)

The County Commissioners of the Five-County Region encompassing Columbia, Montour, Lycoming, Union and Snyder Counties underwent a comprehensive, multi-year effort to create a Regional Solid Waste Plan. Lycoming County acted as the lead agency for much of the development of the Plan. The process involved extensive stakeholder and public involvement. The Plan was to meet the collective waste capacity needs of the region for a ten year period, as required by Pennsylvania law. It achieved this objective through a “modified flow control” approach that allows waste haulers to transport to any landfill or transfer station facility that responded to a Solicitation of Interest, met the requirements of

the plan, and entered into a waste capacity disposal agreement with the Region. The Regional Plan, accepted by DEP on February 26, 2013, complies with the requirements of Act 101 (the Pennsylvania Municipal Waste Planning, Recycling and Waste Reduction Act of 1988), and appropriate amendments to that Act. A one-year implementation period followed the official DEP acceptance of the plan, which occurred on February 26, 2013. The five counties formed a Regional Steering Committee to carry out implementation of the plan.

Please visit www.lyco.org to view the full versions of these plans.

Clinton County Comprehensive Plan (2014)

The Pennsylvania Municipalities Planning Code requires that comprehensive plans include a statement regarding the plan's consistency with surrounding municipalities. The US 220/I-99 multimunicipal planning area lies within Lycoming County but shares boundaries with municipalities in Clinton County. The Clinton County Comprehensive Plan has been updated since the adoption of the 2005 US 220/I-99 multimunicipal plan. Therefore the updated Clinton County comprehensive plan was reviewed to ensure continued consistency.

The Clinton County Comprehensive Plan (2014) is viewable on the Clinton County website, www.clintoncountypa.com